

MINUTES

Metropolitan Policy Committee Virtual Meeting via Zoom

October 6, 2022

11:30 a.m.

PRESENT: Randy Groves, Chair; Lucy Vinis (City of Eugene); Sean VanGordon (City of Springfield); Heather Buch (Lane County); Don Nordin (Lane Transit District); John Marshall (City of Coburg); Vidal Francis (Oregon Department of Transportation), members; Anne Heath (City of Coburg), ex officio member.

Paul Thompson, Dan Callister, Ellen Currier, Kelly Clarke, Drew Pfefferle, Kate Wilson, Cassidy Mills, Michael Wisth (Lane Council of Governments); Rob Inerfeld, Catherine Rohan, Jennifer Willard (City of Eugene); Sandy Belson (City of Springfield) Sasha Vartanian (Lane County); Megan Winner (City of Coburg); Andrew Martin, Mark Johnson, Jeremy Carr (Lane Transit District); Neil Moyer (Metro Television).

WELCOME, CALL TO ORDER AND INTRODUCTIONS

Mr. Groves convened the meeting of the Metropolitan Policy Committee (MPC). He said action items would be addressed once a quorum was present.

ADJUSTMENTS TO THE AGENDA/ANNOUNCEMENTS FROM MPC MEMBERS

There were no adjustments or announcements.

COMMENTS FROM THE AUDIENCE

There was no one wishing to speak.

Mr. VanGordon and Ms. Vinis joined the meeting at 11:35 a.m. and a quorum was achieved.

APPROVE August 4, 2022 AND September 14, 2022, MPC MEETING MINUTES

Ms. Buch, seconded by Ms. Vinis, moved to approve the August 4 and September 14, 2022, meeting minutes. The motion passed unanimously, 7:0.

METROPOLITAN PLANNING ORGANIZATION (MPO) ISSUES

Recommended MPO Funding Package for 2023-2027

Mr. Callister provided an overview of the proposed discretionary federal transportation funding of approximately \$24 million that would be available through federal fiscal year 2027. He said the proposal would program \$22.8 million through 2027, leaving a contingency balance of about \$900,000. He said the project selection process began in the spring of 2022, culminating in a recommended funding package. Details of the funding recommendations were included in the agenda packet and had been published for public comment during July and August. A public hearing was held at the August 4, 2022, MPC meeting. Comments received during that period were taken into consideration by the Transportation Planning

Committee (TPC) when finalizing its recommendation and were also included in the agenda materials. The TPC recommended approval of Resolution 2022-07 programming federal discretionary funds.

Ms. Vinis, seconded by Ms. Buch, moved to approve Resolution 2022-07 Programming MPO Discretionary Federal Funding. The motion passed unanimously, 7:0.

Title VI and Environmental Justice Program Plan Update

Ms. Currier explained the Title VI and Environmental Justice Program Plan was updated on a periodic basis every three to five years. The plan identified how the MPO addressed the federal laws as a recipient of federal funding through its planning, public participation and decision-making procedures. Title VI referred to the Civil Rights Act of 1964 prohibiting discrimination on the basis of race, color, national origin, gender, disability, age and income status. Environmental Justice addressed outreach to minority and low income populations. Demographic information on committees and staff was also updated and an analysis of the community's population data was conducted. Contracting procedures were also updated. She said there would be further guidance as a result of the latest federal transportation legislation.

Ms. Currier said next steps included a public hearing followed by a 30-day public comment period to collect input on the plan's content. The plan would be considered for adoption at the MPC's November 2022 meeting. Staff would provide an annual report on Title VI activities and compliance to the Oregon Department of Transportation (ODOT) in the fall of 2022. She said the MPO's Public Participation Plan (PPP) would be updated during the coming year. A link to the web version of maps included in the plan would be provided to MPC members. She noted that the Regional Transportation Plan (RTP) now referred to Historically Excluded Communities instead of Communities of Concern.

Mr. Groves determined there were no questions from MPC members and opened the public hearing. There was no one wishing to speak and the hearing was closed.

Ms. Vinis expressed appreciation for the maps and presentation of information. The maps were particularly interesting and demonstrated that economic status issues, minority populations and the elderly were dispersed throughout the community, indicating the need for access to transportation options was not concentrated in certain areas.

Mr. Groves determined there was consensus to proceed with the direction recommended by the TPC.

Funding Request for Electronic Transportation Improvement Program

Mr. Callister reviewed the request for MPO federal discretionary funding not to exceed \$40,000 for electronic Transportation Improvement Program (eTIP) licensing and implementation. He said the Central Lane MPO had been spearheading a statewide effort over the past five years to implement an online platform that Oregon's MPOs could use to maintain their TIPs in a unified, transparent, consistent and public-facing way. He said a request for proposal (RFP) process resulted in a third-party developer. The Central Lane MPO was collaborating with ODOT, Portland Metro MPO and Salem-Keizer MPO to finalize contracting terms and conditions, including each agency's financial responsibility. The amount requested would cover Central Lane MPO's share of costs for implementation and the first year of licensing.

Mr. Groves determined there were no questions.

Ms. Buch, seconded by Ms. Vinis, moved to approve programming up to \$40,000 Urban STBG funds for electronic Transportation Improvement Program. The motion passed unanimously, 7:0.

Federal Performance Based Planning and Programming Performance Measure Targets

Ms. Clarke explained how the federal MAP-21 and the FAST Act transportation bills established requirements for performance based planning and programming in RTPs and TIPs. The MPO established regional measures in its RTP and MTIP that were tied to local goals and intended to measure outcomes over time. There were also U.S. Department of Transportation measures for all states and MPOs related to safety, pavement and bridge conditions, system performance and congestion management and air quality (CMAQ). Those were also required to be integrated into MPOs' RTPs and MTIPs.

Ms. Clarke said the MPO coordinated with ODOT on target-setting for each measure for the first reporting cycle which covered the years 2018 to 2022. MPOs had the option of either setting their own targets or supporting state targets. The MPC signed a resolution supporting state targets at its November 2018 meeting. It was now time to act on federal performance measures related to pavement and bridge conditions, system performance and CMAQ. Safety performance measures were also important but addressed separately through the Transportation Safety Action Plan.

Ms. Clarke reviewed each of the federal performance measures for the 2022-2026 reporting cycle, details of which were included in the agenda packet, and explained the calculations used to update the measures. She said there were two new CMAQ performance measures and targets: annual hours and peak hour excessive delay per capita and the percentage of non-single occupancy vehicle travel and described how those were defined and measured. She said the TPC recommended adopting and working toward achieving the state targets through the 2026 reporting period, but noted there were no penalties for not meeting targets at this point.

Ms. Vinis asked why the target for annual hours of delay had been raised from 3.64 to 8.5. Ms. Clarke replied that the 3.64 target was based on data was from the period 2017-2021. The TPC was comfortable with accepting a higher level of congestion in recognition where the state and region was in terms of supporting transportation options and efficient system management versus dealing with capacity by maintaining that baseline level.

Ms. Vinis observed that raising the target was likely based on the assumption that movement on transportation options would not be swift enough to reduce congestion. Ms. Clarke agreed and said there had not been future projections and the target was based more on art than science.

Ms. Vinis noted there had been a lengthy discussion about the RTP and MPO priorities and a desire to have that document reference greenhouse gas emissions and equity. She hoped staff would assist the MPC in determining how its investment decisions would assist in making progress on goals. Ms. Clarke said the intent was to lay groundwork and establish a framework to monitor and report on progress as the RTP aged and was subsequently updated every four years, as well as integrate those measures into the decision-making process.

Ms. Vinis said that was consistent with the MPC's request to receive regular RTP progress update reports.

Mr. Groves agreed with Ms. Vinis about the need to keep measures and goals at the center of MPC decision-making. He asked if the data indicated whether non-single occupancy vehicle travel was trending up or down. Ms. Clarke said the level had been fairly steady.

Mr. Groves asked if seismic upgrades and retrofits for bridges were addressed separately from congestion and system management. He said those were critical issues in a seismic event to get supplies into and out of the region. Ms. Clarke said the metrics for bridges were specific to condition; the state had other specific measures for resiliency.

Mr. Groves asked for a review of the seismic condition of bridges in the region at a future meeting as it was an important from an emergency management perspective.

Mr. Thompson added that federal performance measures did not address seismic resilience for structures, but ODOT had state performance measures for its system. He said Lane Council of Governments staff had begun working on a report on resilience and emergency route planning; that would be reported at a future meeting.

Ms. Vinis, seconded by Ms. Buch, moved to support state targets as recommended by the MPC. The motion passed unanimously, 7:0.

Letter of Support for City of Eugene Grant Application

Mr. Inerfeld presented the City of Eugene's request for a letter of support for its application for the federal Reconnecting Community Pilot Grant program (RCP) capital construction grant funds for the River Road-Santa Clara pedestrian-bicycle bridge. He said it was a new program through the federal infrastructure legislation to assist communities that were separated by different types of transportation infrastructure barriers such as highways. Funds were available for planning and capital construction. The River Road-Santa Clara pedestrian-bicycle bridge was included in the RTP. He said about \$200 million was available annually over the next five years. The city was requesting \$6.5 million from the program and providing a \$1.3 million match. He said the pedestrian-bicycle bridge would provide safe access across Beltline for the North Eugene neighborhood and was included in the city's TSP and the neighborhood plan. Other connectivity improvements for walking and biking would also be made in the neighborhood.

Mr. Groves stressed the importance of the project for students who had to traverse a very congested and dangerous area to get to school and urged the MPC's support for the application.

Mr. Marshall said he supported the project as he had grown up in that area. He asked if there had been input from the neighborhood and public on the bridge design. Mr. Inerfeld said the city would definitely engage the community on the design and the neighborhoods had been consulted on the application and project plan.

Ms. Vinis, seconded by Mr. Marshall, moved to approve a letter of support for the City of Eugene for the FY22 Reconnecting Communities Pilot (RCP) Program Grant Application. The motion passed unanimously, 7:0.

Follow-up and Next Steps

- **ODOT Update**—Mr. Francis reported that ODOT had received \$1 billion to support its Americans with Disabilities Act (ADA) program. Funds would be used to upgrade ADA ramps around the state. He said the 2024-2027 State Transportation Improvement Program (STIP) would be issued for comment in early January 2023. He said the Oregon Transportation Commission was interested in projects related to congestion and safety that could be showcased around the state. He offered the Beltline improvements project as an

example. He announced that Sonny Chickering was retiring as ODOT Region 2 manager effective October 1, but would remain until a new manager was hired. Cooper Brown, ODOT's assistant director of operations was also retiring, but remaining for a while to assist with the transition.

Mr. Groves asked that the MPC be updated if some of the ADA ramp projects would occur in the region.

- **Transportation Improvement Program (TIP) Project Changes**—There were no questions.
- **Next Meeting/Agenda Build**—November 3 Virtual Meeting, December 1 Virtual Meeting, January 5 Virtual Meeting

Mr. Thompson announced that the Oregon Senate had confirmed Lee Beyer's appointment to the OTC and suggested he be invited to attend an MPC meeting in early 2023.

Mr. Groves adjourned the meeting at 12:22 p.m.

(Recorded by Lynn Taylor)