

MINUTES

Metropolitan Policy Committee
Virtual Meeting via Zoom

December 1, 2022
11:30 a.m.

PRESENT: Randy Groves, Chair (City of Eugene); Sean VanGordon, Steve Moe (City of Springfield); Heather Buch, Joe Berney (Lane County); Caitlin Vargas, Don Nordin (Lane Transit District); John Marshall (City of Coburg); Vidal Francis (Oregon Department of Transportation), members.

Brenda Wilson, Paul Thompson, Kelly Clarke, Ellen Currier (Lane Council of Governments); Rob Inerfeld, Jenifer Willer (City of Eugene); Hope Derrickson, Bert Hartman, Becky Knudson, Phil Kase (ODOT); Joe Broach (Portland Metro).

WELCOME, CALL TO ORDER AND INTRODUCTIONS

Mr. Groves convened the meeting of the Metropolitan Policy Committee (MPC) and a quorum was established.

APPROVE November 3, 2022, MPC MEETING MINUTES

Mr. Moe, seconded by Ms. Vargas, moved to approve the November 3, 2022, meeting minutes as submitted. The motion passed unanimously, 9.0.

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.

METROPOLITAN PLANNING ORGANIZATION (MPO) ISSUES

Oregon Household Activity Survey

Ms. Clarke and Mr. Broach presented results of the Oregon Household Activity Survey. Ms. Clarke provided an overview of the project and said the data provided real world travel behavior information that was essential to travel models and other analytic tools used for planning, policy and investment decisions. Surveys were typically conducted about every 10 years and this survey would reflect significant changes. The survey was designed to reflect the uniqueness of Oregon's metro areas and ensure that travel models represented the distinct travel behaviors of residents of those areas. The Oregon Modeling Statewide Collaborative owned the project and the Travel Survey Subcommittee was a subcommittee of the Collaborative and tasked with delivering the survey. Subcommittee members consisted of representatives from all the MPOs, Oregon Department of Transportation (ODOT), Federal Highways Administration, Oregon Health Authority, Portland State University, Oregon Housing and Community Services and TriMet. The consultant responsible for delivering the project was Resource Systems Group, Inc.

Mr. Broach said the survey would identify changes in travel behavior due to the impact of changing modes, technology and policies. It would help plan for the future and determine if policies were affecting travel patterns. He said while there were other sources of travel data, talking to people actually captured information on who was traveling and why. The survey could be refined over time to capture other data as it became important, such as Uber and Lyft, electric and hybrid vehicles, shifts to remote working and online shopping. He reviewed the project's phases, noting that scoping and survey design required significant effort. He said the third phase of implementation would begin soon.

Mr. Broach said the use of smart phones would be used to collect the majority of data, which would allow for more data to be collected passively, making it easier to conduct interim surveys. Other data collection options would also be available to participants. He described outreach efforts to encourage people to participate, particularly groups that had traditionally been underrepresented in the past. He said there were strict protocols in place to assure data privacy. He anticipated that survey results would become available in the summer of fall of 2024. He concluded the presentation with a review of the project budget.

In response to a question from Mr. Moe, Ms. Clarks explained that the project budget included \$1,754,000 contributed collectively by Oregon's eight MPOs based on population sizes. ODOT was contributing \$4 million.

Mr. VanGordon asked how people became part of the surveyed population. Mr. Broach said the bulk of participants would be selected through a random address-based sampling and contacted by mail with an invitation to participate. There would be a targeted oversampling of specific groups such as university students and transit users. There would be a target sample size for each MPO, both within geographic areas and socio-demographically.

Mr. VanGordon asked how the survey would influence the climate friendly rules from the Land Conservation and Development Department. Ms. Clarke said there was no direct link, but once data was integrated into the travel model it could assist in analyzing some of the requirements associated with the new rules.

Ms. Knudson said modeling in Oregon was moving toward a more complex platform that better simulated behavior and travel. This was an opportunity to design data collection that better met the needs of upcoming sophisticated models. The timing was perfect in terms of providing data to assist with planning under the new rules.

Mr. VanGordon urged ODOT to obtain some clarity on the new rules and the changes that would occur.

Mr. Thompson said the Central Lane MPO's portion of cost sharing was about \$307,000, which had been programmed a number of years ago. He said there were many models used by MPOs and using a common data source across those models would help assure consistency.

Mr. Berney said it appeared that agencies were hiring additional staff to determine how to implement new rules, but that did not make sense as it was already known the state was growing, which roads were being used and where congestion was increasing. He urged accountability to the general public.

Mr. Marshall asked how equity would be achieved if participants were randomly selected by address and if responses would be weighted. Mr. Broach explained the sampling would not be totally random; it would be stratified based on census data that identified the location of underrepresented and hard to reach populations. He said responses would be weighted by the consultant to try to achieve equity.

Mr. Marshall said the use of smart phones to collect data would appeal to younger people, but older people might be reluctant to participate. Mr. Broach said that was why other data collection options had been retained, including providing information via the internet or calling to report travel data.

Oregon Department of Transportation Performance Measures

Ms. Clarke said the MPC had acted at its October 2022 meeting to support the state's targets with respect to federal performance measures related to system reliability and CMAQ. The MPC had requested more information on additional measures not addressed at the federal level related to bridge resiliency and other resiliency factors. Mr. Kase and Mr. Hartman from ODOT would present that information.

Mr. Hartman provided an overview of the legislatively approved key performance measures (KPM), how federal performance measures fit in and how ODOT and MPO collaborated on targets. He said ODOT's Strategic Action Plan metrics included programmatic performance measures, key performance measures and federal performance measures. Those metrics were used to determine progress toward achieving strategic outcomes, programmatic goals and performance targets. He reviewed currently approved KPMs in the areas of safety, stewardship, preservation and mobility and the legislative changes from 2013 through 2025. He also reviewed MAP21/FAST Act federal performance measures on which ODOT reported and the established targets for 2022-2025.

Mr. Hartman said a Bridge Condition Report was published annually. The report was on ODOT'S website and interactive, allowing users to drill down into details of specific bridges. A seismic plan was also available on the website. He explained how bridges were inspected and rated every two years, with most being in good to poor condition. He said bridge conditions were continuing to decline. Most bridges in the Eugene/Springfield were in fair condition, with only five percent in good condition. He noted that Oregon had significantly less bridges in good condition than other western states. He described some of the factors that lead to the decline in bridge conditions, including new classes of vehicles for which bridges were not designed and winter maintenance treatments. He said 43 percent of federal funds from the Infrastructure Investment and Jobs Act (IIJA) had to be focused on off-system minor bridges, which detracted from ODOT's ability to work on major bridges.

Mr. VanGordon said it was important for ODOT to make the amount of data available on these topics simpler, more understandable, easily aggregated and more applicable to policy making. Regarding continuous improvement efforts, he said ODOT needed to be much more flexible. It should not take years to develop a performance measure.

Mr. Kase noted that 78 state agencies, boards and commissions were required by state law to report KPMs under a process established by the legislature and governor.

Mr. VanGordon hoped to see government be more responsive to the public's needs and agencies ask for help when a process was too cumbersome.

Mr. Nordin commented that the timeline to accomplish outcomes was very long. He noted that autonomous vehicles were not mentioned in any of the measures. There needed to be a discussion about the state's regulatory process as those vehicles were already in use. Mr. Hartman agreed that swift action was necessary and there were ODOT staff working on the issue who could present information to the MPC.

Mr. Groves said it was not surprising that some western states like Arizona were far ahead of Oregon in

bridge conditions as that state had experienced massive growth with accompanying new construction of bridges. Also highway and bridge surfaces were concrete and Arizona did not experience freeze/thaw conditions during the winter like northwestern states.

Mr. Francis asked if ODOT had considered any winter maintenance alternatives to lessen deterioration of bridge decks. Mr. Hartman said ODOT had expanded use of chemicals in order to meet the public's expectation for winter driving and was consequently paying for that in infrastructure.

Letter of Support for City of Eugene Grant Application

Mr. Inerfeld said the City was applying for Building Resilient Infrastructure and Communities (BRIC) & Flood Mitigation Assistance (FMA) grants from the Federal Emergency Management Agency (FEMA). The BRIC funding would be for two projects involving the facility master planning and expansion of the Public Works campus on 1820 Roosevelt Blvd., and structural enhancements to the 77 N. Garfield St. site. The FMA grant application would be for critical infrastructure upgrades and design alternatives to the W. 11th Ave. Bridge over Amazon Creek. Those upgrades would include retrofits that would reduce flooding and improve pedestrian safety along the section of Fern Ridge Path beneath the bridge. He asked the MPC for a letter of support for the applications.

Ms. Buch said Lane County had considered applying for those funds, but did not and there was no conflict. She supported the grant application.

Ms. Buch, seconded by Mr. Marshall, moved to approve the City of Eugene's request for a letter of support. The motion passed unanimously, 9:0.

ODOT Congestion Mitigation & Air Quality (CMAQ) Grant Program

Mr. Francis said information on ODOT's CMAQ grant program was provided in response to a request from the MPC following its approval of a letter of support for an Oakridge company applying for funds from the program to retrofit two diesel vehicles. He said CMAQ was a federally funded program for surface transportation improvements intended to improve air quality and mitigate congestion and funds were apportioned annually to each state based on air quality issues. The program had two categories: MPOs and rural communities. He listed the current recipients and described the process for submitting funding applications in each category. He said all projects had to meet the following five criteria:

- must be a transportation project
- must generate a net emissions reduction
- must be located in or benefit a non-attainment or maintenance area
- must conform to the Clean Air Act
- must be consistent with long range transportation plans - State Transportation Improvement Program (STIP) and Metropolitan Transportation Improvement Program (MTIP)

Mr. Francis said grant funds could be used to address public transportation improvements, transportation option strategies, pedestrian and bicycle infrastructure, vehicle fuel efficiency, intelligent transportation systems, relieving or reducing congestion and improved air quality. He said Oakridge was an area that had not consistently met ambient air quality standards.

Ms. Derrickson said notice of the annual allocations of CMAQ funds was sent to MPOs. Rural entities were on a three-year rotation; Lakeview would receive a current allocation and Oakridge would receive an allocation next year. She notified a community when it received an allocation and typically, because the

allocations were small, communities chose to bank their allocations for several years in order to fund projects.

Mr. Francis said CMAQ funds were generally geared toward public entities, but the Department of Environmental Quality (DEQ) had a funding program for emissions mitigation, particularly with regard to diesel engines, and public, private and tribal entities were eligible to apply. A list of recipients of those funds was available on DEQ's website. Private entities were not eligible for ODOT's CMAQ program. The Oakridge construction company for which the MPC provided a letter of support was applying to the DEQ grant program.

Mr. Nordin asked if there were any programs addressing more climate friendly fuels. Mr. Francis said there were references in the project categories to compressed natural gas (CNG) and recycled natural gas (RNG) fueling stations and infrastructure.

Follow-up and Next Steps

- **ODOT Update**—Mr. Francis announced that a draft of the 2024-27 STIP would be available for review and public comment on January 12, 2023.
- **Transportation Improvement Program (TIP) Project Changes**—There were no questions.
- **Next Meeting/Agenda Build**—January 5 Virtual Meeting

Mr. Groves thanked departing committee members Joe Berney, Caitlin Vargas and Don Nordin for their service and commitment of time to transportation matters.

The meeting was adjourned at 1:15 p.m.

(Recorded by Lynn Taylor)