

MINUTES

Metropolitan Policy Committee
Virtual Meeting via Zoom

February 2, 2023
11:30 a.m.

PRESENT: Steve Moe, Chair; Sean VanGordon (City of Springfield); Lucy Vinis (City of Eugene); Pat Farr, David Loveall (Lane County); Nancy Bell (City of Coburg); Bill Johnston for Vidal Francis (Oregon Department of Transportation), members; Anne Heath (City of Coburg); Jameson Auten (Lane Transit District), *ex officio* members.

Paul Thompson, Dan Callister, Drew Pfefferle, Ellen Currier, Kate Wilson, Kelly Clarke, Megan Winner, Rachel Dorfman (Lane Council of Governments); Rob Inerfeld, Jenifer Willer (City of Eugene); John Marshall (City of Coburg); Sandy Belson (City of Springfield); Sasha Vartanian, Cassidy Mills (Lane County); Tom Schwetz, Andrew Martin (Lane Transit District).

WELCOME, CALL TO ORDER AND INTRODUCTIONS

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

APPROVE November 3, 2022, MPC MEETING MINUTES

Ms. Vinis, seconded by Mr. Loveall, moved to approve the December 1, 2022, meeting minutes as submitted. The motion passed unanimously, 6:0.

ADJUSTMENTS TO THE AGENDA/ANNOUNCEMENTS FROM MPC MEMBERS

There were no adjustments to the agenda.

Ms. Vinis announced that the City of Eugene was hosting an open house on the improvements to Franklin Boulevard on February 2 from 4:30 p.m. to 6:30 p.m. at the University of Oregon Ford Alumni Center.

Mr. Farr commented that he had previously served on the MPC for six years and was pleased to again be a member.

COMMENTS FROM THE AUDIENCE

There was no one wishing to speak.

ELECTIONS OF CHAIR AND VICE CHAIR FOR 2023 AND APPOINTMENT OF OREGON METROPOLITAN PLANNING ORGANIZATION CONSORTIUM (OMPOC) MEMBERS

Mr. Thompson said the MPC annually elected a chair and vice chair. Officers must come from the cities of Eugene and Springfield or Lane County. Traditionally the jurisdictions had rotated those responsibilities. Based on that tradition the current vice chair, Steve Moe, would be nominated into the chair position and the vice chair position would be filled by a Lane County representative for the 2023 calendar year.

Mr. Farr nominated Mr. Moe as the 2023 MPC chair. There being no other nominations, Mr. Moe was unanimously elected, 6:0.

Mr. Farr nominated Mr. Loveall as the 2023 MPC vice chair. There being no other nominations, Mr. Loveall was unanimously elected, 6:0.

Mr. Thompson said OMPOC consisted of all of the Oregon MPOs. The consortium consisted of two representatives from each MPO policy board, typically appointed for the calendar year. OMPOC typically met quarterly and the next meeting was February 3, 2023.

Mr. Moe indicated he was currently serving as one of the MPC's OMPOC member and would be interested in continuing in that capacity.

Ms. Vinis said she hoped to see a Lane Transit District (LTD) representative serve in the second position as there were many transit issues to be addressed in the coming year.

Mr. Schwetz explained that an LTD Board member was not available at this meeting but board member Susan Cox would be appointed to the MPC. He was willing to attend the meeting on February 3 in her place.

There were no objections to Mr. Moe and Ms. Cox serving as the MPC's OMPOC members and Mr. Schwetz attending the February 3, 2023, OMPOC meeting in Ms. Cox's place.

METROPOLITAN PLANNING ORGANIZATION (MPO) ISSUES

Project Proposals for MPO Redistribution Funding

Mr. Callister said in years when the Oregon Department of Transportation (ODOT) obligates 100 percent of its federal funds it received redistribution funding, which was federal funding that other states had been unable to obligate. Under an agreement with ODOT, MPO's that met their obligation targets would receive a share of the redistribution funds. The Central Lane MPO's share for the current year was \$2.4 million that could be programmed at the MPO's discretion. In addition, almost \$900,000 in federal funds had been reserved by the MPO for contingencies and was available for projects. He provided a brief summary of the five proposals for funding, details of which were included in the agenda packet.

- Bike Share Operations and Expansion (City of Eugene)
- Clear Lake Rd: Lakeview Dr to Hwy 99 Pavement Preservation (Lane County)
- Coburg Rd and Game Farm Rd (Lane County)
- Hunsaker Lane: Daffodil Ct to Echo Lane (City of Eugene)
- Mill Street: Reconstruct South A St to Centennial Blvd (City of Springfield)

Mr. Callister said the MPC's eight primary funding objectives guided the project selection process and full details of each project were available on the Lane Council of Governments (LCOG) website. The public comment period was open until February 16 and no comments had been received to date. He asked that a public hearing be held, with action on funding recommendations to be taken at the MPC's March meeting.

Mr. Moe opened the public hearing. There was no one wishing to speak and the hearing was closed.

Mr. Loveall noted there was a funding gap on the Mill Street project and asked when the reconstruction would be completed. Mr. Callister replied that it was currently scheduled for completion in 2024, but that was probably not realistic at this point.

Ms. Belson said the Mill Street project was currently at 30 percent design and it was determined to be significantly underfunded. She said the timeline would depend on how quickly the funding gap could be filled. The Springfield City Council would hold a work session on the project sometime in the next month to discuss how to address the funding gap. Once the gap was filled the City would have a more definitive timeline for the project.

Ms. Vinis commented that the City of Eugene's request for \$600,000 for the Bike Share program was for three years of operational support.

Mr. Loveall asked if the Bike Share program would be expanded into Springfield. Mr. Inerfeld said the funds were requested for basic program operations. LCOG was working with Springfield on bike share and other initiatives and Eugene was also looking at the cost of an expansion into Springfield, but needed a robust, viable program before considering any expansion.

Ms. Belson said the City Council would be discussing a bike share program in Springfield, but redistribution funds were prioritized for the Mill Street project. If there was council support for bike share staff would research other funding options.

Mr. Thompson affirmed that LCOG was discussing a bike share program expansion with Springfield. He noted that \$2.4 million was the total available for redistribution and Springfield recognized that one possible outcome would be if the other four projects were funded the Mill Street project would accept whatever funds remained available.

Annual Listing of Obligated Projects 2022

Mr. Callister briefly reviewed the list of 2022 obligated projects and explained how the list was developed from data provided by ODOT, LTD and local agencies. He said federal law required MPOs to publish this annual report. A total of \$64,551,487 of federal funds was obligated in FFY 2022 on 42 projects or programs within the MPO. This included \$17,158,833 of the MPO's discretionary funds. The MPO's receipt of redistribution funds was based on its ability to meet its obligation targets for its discretionary funds. A full listing of projects was included in the agenda packet.

Safe Lane Coalition (SLC) Update

Mr. Pfefferle provided a brief background of the formation of the SLC, which arose from a 2017 statewide and regional safety planning effort and was funded through ODOT. He described the collaborative group of individuals, organizations and agencies working to reduce fatal and severe crash-related injuries in Lane County using partner resources to influence and establish transportation safety programs and practices. Those efforts focused on three areas:

- speed reduction
- DUII prevention
- safety education and outreach

Mr. Pfefferle said the SLC applied for \$450,000 in federal funding to support continued work of the SLC, safety analysis and planning in Springfield and the MPO, marketing support for regional DUII and speed

reduction campaigns and Quick Build projects in Eugene. He explained that Quick Build projects were temporary, low cost projects that could be quickly constructed. He highlighted the Eugene Quick Build that placed a temporary traffic circle at the intersection of Adams and Clark streets to mitigate the wide pedestrian crossing, poor visibility and fast vehicle traffic safety concerns; the success of that project was a catalyst for additional funding for projects.

Mr. Pfefferle reviewed SLC's current education campaigns; one campaign focused on DUII prevention and one focused on speed reduction. Grant funding had been received for those campaigns and a request for proposals (RFP) would soon be issued seeking an advertising agency to assist in developing and disseminating those campaigns over the next few years. He reported that the Slow Down, Neighbors Ahead yard sign program had received good public support throughout the region in 2022 and he expected that support would continue in 2023 as new signs were available for distribution. The Be Safe, Be Seen program works with local organizations to distribute lights and reflective gear to ensure safe travel at night. Lane County Public Health and the Oregon Liquor and Cannabis Commission were collaborating on the delivery of responsible alcohol sales training for local businesses. An ODOT Oregon Friendly Driver course was offered statewide through partner agencies and organizations.

Mr. Pfefferle said upcoming efforts would include obtaining sponsorships for the Oregon Friendly Driver program and establishing a Rural Transportation Collaborative, electric mobility device outreach, rapid education response outreach and back to school safety.

Mr. VanGordon arrived at 12:30 p.m.

Legislative Preview

Mr. Thompson reviewed some of the transportation-related bills that he was following during the 2023 Oregon legislative session. He summarized those of most interest to the MPO:

- HB 2101 - establish a program to provide state funding in exchange for federal funds
- HB 2619 - proposal to modify the membership of the Oregon Transportation Commission (OTC)
- HB 2658 - options for varying vehicle registration fees based on relative carbon emissions
- HB 2677 - require ODOT to provide a funding plan for highway maintenance when projects added lane miles
- HB 2691 - agreements related to high speed ground transportation (rail) needed to include Eugene
- HB 2777 - allow cities and counties to impose a public transit incentive surcharge on any parking fine
- SJR 2 - proposed constitutional amendment to expand current restrictions on use of the state gas tax revenue (would require statewide vote to enact)
- SJR 19 - proposed constitutional amendment to require any proposed toll go to a vote of electors in the counties within 15 miles of any section of highway to be tolled (would require statewide vote to enact)
- HB 2301 - impose a tax on the use of electricity to charge the battery of electric vehicles
- HB 3113 - appropriate General Fund money to ODOT for bringing safety and increasing access to walking, biking and transit on state highways that serve as community main streets
- HB 3131 -

Mr. Thompson indicated he would send members a document listing more transportation bills in the legislature with links to the language of each bill.

Mr. VanGordon noted that many bills addressed similar issues and asked if bill sponsors were speaking to

each other. Mr. Thompson said that early in the legislative session bills often were introduced that were similar in nature. Generally those issues were addressed in committees.

Ms. Vinis commented that the bills related to deriving more revenue from electric vehicles could be in conflict with efforts to reduce the carbon footprint by encouraging use of EVs. She it could make more sense if those revenues were directed to developing the EV charging network. Mr. Thompson agreed that was a good point and would be discussed in committees considering those bills. He said ODOT viewed the need to generate revenue from EVs to maintain the roadways as EVs wore down pavement the same as gasoline-powered vehicles. He noted that Oregon had incentives for the purchase of some types of EV and there were discussions about an incentive for the purchase of electric bicycles.

Mr. Farr hoped that legislators would be encouraged to have conversations about the fair balance of revenue generation for users of the roadways.

Follow-up and Next Steps

- **ODOT Update**—There was no update.
- **Transportation Improvement Program (TIP) Project Changes**—There were no questions.
- **Next Meeting/Agenda Build**—March 2 - Virtual Meeting, April 6 - Virtual Meeting, May 4 - Virtual meeting

In response to an inquiry from Mr. Farr, Mr. Thompson replied that staff was exploring options for moving back to in person meetings.

Mr. Moe adjourned the meeting at 12:45 p.m.

(Recorded by Lynn Taylor)