MINUTES
Metropolitan Policy Committee
City of Eugene Library, Bascom Tykeson Room — 100 W. 10th Avenue
Eugene, Oregon

February 6, 2020
11:30 a.m.

PRESENT: Lucy Vinis, Chair; Betty Taylor (City of Eugene); Joe Berney, Pete Sorenson (Lane County); Christine Lundberg, Joe Pishioneri (City of Springfield); Ray Smith (City of Coburg); Frannie Brindle (Oregon Department of Transportation); Kate Reid (Lane Transit District); members; Mary Bridget Smith (City of Springfield), Matt Rodrigues for Sarah Medary (City of Eugene); Aurora Jackson (Lane Transit District); Anne Heath (City of Coburg); ex officio members.

Brenda Wilson, Paul Thompson, Kelly Clarke, Dan Callister, (Lane Council of Governments); Rob Inerfeld, Pam Berrien (City of Eugene); Emma Newman (City of Springfield); Jeff Kernen, Megan Winters (City of Coburg); Sasha Vartanian (Lane County); Bill Johnston (Oregon Department of Transportation); Tom Schwetz, Cossette Rees, Andrew Martin, Cody Franz, Theresa Brand, Julia Woolley (Lane Transit District); Carleen Reilly (River Road); Chris Watchie (Cogito), Sherry Aker (Comcast); Webb Sussman, guest.

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 OCTOBER 3, 2019, MEETING MINUTES

Mr. Pishioneri, seconded by Mr. Smith, moved to approve the December 5, 2019, MPC meeting minutes as presented. The motion passed unanimously, 8:0.

ADJUSTMENTS TO THE AGENDA/ANNOUNCEMENTS FROM MPC MEMBERS

Mr. Thompson noted that the agenda had been amended to include an update on the Interstate 105 communications plan.

Mr. Sorenson commented that he hoped to see an expanded delegation from the county on next year's United Front trip to Washington D.C. to include representation from Willamalane Park and Recreation District, Lane Council of Governments, Eugene 4J school district, Lane Community College and local jurisdictions' economic development agencies.

Ms. Lundberg arrived at 11:35 a.m.

Ms. Vinis reported that a primary focus of the United Front meetings with congressional representatives and staff was funding for the construction of the Franklin Boulevard project.
COMMENTS FROM THE AUDIENCE

Webb Sussman, Eugene, spoke on the topic of the Metropolitan Cable Commission. He noted that many residents had absorbed, through pass through fees, multiple price increases in cable service over the last nine months and received updates to internet cable speeds that were anything but. He asked if those service adjustments were considered to be a violation of the contract a local citizen had with Comcast under the franchise agreement. He said the contract did not appear to allow material changes to the terms of service without renegotiating or nullifying the contract. He also asked what could be done to accelerate the rollout of fiber to households to allow competition for service. He wondered, in view of the new technology that was emerging, why there was still a cable commission and not a body that more broadly oversaw all of those technologies.

Carleen Reilly, River Road, reminded the MPC to keep transportation safety at the top of its list of priorities. She said January 17 was the anniversary of the death of Irene Ferguson while walking along Hunsaker Lane. She said LTD was working with neighbors to find a suitable way to memorialize Ms. Ferguson at the Santa Clara Transit Station. She urged MPC members to think of Ms. Ferguson, be aware of pedestrians at night and support safety improvements.

ELECTIONS OF CHAIR AND VICE-CHAIR FOR 2020, APPOINT Oregon MPO Consortium (OMPOC) MEMBERS

Ms. Wilson cited the MPC bylaws and historical precedent for election of officers.

Mr. Sorenson nominated Ms. Lundberg as MPC chair. Ms. Lundberg was elected by a vote of 9:0.

Mr. Berney nominated Mr. Sorenson as MPC vice chair. Mr. Sorenson was elected by a vote of 9:0.

Mr. Sorenson nominated Ms. Reid and Ms. Lundberg to continue as the MPC representatives to OMPOC. Ms. Reid and Ms. Lundberg were confirmed as the OMPOC representatives by a vote of 9:0.

METROPOLITAN PLANNING ORGANIZATION (MPO) ISSUES

Amendment to FFY 2018-2021 MTIP

Mr. Callister stated that Lane County had requested the amendment in order to reprogram Congestion Mitigation and Air Quality (CMAQ) funds from a canceled Lane County project into two existing Lane County projects. He said the public comment period on the amendment would remain open through February 27, 2020, and asked that a public hearing be held.

Ms. Lundberg asked that viable City of Springfield projects be considered for future CMAQ funding. She opened the public hearing. There was no one wishing to speak and the hearing was closed.

2021-2024 State Transportation Improvement Program (STIP) Project Overview

Ms. Brindle, Ms. Vartanian, Ms. Newman and Mr. Inerfeld provided a brief overview of the following projects for the Oregon Department of Transportation (ODOT), Lane County, City of Springfield and City of Eugene respectively:
ODOT:
- OR569: Randy Papé Beltline bridge over the Union Pacific Railroad tracks and Northwest Expressway
- Highway 126B: South 20th to 75th streets (Springfield)
- OR99: Cottage Grove Urban Upgrades
- OR 126: Westbound Springfield Willamette River Bridge
- OR126: Willamette River Westbound Bridge
- OR569 Greenhill Road-Coburg Road (Eugene)
- I-5: Goshen-Cottage Grove
- I-105: Willamette River-Pacific Highway

Lane County:
- Gilham Road: Ayers Road to Mirror Pond Way

Springfield:
- South 42nd/Daisy Roundabout
- Mill Street Reconstruction
- 42nd Street (2023 and beyond)

Eugene:
- Maxwell Road and Prairie Road Sidewalks
- Chambers Street Safety Improvements
- Bailey Hill Road at Bertelsen Road Roundabout
- Lincoln Street Protected Bikeway
- Martin Luther King Jr. Boulevard Safety and Transit Improvements
- Citywide Signal Improvements
- 8th Avenue Bikeway and Two-way Conversion
- Ferry Street Bridge Rehabilitation
- Enhanced Walking Network
- High Street Protected Bikeway
- West 11th Avenue Amazon Creek Bridge Retrofit
- Chambers Street Bridge over Railroad Tracks

Mr. Berney asked if data was available on the aggregate economic impact of projects on Lane County and whether change orders had a significant effect on project costs and what that percentage of change might be. Ms. Vartanian said that could be determined by how projects were programmed within the STIP. Ms. Brindle said projects had a construction authorization of the amount that could be spent. Change orders could be done through that. If a change order exceeded the authorization amount approval had to be obtained from the Oregon Transportation Commission; those were typically for large items that were unanticipated. She said typical change orders addressed traffic control issues. Change orders were tracked to assure transparency.

Ms. Taylor asked how many parking spaces would be eliminated on 8th Avenue. Mr. Inerfeld estimated 40 spaces, but the city was looking at adding spaces on 6th and 7th avenues. In response to a question from Mr. Pishioneri he said studies had determined both streets could still handle the traffic volume.

Mr. Berney asked about the funding source for projects. Ms. Brindle said the source was gas tax revenue.
Ms. Lundberg noted that Springfield's 42nd St. street project was impacted by the 42nd Street levy project. She said it was important to remind legislators that accelerating the Army Corps of Engineers process would coordinate the projects and avoid flooding for both Springfield and Eugene.

Mr. Thompson said one of the biggest issues with construction projects over the past year was the very high bids from contractors because there was so much work available. That had an impact when bids were significantly higher than initial cost estimates. He said development of the 2024-2027 STIP would begin in the summer of 2020 when funding allocations were determined. Staff would track that closely and provide updates to the MPC as information became available.

**Update on Interstate 105 (I-105) Communication Plan**

Ms. Brindle stated that beginning February 10, I-105 construction projects would commence. She said a communications plan had been developed to assist people in moving around the area as projects resulted in lane and ramp closures over the next several months. She briefly reviewed some upcoming closures and planned detours.

Chris Watchie, Cogito, and Julia Woolley, LTD Transportation Options, described the outreach strategies and distributed materials that would be used to keep the public informed about the projects, closures, detours and alternate transportation options for traveling in the region. Targets for the campaign included residents, employers, schools and the general traveling public. Outreach activities would be coordinated with ODOT.

Ms. Brindle said ODOT would also use variable messaging signs to notify travelers about closures and congestion and advise the use of other routes. She urged those traveling in the region to use TripCheck to identify closures and detours.

Ms. Vinis observed that many of the lessons ODOT would learn during the process could be used for emergency preparedness purposes.

**Transit Tomorrow**

Ms. Rees provided an update on Transit Tomorrow, LTD's initiative to redesign its transit network. She said in August 2019 the LTD Board directed staff to move forward with a high ridership network and develop an implementation plan. In November 2019 staff presented the Board with a refined network proposal that continued to represent a high ridership model with increased frequency. The Board asked staff to slow down the process, take the refined proposal out to the public for feedback and return at a later date with potential options that would help address the loss of service in some areas of the community. She said staff was looking for options to mitigate the loss of fixed route service to the extent possible and those would be presented to the Board at its March 2020 meeting. A public hearing was scheduled for May 2020 with adoption of a final network plan in June 2020 and implementation in February 2021.

Ms. Rees reviewed the public outreach strategies planned for the January to mid-March period and the questions that would be asked of the community. She identified a number of specific outreach targets and reviewed the feedback that was being received. She said the goal was to involve as much of the community as possible in the process and hear from many voices.

Ms. Taylor said many of her constituents were unhappy with the proposed network and elimination of three routes in their neighborhoods and asked if there was an opportunity to change the plan. Ms. Reid explained that LTD was listening to the community, particularly residents from southeast Eugene. She said
part of the decision-making process included tradeoffs and LTD was looking at the difference between 500 people having a change of service and at least 27,000 more people gaining access to transit. It was difficult to say all three southeast Eugene routes would remain, but did not think all three routes would be eliminated as there would be some condensing of routes that were not efficient and transportation options were being looked at to determine how to more efficiently meet the needs of those who clearly wanted to be connected to transit.

Mr. Sorenson asked if neighborhood associations had been invited to attend sessions to discuss the data on which decisions about the proposed network plan were based. Ms. Rees said the sessions would be public and information about the schedule distributed to interested parties and outreach was being done with all of the neighborhoods.

Mr. Sorenson asked if the realignment would result in fewer empty buses. Ms. Jackson said that was the goal. When transit was more frequent along corridors with more jobs and residents the utilization of the large buses increased. Neighborhood buses tended to have far fewer riders. LTD was trying to address the issue of how best to utilize its fleet and determine how to address mobility needs in neighborhoods. She said many options were being considered.

In response to a question from Mr. Berney, Ms. Jackson explained that there were ridership and coverage models for public transportation. The coverage model did not try to move large numbers of people; it tried to reach more geographical areas. The ridership model provided service in areas of housing and employment densities to encourage more people to use the system.

Mr. Berney said the LTD Strategic Planning Committee had recently discussed the role of a transit agency as a mobility platform versus operating transit vehicles and encouraged LTD to consider the platform approach.

**Update on Statewide Transportation Strategy (STS)**

Mr. Thompson stated that a letter from Governor Kate Brown in September 2019 encouraged four state agencies and their commissions to pursue implementation of the STS, specifically with respect to impacts on emissions and climate change. He said the Land Conservation and Development Commission (LCDC) had committed to updates to the Transportation Planning Rule (TPR) that would require MPOs and their respective local governments to collaboratively and comprehensively develop and implement Transportation System Plans and land use plans and actions that provided transportation choices and reduced greenhouse emissions. LCDC would examine the issue in depth at its March 2020 meeting and both Portland Metro and Central Lane MPOs would speak to the commission about their experiences and perspectives. He said the subject was also discussed at a recent OMPOC meeting and feedback from members was that action and funding were needed, not more planning. He asked for suggestions on who should attend the LCDC meeting and speak on behalf of the MPO. He said it would also be helpful to have an elected official from the MPO speak at the meeting.

Mr. Sorenson recommended that Dan Hurley, Lane County Public Works Director, speak to the LCDC at its March meeting.

Ms. Lundberg concurred that Mr. Hurley would be a good representative and she volunteered to also attend and speak on the topic from an elected official’s perspective.

Mr. Berney suggested that the government sector, while scenario planning, should encourage the private sector to invest in projects. He concurred that Mr. Hurley was a good choice to attend the LCDC meeting.
Follow-up and Next Steps

- **ODOT Update**—Ms. Brindle reported that ODOT was experiencing considerable change under its new director, Kris Strickler. There would be a new organizational structure at the upper levels of the agency, including placement of audit services at the director's level. Other changes included appointment of assistant directors for social equity; revenue, finance and compliance; government and external relations; and operations.

- **Springfield Main Street Safety Update**—Mr. Johnston reported that the project was on schedule. Alternatives, including roundabouts, were currently being studied. An online open house would be held in March and special meetings with properly owners would be held in April.

- **Rail Update**—Ms. Wilson said the ODOT Passenger Rail Division had completed its public outreach and information gathering process and expected to release a final version of alternate routes for passenger rail during 2020. That information would be provided to the MPC when it became available.

  Mr. Sorenson asked that information on passenger rail usage trends be included in the next agenda packet.

- **LaneACT Update**—Mr. Johnston said the LaneACT would meet on February 12 and agenda items included a debriefing on the December 2019 OTC meeting and discussing its participation in the July 2020 OTC meeting, an update on the Safe Lane Coalition, and an update on legislative activities.

- **MTIP Administrative Amendments**—There were no questions.

- **Next Steps/Agenda Build**—Mr. Thompson announced that the OTC would meet July 14-17, 2020, in Eugene.

Ms. Lundberg adjourned the meeting at 1:30 p.m.

(Transcribed by Lynn Taylor)