

MINUTES

Metropolitan Policy Committee
Springfield Justice Center—344 A Street
Springfield, Oregon

February 1, 2018
11:30 a.m.

PRESENT: Sid Leiken, Chair (Lane County); Lucy Vinis, Alan Zelenka (City of Eugene); Christine Lundberg (City of Springfield); Patti Gianone (City of Coburg); Frannie Brindle (Oregon Department of Transportation), Gary Wildish, Kate Reid (Lane Transit District); members; David Reesor for Steve Mokrohisky (Lane County), Tom Boyatt for Gino Grimaldi (City of Springfield), Rob Inerfeld for Jon Ruiz (City of Eugene); Aurora Jackson (Lane Transit District); Thomas Boydell (City of Coburg); *ex officio* members.

Brenda Wilson, Paul Thompson, Dan Callister, Kelly Clarke (Lane Council of Governments); Emma Newman (City of Springfield); Jeff Kernen (City of Coburg); Bill Johnston, Lisa Strader (Oregon Department of Transportation); Tom Schwetz, , Andrew Martin, Theresa Brand, Carolyn Chase, Tracy Ellis (Lane Transit District); Carleen Reilly, Michelle O'Leary, Rob Zako (Better Eugene-Springfield Transportation); Jennifer Smith; guests.

WELCOME AND INTRODUCTIONS

Ms. Lundberg welcomed all to the meeting and those present introduced themselves.

CALL TO ORDER

Ms. Lundberg called the meeting to order.

APPROVE January 4, 2018 MEETING MINUTES

Mr. Leiken, seconded by Mr. Wildish, moved to approve the January 4, 2018, meeting minutes as presented. The motion passed unanimously, 6:0.

ADJUSTMENTS TO THE AGENDA/ANNOUNCEMENTS FROM MPC MEMBERS

Ms. Vinis announced that PeaceHealth was the sponsor for Eugene's bike share program.

Ms. Reid invited everyone to the Thurston Hills Natural Area opening at 10 a.m. on February 3, 2018.

Ms. Lundberg announced that the Department of Land Conservation and Development had approved Springfield's urban growth boundary (UGB) expansion in the Gateway area.

COMMENTS FROM THE AUDIENCE

Michele O'Leary, representing Better Eugene-Springfield Transportation (BEST), spoke to the MPC's adoption of safety performance measures targets. She applauded Lane Council of Governments (LCOG) for

its work on the measures, but hoped to see an end date to adoption of the state's targets in order to allow LCOG to develop its own targets. She stressed the need for regional performance measures.

ELECTION OF CHAIR AND VICE CHAIR FOR 2018; APPOINTMENT OF OMPOC MEMBERS

Ms. Wilson stated that the MPC elected a chair and vice chair at the beginning of each year. The election of officers was postponed in January due to lack of a quorum. She said the MPC bylaws required that the chair and vice chair represent Eugene, Springfield, or Lane County and historically the vice chair had become chair. Any MPC member could be appointed as a representative to the Oregon MPO Consortium (OMPOC).

Ms. Lundberg nominated Mr. Leiken for chair and Ms. Vinis for vice chair. There were no other nominations. Mr. Leiken and Ms. Vinis were elected unanimously, 6:0.

Mr. Leiken noted that Ms. Lundberg and Ms. Reid were currently the OMPOC representatives. Ms. Lundberg and Ms. Reid both agreed to continue to serve.

Mr. Leiken thanked Ms. Lundberg for her leadership of the MPC and OMPOC.

Mr. Zelenka and Ms. Brindle arrived at 11:40 a.m.

METROPOLITAN PLANNING ORGANIZATION (MPO) ISSUES

Safety Performance Measures Targets

Mr. Thompson briefly reviewed the information presented at the MPC's January meeting. He said no public comments had been received and the comment period concluded on January 28, 2018. He said LCOG would definitely look at specific regional targets as more performance measures were developed. He said adoption of the state targets at this point would assure that the MPO met federal requirements, but those could be adjusted in the future and additional regional and local measures developed.

Ms. Gianone, referring to data in Table 1 in the agenda packet memorandum, asked if figures for 2017 were available yet. Mr. Thompson said that data had not been provided by the state. Mr. Leiken added that 2016 data was also not available.

In response to a question from Ms. Gianone, Mr. Thompson explained that the number of vehicle miles traveled was a modeled estimate based upon a number of data sources.

In response to a question from Mr. Zelenka, Mr. Thompson said the targets in Table 1 were those adopted by the state in its Transportation Safety Action Plan. The MPO was being asked to adopt those targets in order to comply with federal requirements, but was not at this time required to develop specific regional targets. He said the MPO would have to demonstrate through its long-range planning, programming and use of MPO discretionary funds, and other actions, that it was supporting the statewide effort to make progress towards the targets. He said adoption of the state targets did not mean the region was committed to those specific numerical targets; rather, it was committed to generally supporting the state's targets through MPO actions.

Mr. Inerfeld commented that the MPO would track and collect data within the MPO area and report on progress annually. Mr. Thompson said the report would include data on the five additional regional measures adopted in the MPO's safety plan. He said information on data and measures was available on LCOG's data portal.

Mr. Zelenka, seconded by Ms. Lundberg, moved to adopt Resolution 2018-01 to support State Safety Performance Targets. The motion passed unanimously, 8:0.

Point2point Update

Ms. Brand presented an overview of Point2point, the region's transportation options program since the 1990's. She said Point2point was in the second year of a five-year work plan with key high priority areas of focus to support the program's goal. She described actions that had been taken and were planned in the following areas:

- expansion of regional transportation options outreach
- strengthening all employer programs
- strengthening all metrics
- developing new and maximizing existing partnerships

Ms. Brand said copies of the strategic work plan and status reports on employer programs and outreach efforts were included in the agenda packet. She circulated samples of outreach materials targeted to employers and invited questions from the committee.

Ms. Brindle said that the Oregon Department of Transportation (ODOT) would like to partner with Point2point in publicizing its Beltline construction projects during the summer of 2018, as well as the opening of a new bike path route along Interstate 5. She said ODOT could contribute funds to the effort. Ms. Brand said Point2point would be pleased to develop a variety of strategies for public information and outreach in partnership with ODOT.

Mr. Inerfeld said the City of Eugene was interested in marketing activities to publicize its active transportation infrastructure and new connections being made in the community, such as the I-5 bike path.

In response to questions from Mr. Zelenka about several of the proposed marketing and outreach efforts, Ms. Brand said Point2point was working with staff from different jurisdictions to promote programs, such as Eugene's bike share. She emphasized that it would take a coordinated effort by all agencies to assure that the community was aware of all transportation options available to residents.

Ms. Lundberg commended the Safe Routes to School program, which she felt was working well. She expressed concern about the International Way EmX line, which was under utilized by riders while parking lots along the corridor were full. She encouraged Lane Transit District (LTD) to consider how the line could be better used, particularly since Springfield would be expanding commercial and industrial development in the Gateway area. Ms. Brand said LTD staff was working on long-term solutions. She said one of the challenges was the large amount of free parking in the area.

Mr. Wildish said approval of Springfield's UGB expansion in the Gateway area would create a need for additional transportation options and opportunities for LTD to help employers and residents understand the benefits of transit. He agreed with Ms. Brand that long-term solutions were needed.

Mr. Leiken asked if, in addition to transportation planners, LTD also worked with jurisdictions' land use planning staff. He noted that all jurisdictions had significant near-term projects, along with regional preparation for the 2021 World Championship Games, that would change communities and provide international exposure for the region. Ms. Brand said that LTD staff worked directly with planning staff

from other jurisdictions, while Point2point served in an advisory capacity on various teams to assist with transportation options associated with large projects and events such as the 2021 games.

Ms. Jackson said that LTD's Strategic Planning Committee recommended to the LTD Board of Directors that LTD work closely with jurisdictions to directly address transportation issues related to growth and development in the region, as well as major activities with regional impact such as the 2021 games. She said LTD was conducting a comprehensive operational analysis (COA) that would help guide the District now and 10 years into the future. Included in the COA would be land use issues, how transit was serving the community now and what would be needed in the future. She said the business community and large employers would be part of the process and the COA would be completed by the end of 2018.

Ms. Brindle asked if any information was available on what percentage of 2021 games visitors would use the Portland airport compared to the Eugene airport, as how people arriving in Portland would be transported to Eugene was of interest to ODOT. Mr. Leiken replied that approximately 80 percent of travelers were expected to arrive in Portland and discussions were under way about strategies for transporting them to Eugene.

Mr. Inerfeld observed that jurisdictions had little leverage with developers on some project to discuss transportation options if land use approvals were not required, although some were open to working with the City on the issue. Eugene's new Transportation System Plan included development of a program that would require developers to address that topic on certain projects. He said Point2point's assistance would be key to developing that program.

Ms. Brand thanked the MPC for its support of Point2point programs.

Safe Routes to School Capital Grant Program Update

Mr. Inerfeld said he was a member of the rulemaking advisory committee (RAC) for the Safe Routes to School (SRTS) Infrastructure Program created by HB 2017. He said those rules would be adopted by the Oregon Transportation Committee (OTC) when completed. He said the program would provide \$10 million statewide annually for SRTS capital projects, increasing to \$15 million annually in 2023. He distributed and reviewed a fact sheet entitled *Safe Routes to School Infrastructure Program Talking Point for Rulemaking Advisory Committee, 1-23-2018*.

Mr. Inerfeld asked for input on two key issues: the match requirement and program design within the capital grant program. He said the current match requirement was 40 percent, which was significantly higher than the match requirement for other funds available to jurisdictions. He said there was an option for reducing the match to 20 percent for certain types of projects associated with communities of less than 5,000, near a Title I school, or along a school safety corridor, and the RAC would likely recommend that option. He said the RAC was working to define "safety corridor."

Mr. Inerfeld described options for the grant program, including statewide competitive grants, rapid response grants and set aside for ODOT discretionary projects. An option discussed for distribution of funds was 65 percent for competitive grants, 25 percent for ODOT discretionary projects and 10 percent for rapid response. Another option would eliminate the set aside for ODOT discretionary projects, but allow ODOT to compete within the larger pool of funds. He said there was also interest in having a target for rural projects, but no figures had been discussed. Defining a rural community as non-MPO was also under consideration.

Ms. Jackson said there were similar discussions under way with the RAC for transit. She said LTD was exploring with school districts ways to implement the youth pass program. She said RAC members were concerned about efforts to carve funds out of the original formula dollars in the legislation for purposes outside of the legislation. She said even if there was support for the reason the funds were being carved out, it established a precedent and there might not be general support for a similar action in the future. She said funds should be designated for a purpose either in the legislation or during the rulemaking process.

Mr. Zelenka agreed that a 40 percent match was too high and many communities would be unable to meet that requirement. He felt that 25 percent was high for ODOT discretionary projects and the percentage for competitive grants should be increased. He liked the concept of defining rural communities as non-MPO. He said one percent for administration was very low, resulting in the actual cost of administering projects being borne by other programs. Mr. Inerfeld said that ODOT had other resources for administrative costs.

Mr. Wildish commented that the rules should be consistent with the intent of the legislation.

Mr. Leiken asked why the match requirement was that high, given that counties no longer had road funds to help make the match for grants. Mr. Inerfeld agreed that even 20 percent was high, but those levels were established by the legislature and could not be changed by the RAC.

Ms. Jackson said the legislation did not specifically address match for transit funds; the RAC was trying to address that in the rulemaking process and proposing a 10 percent match.

Mr. Thompson said the SRTS match requirement was based on an extensive inventory of SRTS statewide needs and the total estimated cost. The legislative work group dealing with SRTS considered the inventory to represent priority needs and when the cost of the projects was compared to the estimated amount of revenue to be raised, a 40 percent match was determined to be necessary if the projects were to be completed over the next 10 years.

Ms. Reid said a similar situation was occurring with the ConnectOregon section of the legislation.

Mr. Leiken encouraged discussions with legislators about the problems communities would face accessing SRTS funds with a 40 percent match requirement.

Legislative Update

Mr. Thompson said six bills related to transportation were under consideration during the legislature's short session, although he did not think there were significant issues of concern at this point. He provided an overview of the bills and related issues:

- Department of Motor Vehicles (DMV) fees
- autonomous vehicles and their operation
- allow Multnomah County to levy vehicle registration fees for the purpose of work on Willamette River bridges in the county
- placeholder for potential changes from the Joint Transportation Committee
- HB 2017 technical corrections
- HB 2017 policy bill

Mr. Thompson said another bill, SB 1070 had been introduced and was related to "cap and trade," now referred to as cap and invest. He would provide updates as changes occurred. He also reported that six pre-

proposals for two transload facilities in the state - one in Eastern Oregon and one in the Mid-Willamette Valley - had been submitted. He said the single pre-proposal for an Eastern Oregon site had been selected for funding to develop a full proposal, as had the pre-proposal for the Millersburg site. Pre-proposals for a West Eugene site and an unnamed site were eliminated and the two remaining pre-proposals were being studied to determine if they would be forwarded for full proposal development funding.

Mr. Thompson said HB 2017 established a Continuous Improvement Advisory Committee (CIAC) to promote transparency, process improvements and other aspects of OTC and ODOT. Sean VanGordon of Springfield, previously a member of the MPC, was applying for CIAC membership. He said the MPC had indicated a willingness to provide a letter of support for local applicants and asked the committee to reaffirm that staff could draft a letter of support from the MPC for Mr. VanGordon. He said Mr. VanGordon was an excellent candidate.

Ms. Lundberg expressed her support for Mr. VanGordon and said he would be a good representative for the region.

Mr. Leiken determined there was consensus to provide a letter of support from the MPC.

Mr. Thompson said that the proposed federal infrastructure bill included very high match requirements, consistent with federal emphasis on public/private partnerships and incentivizing private investments. He said that would not affect state funds or FAST Act funding.

Follow-up and Next Steps

- **ODOT Update**—Information to be provided electronically due to lack of time.
- **Springfield Main Street Safety Update**—Information to be provided electronically due to lack of time.
- **Rail Update**—Information to be provided electronically due to lack of time.
- **OMPOC Update**—Information to be provided electronically due to lack of time.
- **Lane ACT Update**—Information to be provided electronically due to lack of time.
- **MTIP Administrative Amendments**—Information to be provided electronically due to lack of time.

Ms. Lundberg and Ms. Vinis left the meeting at 1:00 p.m.

ODOT AMERICANS WITH DISABILITIES ACT (ADA) SETTLEMENT UPDATE

Ms. Strader delivered a presentation on ODOT's recently settled lawsuit with the Association of Oregon Centers for Independent Living related to the installation and modification of curb ramps and pedestrian signals and its impact on ODOT's local transportation partners. She said an updated inventory of curb ramps, along with an inventory of pedestrian signals, on or along the state highway system had been completed. She said there were four primary allegations addressed in the settlement:

- ODOT did not address curb ramps when it triggered them and did not compliantly remediate them

- there were pedestrian signals were noncompliant and inaccessible
- adequate accessible routes were not provided through work zones
- there was no consistent communication and concerns were not adequately addressed or tracked when presented

Ms. Strader explained that ODOT had misinterpreted some federal guidance about when curb ramp modifications were triggered and described elements of the settlement arrived at through mediation. In addition to the completed inventories of ramps and signals, she said ODOT had 15 years to update noncompliant curb ramps and a provision allowed the plaintiff to direct \$15 million in funding to those facilities it determined to be priorities. A schedule for updating pedestrian signals was still under discussion. She also described new processes for addressing concerns and resolving disputes.

Ms. Strader used photographs and diagrams to illustrate noncompliant curb ramps and pedestrian signals and described the strategies ODOT would employ to determine when modifications were required and what remediation strategies would be used. She also discussed new strategies for providing temporary accessible pedestrian routes through work zones and shared examples of how those would be implemented. ODOT had updated its transition plan to address accessible parking, park and ride facilities, shared use paths, safety rest areas on and along the state highway system, along with accessibility to ODOT buildings and programs.

Ms. Strader said ODOT was also committed to working with local agencies to assure compliance for ADA elements of projects on or along the state highway system. She said new ODOT standards applied to projects on or along the state highway system, regardless of whether ODOT or another agency was doing the work. She briefly reviewed some of the standards and said that some flexibility would be allowed to address conditions in the field and gave examples of challenges that could be faced during implementation. She stressed that if a local agency used federal or state funds from ODOT for a project, ODOT policies and standards would apply. She said ODOT would retain responsibility for making curb ramps and pedestrian signals compliant on jurisdictional transfers.

Mr. Boyatt asked if ODOT would bring ramps and signals into compliance before or after a jurisdictional transfer occurred. Ms. Strader said the transfer agreement with a jurisdiction could address the timing of those compliance improvements, although ODOT would retain responsibility for the remediation.

Ms. Brindle announced that the Federal Lands Access Program (FLAP) was currently open and would close in April 2018. She hoped to find a partner to write an application for funding for bike and pedestrian facilities at the Fern Ridge Reservoir; ODOT would support the application.

Mr. Leiken adjourned the meeting at 1:35 p.m.

(Recorded by Lynn Taylor)