

MINUTES

Metropolitan Policy Committee
Springfield City Hall, Library Meeting Room — 222 Fifth Street
Springfield, Oregon

September 5, 2019
11:30 a.m.

PRESENT: Lucy Vinis, Chair (City of Eugene); Joe Berney, Pete Sorenson (Lane County); Christine Lundberg, Joe Pishioneri (City of Springfield); Molly Carey for Frannie Brindle (Oregon Department of Transportation), Carl Yeh, Kate Reid (Lane Transit District); members; Sasha Vartanian for Steve Mokrohisky (Lane County), Mary Bridget Smith (City of Springfield), Sarah Medary for Jon Ruiz (City of Eugene); Aurora Jackson (Lane Transit District); Jeff Kernen (City of Coburg); *ex officio* members.

Brenda Wilson, Paul Thompson, Kelly Clarke, Dan Callister, Ellen Currier, Kate Wilson, Howard Schussler, Anne Davies (Lane Council of Governments); Rob Inerfeld, Shane Rhodes, Pam Berrien (City of Eugene); Emma Newman, Tom Boyatt, Mary Smith (City of Springfield); Jeff Kernen (City of Coburg); Becky Taylor, Dan Hurley (Lane County); Bill Johnston (Oregon Department of Transportation); Cody Franz, Gilly Garber-Yonts, Tom Schwetz, Andrew Martin (Lane Transit District); Michelle O'Leary, Carleen Reilly (River Road); Rob Zako, Claire Roth (Better Eugene-Springfield Transportation); Clifton Harrold, Carrie Carver (Lane County Sheriff's Office); Sherry Aker (Comcast).

WELCOME, CALL TO ORDER AND INTRODUCTIONS

Ms. Vinis called the meeting of the Metropolitan Policy Committee (MPC) to order and those present introduced themselves.

APPROVE FEBRUARY 7, 2019, MEETING MINUTES

Mr. Pishioneri, seconded by Mr. Yeh, moved to approve the May 2, 2019, MPC meeting minutes as presented. The motion passed unanimously, 8:0.

ADJUSTMENTS TO THE AGENDA/ANNOUNCEMENTS FROM MPC MEMBERS

Ms. Lundberg thanked Lane Transit District (LTD) and Oregon Department of Transportation (ODOT) for new signage at the intersection of Q Street and Pioneer Parkway that helped prevent cars from erroneously turning into the EmX lane.

COMMENTS FROM THE AUDIENCE

Michele O'Leary, River Road Community Organization, said the River Road/Santa Clara neighborhood plan was in its final drafting phase. She said there were many streets in the area that were unsafe for pedestrians and bicyclists and at the request of Lane County Commissioner Joe Berney they had been identified and prioritized. She said neighborhood leaders were open to exploring low cost, low resource solutions such as different striping and removing on-street parking along one side. Meetings with Lane County transportation planning staff had been productive, and she planned to follow up with City of Eugene staff. She distributed the list of streets with safety issues and thanked the MPC for its concerns.

Ms. Vinis commented that she walked through the neighborhood with community activists and looked forward to finding solutions to safety problems. She thanked neighborhood leaders for their work.

METROPOLITAN PLANNING ORGANIZATION (MPO) ISSUES

Metropolitan Transportation Improvement Program (MTIP) Amendment

Mr. Callister said the amendment had been requested by Point2point to program \$106,268 of State Transportation Block Grant-Urban (STBG-U) funds to cover half the cost of a Safe Routes to School (SRTS) coordinator position with the Springfield School District. He asked that a public hearing be held and said the item would come before the MPC for action at its next meeting.

Mr. Thompson added that the amendment would align the funding level for the Springfield SRTS program with the funding levels for Eugene 4J and Bethel SRTS programs.

Mr. Pishioneri asked how the .5 FTE SRTS position at Springfield compared with funding for those positions at the other districts. Gilly Garber-Yonts, Point2point, replied that the 1.0 FTE at Eugene and .5 FTE at Bethel were paid for through the STBG-U funds.

Mr. Pishioneri asked why there was a difference between funding for the Eugene and Springfield positions. Ms. Newman explained that originally Springfield had a state grant that funded a .5 FTE position. The school district recognized the need for a full-time position and was requesting funding to bring the position up to 1.0 FTE. Mr. Thompson noted that the federal STBG-U funds required a 10.27 percent match from school districts.

Mr. Pishioneri felt the funding was inequitable and asked if the discrepancy in funding levels would be addressed in the future. Mr. Thompson said funding for .5 FTE was what the district had requested, but the district would be made aware of the option of increasing their funding request in future funding cycles.

Ms. Lundberg noted the number of Springfield children participating in SRTS programs had increased significantly recently. She asked for data on program participation rates and on locations where safety improvements needed to be prioritized for future funding cycles. Mr. Garber-Yonts said staff could present an update to the MPC at a future meeting.

Ms. Vinis opened the public hearing. She determined there was no one wishing to speak and closed the hearing.

Title VI Committee Survey

Ms. Currier distributed a survey form to MPC members. She explained that as a recipient of federal funds, the Metropolitan Planning Organization (MPO) was required to provide an annual Title VI report to assure no discrimination on the basis of race, color or national origin. Part of the report was surveying the MPO's committees. She asked that the forms be completed and submitted at the end of the meeting.

Mr. Sorenson asked if there was a distinction between race and ethnicity. Ms. Currier said there was no distinction on the survey form.

Lane County Sheriff

Mr. Thompson introduced Lane County Sheriff Clifton Harrold. He said the presentation was a follow up to the MPC's request to engage with the Sheriff's Office on issues related to transportation safety that arose following the fatal incident involving a pedestrian on Hunsaker Lane earlier in the year.

Sheriff Harrold described his background in law enforcement and traffic safety. He provided an organization overview of the Sheriff Department, including fluctuations in staffing and the loss of positions in various divisions over the years. He said a public safety levy provided funding for additional positions in the Corrections Division, but that did not improve staffing in the Patrol Division. He said there were currently 25 budgeted positions to provide countywide law enforcement, which equaled about three deputies per shift. He said additional 25 people were available for the patrol function through contract services with other agencies, such as the cities of Creswell and Veneta, which paid for a specific position to perform a specific function. Contract personnel could not be used for general patrol purposes within the county, such as neighborhood traffic enforcement.

Sheriff Harrold reviewed statistics on crime and vehicle crashes. He said speed was the greatest traffic safety risk and described the education and enforcement activities his department had undertaken. He said staff already worked a significant amount of overtime; additional funding for overtime was not the solution. More patrol positions were required. He described the activities of the traffic crash investigation team and noted that historically the Sheriff Department had relied on the Oregon State Police (OSP) to assist with fatal crash investigations when there might be a prosecutable death, but today staffing levels at the Springfield OSP office were low and OSP had been increasingly unable to provide that service. He used a chart to illustrate the decline in Lane County's timber revenue from 2001 to the present and compared the tax rates and public safety staffing in other counties to the much lower rate and staffing levels in Lane County. He also shared statistics on arrests related to intoxicated drivers.

Sheriff Harrold explained contract services with other jurisdictions and agencies but said overall his department was losing part of its traffic safety enforcement capacity. He said efforts were under way to increase the capacity by training contract deputies. He was pleased that the correction function had stabilized due to levy funding and serious violent offenders were not being released. That gave him the opportunity to work on other function for which his department was responsible. He said the Creswell-Veneta model could be considered in other areas of the county and did not need to be in an incorporated city. Special service districts could be a positive strategy for obtaining localized resources. He invited suggestions from MPC members.

Mr. Sorenson highlighted that Lane County had the highest death rate annually from vehicles crashes for several years and most of those fatalities occurred outside of the Eugene-Springfield metro area. He said various Lane County agencies had collaborated in the formation a fatal crash investigation team, a model that was being studied by jurisdictions elsewhere in the United States. He encouraged other local jurisdiction to consider a similar strategy.

Ms. Lundberg commented that Lane County had been dependent on timber revenue and now that was gone. She said the county has sustainable yield that it was supposed to harvest and would provide timber receipts for services that were needed. If that harvest was not supported the remaining solution was more tax dollars from families that were already in a precarious financial situation. She said Senator Ron Wyden and Senator Jeff Merkley had crafted a bill to create an endowment at the federal level that would guarantee funding on a permanent basis. She encouraged support for the legislation.

Mr. Pishioneri suggested that a short-term solution could be the use of intergovernmental agreements (IGA) to provide resources for overtime for officers from other agencies to work special projects such as

the Country Fair. Sheriff Harrold replied that Springfield and Eugene motor officers worked the Country Fair using traffic safety grant funds from their jurisdictions to support the county's efforts.

May is Bike Month

Shane Rhodes and Emma Newman, City of Springfield staff, reported on May is Bike Month.

Mr. Rhodes discussed the history of May is Bike Month, which began in 1956 and was celebrated across the country. He said locally many bike-related events had been occurring for decades and May is Bike Month was initiated in 2014. Many agencies and organizations, as well as community members, were invited to become partners and engaged in the celebration and encouraged more people to choose bicycles as a transportation option. He said the website webikelane.org was created for use as a common calendar for events happening throughout the region.

Ms. Newman described how the initiative aligned with state, region and local levels. The state's Transportation Policy Rule included policy elements related to reducing single car occupancy use and promoting biking, as did the Regional Transportation Plan, Regional Transportation Options Plan and jurisdictions' transportation system plans. She highlighted several of the May 2019 events and said that activities had received good media attention.

Mr. Rhodes listed future plans for May is Bike Month, including involving more communities throughout the county, creating more events and programs, outreach to new riders and connecting people to ongoing opportunities. He noted that the Get There Challenge would be occurring during the month of October.

Follow-up and Next Steps

- **ODOT Update**—Ms. Carey reported that ODOT had let the contract for Beltline/Delta Highway improvement and expected to receive a notice to proceed in early October 2019.
- **Springfield Main Street Safety Update**—Mr. Johnston said the project was on schedule and solutions were being identified and evaluated. He said the project scoping was expanded to include a more detailed analysis of a roundabout, to which LTD was contributing some funding. Property owners had been notified of project key principles and methodology as required by state statute under the Access Management Rule. An online open house event would be hosted beginning in late November and extending into January 2020 and a briefing for the Springfield City Council was scheduled for November 12.
- **Legislative Update**—Mr. Thompson noted that a legislative summary was included in the agenda packet. He said a transportation reauthorization bill had been introduced in Congress. The legislation would reauthorize MPO funding and Federal Highways Administration highway funding; not included were transit, rail or aviation. He anticipated that the bill would pass, but obtaining funding for transit, rail and aviation would be more challenging. The Lane Council of Governments was awarded funding for transit routes between Florence/Yachats and Florence/Eugene and expected the Florence/Eugene service would be operational in January or February 2020.
- **LaneACT Update**—Mr. Johnston said the LaneACT would be held on September 11 in Florence. He said the agenda would focus on regional priorities, an update on the ODOT director search and a presentation by the City of Florence on public facilities and recent improvements.

- **OMPOC Update**—Mr. Thompson said the next OMPOC meeting would be on October 11 and it would be hosted by the Rogue Valley MPO in Central Point. He said at the last OMPOC meeting staff was directed to begin planning for a statewide event open to other agencies in November 2020. He said MPC members would receive a survey asking for ideas on topics for the event.
- **MTIP Administrative Amendments**—There were no questions.
- **Next Steps/Agenda Build**—Mr. Sorenson said the county was developing a climate action plan and would present an update at a future MPC meeting. Ms. Reid said that LTD would present an update on Transit Tomorrow.

The meeting adjourned at 12:55 p.m.

(Transcribed by Lynn Taylor)