



# ANNUAL REPORT TO THE LCOG BOARD OF DIRECTORS February 2019



## Introduction

In the Eugene-Springfield-Coburg metropolitan area, planning our highway, rail, transit, bicycle, and pedestrian transportation system is a coordinated effort between a number of local, regional, state, and federal agencies, including the Cities of Eugene, Springfield, and Coburg, Lane County, Lane Transit District, and the Oregon Department of Transportation (ODOT). The Central Lane Metropolitan Planning Organization (MPO) – the Lane Council of Governments – works with these agencies to provide **continuing, cooperative, and comprehensive** regional transportation planning within the greater metropolitan area.



While the origins of MPOs can be traced back to the Federal-Aid Highway Act of 1962, currently, under federal law established in the 1973 Highway Act and the Urban Mass Transit Act, organizations in urbanized areas are designated as MPOs by their Governors to perform significant planning and programming of federally funded highway and transit projects. The policy leadership, committees, professional staff, and consultants, combined with the administrative capability to support MPO planning processes, constitute the core elements of an MPO's activities. Metropolitan Planning Organizations were created to ensure local elected officials are involved in the planning and implementation of federal transportation dollars in urbanized areas with populations greater than 50,000. There are over 400 MPOs around the country, seven other MPOs fully in the state of Oregon, and three MPOs which have a portion of their geography in Oregon, but are mainly based in Washington State. Many of these operate as part of a regional council or council of governments.

The primary activities of the Central Lane MPO consist of developing, maintaining and implementing core transportation planning and programming (funding) products adopted and amended by the Metropolitan Policy Committee (MPC), including the Regional Transportation Plan (RTP), the Metropolitan Transportation Improvement Program (MTIP), Air Quality Conformity Determinations (AQCDs), a Public Participation Plan (PPP), a Title VI Plan, a Transportation Safety and Security Plan, an Intelligent Transportation System (ITS) Plan, a Congestion Management Process, and the MPO's and region's overall Unified Planning Work

Program (UPWP). Timely development, adoption, maintenance, and implementation of these products ensures that federal and state funds continue to flow to projects vital to the region's economic development and quality of life, and that regional transportation projects are developed, planned, and prioritized in a coordinated and efficient manner.

As a larger MPO (over 200,000 population), the Central Lane MPO is designated as a federal Transportation Management Area (TMA), a designation that brings with it more responsibilities, and more local control over the use of federal discretionary transportation funds.

## **MPO and the LCOG Board of Directors**

In 2002, the LCOG Board delegated the MPO policy making responsibilities to the Metropolitan Policy Committee (MPC). For over a decade prior to that, the MPC had performed some of these tasks on behalf of the LCOG Board. As part of its resolution, the LCOG Board included a provision that the Metropolitan Policy Committee provide an annual report to the LCOG Board of Directors describing their performance of the Metropolitan Planning Organization duties.

# Annual Report Highlights

## ***Safe Lane Coalition***

The MPO followed the 2017 adoption of its first-ever regional Transportation Safety and Security Plan with the establishment of the Safe Lane Transportation Coalition. The coalition hired a full time transportation safety coordinator (at LCOG) to focus on the regional coordination of safety efforts, provide opportunities for education and outreach, and to bring more resources into the region to address transportation safety. The coalition works with partner agencies to promote a culture of safety around Lane County. Recent projects include a partnership with Safe Routes to School raising awareness about distracted driving laws, outreach and programming support for a newly created Teen Driving program, a partnership with Lane county public health to help community members ‘get a ride’ when they plan to drink at local bars and restaurants, safety pledge and video outreach with Better Eugene Springfield Transportation, and promotional materials for special holiday traffic enforcement. Future projects include growing the safety champion volunteer program, speed reduction initiatives, and expanding the Get a Ride campaign to marijuana dispensaries. The coalition is actively seeking new members and project ideas from all over Lane County.

## ***Support for State Transportation Performance Measures***

The MPC adopted resolutions in support of Oregon Department of Transportation performance measures for Safety, Pavement and Bridge Condition, System Performance, and Congestion Mitigation and Air Quality.

## ***Strategic Assessment***

The MPC approved the MPO embarking on a Strategic Assessment exercise to test future scenarios around transportation investments, policies, and strategies involving autonomous vehicles, bicycle and pedestrian modes, transportation options, and more.

## ***Unified Planning Work Program (UPWP)***

After review and input by the U.S. and Oregon Departments of Transportation, the MPC adopted updates to the MPO’s annual work program. The current work program is available here: <http://www.thempa.org/359/Our-Work-Plan>.

## ***2019 Oregon Legislative Priorities***

The MPC indicated support for the Oregon MPO Consortium (OMPOC) transportation-related priorities for the 2019 session of the Oregon legislature. The three priorities are:

- **Speed Limits.** Speed is a major factor in the safety of our roadways for all users. Currently, Oregon speed limits are set based on the guidance that speed limits in speed zones within cities should be within 10 mph of the 85th percentile observed speed. The 85th percentile guidance first came into use more than 70 years ago, when roadway design was primarily concerned with improving mobility. Today, safety and other community impacts are of

primary importance. The Oregon MPO Consortium (OMPOC) recognizes a need to review this guidance, and calls for a statewide coordinated work program to establish new guidance for a uniform process for the State and local jurisdictions to set speed limits on roadways under their jurisdiction.

- **Safe Routes to School.** Currently a 40% cash match for funds is required. Cash match can be reduced to 20% when the project is within a city of 5,000 people or fewer, or is near a Title 1 school, or is within a “Priority Safety Corridor.” OMPOC supports legislation to reduce the cash match requirement to 20%, and 10% when the project is within a city of 5,000 people or fewer, or is near a Title 1 school, or is within a “Priority Safety Corridor.”
- **ConnectOregon.** OMPOC supports additional ongoing ConnectOregon programmatic funding.

***Metropolitan Transportation Improvement Program (MTIP) and Transportation Funding***

Throughout 2018, via the MTIP, the MPO obligated approximately \$55 million of federal, state, and local funds to support a wide variety of projects including road preservation, transportation safety planning, bicycle and pedestrian facilities, transit planning and facilities, and more. Included in that amount is approximately \$7 million of local discretion federal funding from the MPO. A detailed report on this funding is available here: <http://thempo.org/704/Annual-Obligation-Reports>.

## Metropolitan Policy Committee

<b>Current (2019) MPC Members</b>		
<b>Agency</b>	<b>Name, Title</b>	<b>Committee Responsibilities</b>
City of Coburg	Patti Gianone, City Councilor	
City of Eugene	Lucy Vinis, Mayor Claire Syrett, City Councilor	2019 MPC Chair
City of Springfield	Christine Lundberg, Mayor  Joe Pishioneri, City Councilor	2019 MPC Vice Chair; Representative to the Oregon MPO Consortium (OMPOC)
Lane County	Peter Sorenson, Commissioner Joe Berney, Commissioner	
Lane Transit District	Kate Reid, LTD Board Member Carl Yeh, LTD Board Member	Representative to OMPOC
ODOT	Frannie Brindle, Area 5 Manager	
<b>MPC Ex officio Members</b>		
City of Coburg	Anne Heath, City Administrator	
City of Eugene	Jon Ruiz, City Manager	
City of Springfield	Gino Grimaldi, City Manager	
Lane County	Steve Mokrohisky, County Administrator	
Lane Transit District	A.J. Jackson, General Manager	
ODOT	Agency Director or Designee	
<b>Other Committee Assignments</b>		
MPO Representative to the Lane ACT		LCOG Executive Director or designee
Transportation Planning Committee (TPC is the Staff Advisory Committee to MPC)		2019 Chair: Bill Johnston, ODOT

## Detailed Report

The Metropolitan Policy Committee meets monthly, however in calendar year 2018 MPC did not meet in January, March, June, July, October, and December. This report summarizes MPC's major month-to-month accomplishments as the MPO Policy Board from February through November 2018.

*Did not meet January, 2018*

### **Metropolitan Policy Committee (MPC)**

#### ***February 1, 2018***

- MPC elected Commissioner Leiken as Chair and Mayor Vinis as Vice-Chair for 2018; and elected Mayor Lundberg and LTD Board member Kate Reid as the MPC's OMPOC (state-wide MPO committee) representatives for 2018.
- Adopted a Resolution to support the State's Safety Performance Targets.
- Update on Point2Point program.
- Update on Safe Routes to School (SRTS) Capital Grant Program created by Legislature in HB 2017. The program will provide \$10 million statewide annually for SRTS capital projects, increasing to \$15 million annually in 2023.
- Update on Legislative concepts in the February session.
- Presentation from ODOT staff 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.

*Did not meet March, 2018*

### **Metropolitan Policy Committee (MPC)**

#### ***April 5, 2018 (no March meeting)***

- Conducted public hearings on the FY19 Unified Planning Work Program (UPWP) Addendum & Funding; Amendments to Metropolitan Transportation Improvement Program (MTIP); City of Eugene Request to Reprogram STBG-U Funds; *and* Point2Point Safe Routes to School (SRTS) Program FFY19 Funding.
- Discussed Strategic Assessment exercise to utilize updated ODOT scenario planning models and would allow us to test outcomes related to varying scenarios around autonomous vehicles, bicycle, pedestrian and transportation options policies, and investments in the system.
- Discussed Oregon Transportation Commission (OTC) Vacancy and submitted names to Governor's office for consideration.
- The Metropolitan Cable Commission also met to hear an update on the Public, Educational, Government (PEG) Grant Program.
- Reported the hiring of a county-wide safety coordinator to run the Safe Lane Coalition.

### **Metropolitan Policy Committee (MPC)**

***May 3, 2018***

- Heard a public comment from Tim Goodman, representing Comcast, on the positive work of local staff during the franchise renewal process.
- Approved Resolutions to: approve funding for the fiscal year 2019 work program; to program federal funds for the Coburg Loop Path project, adjusting funding from one segment of the planned path to another segment; to reprogram funds for the Coburg Rd: Ferry St. Bridge project, moving some funding from the City's Seismic Bridge project to specifically target work on the Ferry Street bridge; to program funds for the Safe Routes to School program, providing funding in the Eugene, Springfield, and Bethel school districts for Federal Fiscal Year 2019.
- Discussed transportation-related legislative priorities for the 2019 Oregon legislative session.
- Heard an announcement that Martin Callery of North Bend was nominated (since confirmed) to a position on the Oregon Transportation Commission (OTC).

*Did not meet June or July, 2018*

### **Metropolitan Policy Committee (MPC)**

***August 2, 2018***

- Heard a public comments supporting funding of the 30<sup>th</sup> Avenue project and in support of the LTD Transit Tomorrow project; the Draft Title VI and Environmental Justice Plan Update; the Performance Based Planning and Programming Draft Addendum to the FFY18-21 Metropolitan Transportation Improvement Program (MTIP); the FFY19-21 Surface Transportation Block Grant (STBG), Transportation Alternatives (TA) and Congestion Mitigation & Air Quality (CMAQ) Funding Proposals; and an Amendment to the Metropolitan Transportation Improvement Program (MTIP) to adjust the funding source for the LTD Green Lane/River Road traffic signal project.
- Discussed transportation-related legislative priorities for the 2019 Oregon legislative session.

### **Metropolitan Policy Committee (MPC)**

***September 6, 2018***

- Approved Resolutions for the items that were the subject of public hearings in August.
- Discussed input on the 2018 ACT Survey.
- Heard a presentation on the Safe Routes to School Program.

*Did not meet October, 2018*

**Metropolitan Policy Committee (MPC)**

***November 1, 2018***

- Heard a staff presentation and engaged in discussion on the Lane Transit District (LTD) Transit Tomorrow initiative.
- Heard a staff presentation and adopted Resolution 2018-10 to support State Performance Targets for Pavement and Bridge Condition, System Performance, and Congestion Mitigation and Air Quality (CMAQ).
- Heard a staff presentation and engaged in discussion regarding the MPO's transportation-related legislative priorities for the 2019 Oregon legislative session.

*Did not meet December, 2018*