

MINUTES

Metropolitan Policy Committee Virtual Meeting via Zoom

February 4, 2021
11:30 a.m.

PRESENT: Lucy Vinis, Randy Groves (City of Eugene); Steve Moe; Sean VanGordon (City of Springfield); Joe Berney, Heather Buch (Lane County); Ray Smith (City of Coburg); Frannie Brindle (Oregon Department of Transportation); Carl Yeh, Caitlin Vargas (Lane Transit District), members; Matt Rodrigues (City of Eugene); Nancy Newton (City of Springfield); Anne Heath (City of Coburg); Sasha Vartanian for Steve Mokrohisky (Lane County), *ex officio* members.

Brenda Wilson, Paul Thompson, Kelly Clarke, Ellen Currier, Syd Shoaf, Drew Pfefferle Rachel Dorfman, Dan Callister, Howard Schussler (Lane Council of Governments); Emma Newman, Neil Laudati (City of Springfield); Andrew Martin, Theresa Brand (Lane Transit District); Bill Johnston (Oregon Department of Transportation); Carleen Riley (River Road); Rob Zako (Better Eugene-Springfield Transportation); Neil Moyer (Metro TV); Sarah Mazze, Steve Piercy.

WELCOME, CALL TO ORDER AND INTRODUCTIONS

Ms. Wilson convened the meeting of the Metropolitan Policy Committee (MPC) and called for a chair pro tem to move the meeting through the agenda until election of officers. She said officers rotated through the jurisdictions of Lane County, Eugene and Springfield. The current rotation called for a Lane County representative as chair and a Eugene representative as vice chair. She recommended a Springfield representative act as chair pro tem.

Mr. VanGordon, seconded by Ms. Vinis, moved that Mr. Moe act as chair pro tem until the election of officers.

APPROVE January 7, 2021 MEETING MINUTES

Ms. Vinis, seconded by Mr. VanGordon, moved to approve the January 7, 2021, meeting minutes as presented. The motion passed 9:0:1; Ms. Buch abstaining.

ADJUSTMENTS TO THE AGENDA/ANNOUNCEMENTS FROM MPC MEMBERS

Mr. Yeh announced that it was Transit Equity Day intended to promote public transit as a civil right and as a strategy to combat climate change. He said this was his last meeting as an MPC member, which meant he also would not continue as the MPC representative to the Oregon MPO Consortium (OMPOC).

Mr. Berney commented on the significance of the intersection between work of the MPC and the NAACP's Transit Equity initiative.

Ms. Vinis thanked Mr. Yeh for his service.

Mr. Berney welcomed Ms. Buch as a Lane County representative to the MPC.

COMMENTS FROM THE AUDIENCE

Rob Zako, Eugene, Better Eugene-Springfield Transportation (BEST), shared a diagram of factors related to legalization of medical marijuana that influenced health. He spoke to performance measures, noting that the Central Lane MPO had approved draft local transportation goals and objectives for the Regional Transportation Plan (RTP) beyond what was federally mandated. He reviewed the diagram and its depiction of upstream and downstream factors and how those should be considered in performance measures. He used climate change actions to illustrate his point about creating a plan that achieved the desired goals and objectives.

Sarah Mazze, 4J School District Safe Routes to Schools Coordinator, echoed Mr. Zako's comments regarding the RTP goals and objectives. She said that all biking and walking facilities were not equal in terms of providing access to employment and key destinations. She related a parent's concern about his child's access to a school via biking on River Road. She said historically marginalized communities often had to make difficult choices about active transportation related to time and safety. She urged consideration of those factors in the transportation planning process, such as an upstream factor that measured the distance between crossings and lighting on high volume, high speed streets.

Carleen Riley, Eugene, (River Road Community), said the River Road/Santa Clara area seemed to take the brunt of pedestrian and bicycle injuries and deaths. She noted two recent pedestrian deaths and said the RTP update presented an opportunity to determine exactly what was needed to make streets safe for people by identifying specific projects and the cost to engineer safe streets. She said the cost of signal lights and more streetlights were lamented, but the cost of even one death in terms of emergency response and the emotional cost to family, friends and the larger community should be weighed. Vision Zero provided a guiding goal and the draft RTP should contain good safety goals and objectives. It was also important to build a collective culture of friendship and concern for others that put the safety of others before reaching a destination faster.

Steve Piercy, Eugene, observed that there were many dangerous travel areas in Lane County and one of the challenges was obtaining valid data in a timely manner. The only data available currently was months after the fact and consisted of injuries and fatalities information collected by law enforcement officers. He said it was important for Lane County to do what other municipalities had done, which was crowd source data. He said the City of Eugene had a crowd sourcing map for its Vision Zero effort, bikemaps.org. He said it was an international map where individuals could indicate collisions, near collisions, hazards and other dangers that could exist while traveling on roadways. That helped identify locations where collisions and serious injuries were likely to happen before they occurred. He encouraged the expansion of data collection.

ELECTION OF CHAIR AND VICE CHAIR FOR 2021, APPOINTMENT OF OMPOC REPRESENTATIVES

Mr. VanGordon, seconded by Mr. Groves, nominated Mr. Berney for chair of the MPC. There being no other nominations Mr. Berney was elected unanimously, 10:0.

Ms. Vinis, seconded by Mr. Smith, nominated Mr. Groves for vice chair of the MPC. There being no other nominations Mr. Groves was elected unanimously, 10:0.

Mr. Yeh, seconded by Mr. Groves, nominated Ms. Vargas and Mr. Moe as the MPC representatives to OMPOC. There being no other nominations Ms. Vargas and Mr. Moe were elected unanimously, 10:0.

METROPOLITAN PLANNING ORGANIZATION (MPO) ISSUES

Surface Transportation Block Grant (STBG) Funding Proposal: S. 32nd Street at Virginia Avenue

Mr. Callister stated that the Transportation Planning Committee (TPC) recommended adoption of Resolution 2021-02 programming \$350,000 of the MPO's discretionary Surface Transportation Block Grant (STBG) funds (includes 10.27% local match) for a new safety project on S. 32nd Street at Virginia Ave. He said the project was discussed at the MPC's January 2021 meeting and a public hearing was held. He said the proposal would reprogram \$350,000 from the previously approved City of Springfield Glenwood Riverfront Path project. Approval of the resolution would amend the Metropolitan Transportation Improvement Program (MTIP). No comments had been received during the public comment period.

Mr. Moe expressed concern about removing funds from the long-term Glenwood Riverfront Path project. Mr. Thompson said the federal funding needed to be used within a certain period of time and removing the funds from the Glenwood project did not mean that federal funds could not be reprogrammed to it in the future. Leaving the funds unused was not in the best interests of the MPO.

Mr. Moe questioned why the funds were not being used. Ms. Newman said a memorandum summarized staff recommendation to reprogram the funds and the factors such as timing and development prospects that prompted that recommendation. She noted that the next agenda item was a proposal to reprogram a significant amount of funds to the McVay Highway project, which was in Glenwood. There were current development activities with greater urgency with the McVay corridor design. The intent was to continue to keep most of the funding in Glenwood.

Mr. Moe indicated he would support the recommendation but had ongoing concerns about the pace of activities in the Glenwood area.

Ms. Vinis, seconded by Mr. Moe, moved to approve Resolution 2021-02 amending the Metropolitan Transportation Improvement Program. The motion passed unanimously, 10:0.

STBG Funding Proposal: McVay Highway Design and NEPA

Mr. Callister said this was the second proposal from Springfield to reprogram \$485,841 funds from the Glenwood Riverfront Path project to utilize the balance of those funds for a new project for design and a NEPA analysis of the McVay Highway from Franklin Boulevard to the city limits. A summary and visual of the project were included in agenda materials. He asked that a public hearing be held and noted that a 30-day public comment period would be open through February 24, 2021.

Mr. Moe pointed out that the visual was misleading as it did not show the entire McVay Highway.

Mr. Berney opened the public hearing. There being no one wishing to speak, the hearing was closed.

STBG Funding Proposal: Amazon Creek at Bailey Hill Road

Mr. Callister reviewed the proposal from the City of Eugene to allocate \$667,000 of the MPO's discretionary Surface Transportation Block Grant (STBG) funds (includes 10.27% local match) for a new seismic bridge retrofit project on Amazon Creek at Bailey Hill Road. He said the funds were being reprogrammed from a previously approved Ferry Street Bridge seismic retrofit project. He asked that a public hearing be held.

Mr. Berney opened a public hearing. There being no one wishing to speak, the hearing was closed.

Draft Regional Transportation Plan (RTP) and Congestion Management Process (CMP) Performance Measures (PMs)

Mr. Thompson stated that the materials in the agenda packet represented the first phase of development of performance measures for the RTP and CMP. To keep the process moving forward to meet federal timelines they were presented to show the minimum measures necessary to fulfill current federal requirements. He asked for feedback from MPC members on the measures and noted that consultants and staff were continuing to work on data and other information necessary to propose specific targets for the measures. Proposed draft targets would be provided at a future meeting. Potential additional measures were also being discussed for inclusion in the RTP and/or CMP beyond the minimum set needed to meet federal requirements. Public comments received to date on the draft measures had been provided to the MPC electronically.

Ms. Clarke reviewed the following performance measures in Table 1: Miles Traveled, Travel Time, Congested Miles of Travel, Vehicle Hours of Delay, Congestion, Mode Share, System Completeness, Access to Jobs, Access to Services, Access to Transit and Safety.

In response to a question from Mr. Moe, Ms. Clarke said the data used for the travel model was pre-COVID-19, but moving forward data reflecting current conditions would be available and both sets of data could be evaluated. She said this was the first time the criteria had been evaluated and baseline conditions established.

Ms. Clarke said Table 2 demonstrated how the performance measures connected to the MPC's goals as well as federal, state and local guidance. Attachment 1 highlighted federal performance measures in which the MPO was already participating and state performance targets. Attachment 2 contained the draft RTP goals and objectives.

Ms. Vinis expressed support for going beyond the minimum requirements, particularly with respect to greenhouse gas emissions, and appreciated the comments provided during comments from the audience.

Mr. Smith stressed the importance of mode share safety and hoped that significant data was available to measure bicycle use and the challenges of navigating hazardous areas. A solid and safe bicycle system was an essential element of future transportation.

Mr. Yeh concurred with Ms. Vinis regarding performance measures related to greenhouse gas emissions. He also agreed with the importance of a safe bicycle system to allow people to move about the community without cars. He suggested two additional measures related to the quality of transit. The first measure would be the number of people with access to frequent or useful transit, which was defined as 15-minute vehicle arrival times. The second related to historical access to any transit and pedestrian/bicycle access and expansion of that access to improve quality of life for other areas of the community.

Mr. Groves supported the recommendations from other MPC members. He said any efforts to provide separation between vehicles and bike lanes and sidewalks created a margin of safety. Too many injuries and fatalities were caused by well-intended street design that he felt did not provide an adequate safety margin for people on bikes or walking.

In response to a question from Mr. VanGordon, Mr. Thompson said there was enough time available to address comments from the public and suggestions from MPC members about performance measures. He said the initial deadline for adopting and submitting the RTP was May 2021, but staff would be meeting with federal representatives and he did not feel there would be any negative consequences to moving that deadline into the fall of 2021. Federal regulations provided for a one-year grace period following the May 2021 date. He expected a federal transportation bill from the new Congress and administration within a year or two and it was likely to address new performance measure areas not in the current legislation, such as greenhouse gas. He noted that a draft greenhouse gas goal is included in the new draft RTP and a state of Oregon rule-making committee is also developing new greenhouse gas related rules but was not likely to complete it work before the end of 2021. As currently drafted, it appeared that the state rules would require the MPO to conduct full performance analysis and scenario planning around greenhouse gas emissions and adopt local performance measures within the next two or three years.

Ms. Vinis reaffirmed that the MPO should not defer establishing its own greenhouse gas measures because of pending activity at the state and federal levels. She asked staff to share information about potential state and federal measures as it became available.

Mr. Berney observed that performance measures tended to de facto define the priorities of a program.

Oregon Department of Transportation (ODOT) Strategic Action Plan

Ms. Brindle presented the ODOT Strategic Action Plan developed by the Oregon Transportation Commission (OTC). She said the plan, included in the agenda materials, was intended to assist ODOT in quickly becoming a more responsive agency serving the people of Oregon. She said the agency's priorities were equity, a modern transportation system and sufficient and reliable funding. She reviewed the goals and strategic outcomes, as well as metrics related to those outcomes. Those would require creative strategies and strong partnerships to ensure sufficient funding while taking steps to ensure sustainability of the agency's fiscal health. She highlighted the ten strategic outcomes that would be focused on during 2021-2023. She used a graphic to illustrate how the work would proceed: priorities set the stage for the overarching direction of the agency, goals further focus on work areas, strategic outcomes are the near-term concrete actions and measures of success, and implementing actions are the steps to reach outcomes. She said progress would be monitored and reported on ODOT's website. She said a successful transportation system for all Oregonians was the outcome and work toward achieving goals had begun.

Ms. Vinis was pleased to see the focus on equity, greenhouse gases, carbon footprint and access to active transportation.

Mr. Berney asked if ODOT had any information to share on how other departments of transportation were addressing issues and what information on best practices from other states on the agency's new priorities was available. Ms. Brindle said ODOT was looking at other states' efforts. She said ODOT was leading in some areas such as a road user charge.

Ms. Buch said she was a member of the National Association of Counties Transportation Steering Committee, sub chair of the Highway Safety Fund, and a member of the Association of Oregon Counties Transportation Committee.

Oregon Transportation Commission (OTC) 2024-2027 State Transportation Improvement Program (STIP) Funding

Mr. Thompson said the MPC had provided comments to the OTC over the past several months on 2024-2027 STIP funding scenarios. The OTC had approved funding at the "bucket" level: Non-highway, Safety, Enhance and Fix It categories, which resulted in a dramatic increase in non-highway funding that the MPC had identified as a strong priority. He provided testimony to the OTC as directed by the MPC around potential uses of the non-highway funds and the OTC had decided on the suballocations.

Mr. Johnston used a slide presentation, included in agenda materials, to present funding information. He reviewed the public outreach process for STIP funding scenarios. He said the OTC had approved the following allocations by funding category:

<u>Category</u>	<u>Amount</u>
Fix-It	\$800 million
Non-Highway	\$255 million
Enhance Highway	\$175 million
Safety	\$147 million
Local Programs	\$404.5 million
ADA	\$170 million
Other Functions	\$161.4 million
Total	\$2.1 billion

Mr. Johnston noted that the amount allocated for Non-Highway programs was larger than in any previous STIP cycle and built on the initial investments in public transportation and active transportation. He reviewed allocations within the Non-Highway funds for public transportation, transportation options and active transportation that were endorsed by the OTC on January 21, 2021. He also reviewed allocations within the Fix-It funds for bridges, pavement, operations and culverts. He said the funds allocated for Fix-It was the same as in the previous cycle, but insufficient to prevent the system from deteriorating; it would slow the deterioration process. To maintain pavement on the system in a state of good repair would require double the amount allocated in the previous STIP.

Mr. Johnson said the next step was actual project selection that would occur over the next two-year period. Once projects were selected ODOT staff would present a draft STIP document to the OTC for review. He expected that would occur in early 2023. Following public review and comment, the OTC would take action to approve in the summer of 2023. He said the OTC and ODOT were still defining the roles of Area Commissions on Transportation (ACTs) and MPOs in terms of providing input on specific project selection.

Mr. Berney asked at what point ODOT expected its vehicles to be a net zero fleet. Ms. Brindle said one of the Strategic Action Plan metrics was electrification of the transportation system and ODOT was seeking strategic measures within the agency to provide more infrastructure at its buildings and other facilities for electric vehicles, but no details were yet available.

Mr. Thompson said there was still much work still to be done on providing specific direction on the use of STIP funds. Staff would continue to monitor the issue and would report to the MPC as information became

available. He said the OTC's discussion regarding Enhance Highway funds addressed the legislative earmarking of a majority of those dollars and one OTC member expressed an interest in seeing a list of the twenty top priority Enhance Highway projects in the state. He said there were several projects in the local area that could be on that list and he would continue to pursue information on how the list would be developed.

Ms. Vargas said the investments were a step in the right direction and encouraged ODOT to continue to listen to the MPO in future funding cycles and continue to provide additional funding for Non-Highway investments.

Mr. Berney left the meeting at 1:25 p.m. and Mr. Groves assumed the chair.

Follow-up and Next Steps

- **ODOT Update**—Ms. Brindle reported that the LaneACT would meet on February 19 and discussion of the OTC and ACT reset was on the agenda.

Ms. Wilson said there was an opening on the OTC and in the past the MPC had submitted letters of support for candidates from the local area. She said there should be OTC representation from around the state and asked if staff should begin to develop a list of potential candidates. Mr. Thompson said there could potentially be a second vacancy as well. He said the OTC was composed of five commissioners of which no more than three could be from one political party; commissioners should also be geographically diverse and at least one member must reside east of the Cascades.

- **Legislative Update**—Mr. Thompson noted the agenda packet contained a list and summary of current legislation of interest.
- **MTIP Administrative Amendments**—There were no questions.
- **Next Meeting/Agenda Build**— February 4, 2021 (virtual meeting)
Future agenda items:
 - Presentation on OTC Safety Action Plan
 - Performance measures/RTP goals and objectives

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

(Transcribed by Lynn Taylor)