

MINUTES

Metropolitan Policy Committee
Virtual Meeting via Zoom

May 4, 2023
11:30 a.m.

PRESENT: Steve Moe, Chair; Sean VanGordon (City of Springfield); Lucy Vinis, Randy Groves (City of Eugene); David Loveall, Pat Farr (Lane County); Nancy Bell (City of Coburg); Kelly Sutherland (Lane Transit District); Vidal Francis (Oregon Department of Transportation), members; Tom Schwetz for Jameson Auten (Lane Transit District), *ex officio* member.

Paul Thompson, Brenda Wilson, Dan Callister, Ellen Currier, Kelly Clarke, Michael Wisth, Delaney Thompson (Lane Council of Governments); Rob Inerfeld (City of Eugene); Sandy Belson (City of Springfield); John Marshall (City of Coburg), Bill Johnston (Oregon Department of Transportation), Sasha Vartanian (Lane County); Andrew Martin (Lane Transit District); Neil Moyer (Metro TV), Rob Zako (Better Eugene-Springfield Transportation).

WELCOME, CALL TO ORDER AND INTRODUCTIONS

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

APPROVE April 6, 2023, MPC MEETING MINUTES

Mr. Loveall, seconded by Mr. Groves, moved to approve the April 6, 2023, meeting minutes as submitted. The motion passed unanimously, 9:0.

ADJUSTMENTS TO THE AGENDA/ANNOUNCEMENTS FROM MPC MEMBERS

Ms. Vinis reported that the launch of the MoveEUG initiative had received great feedback and a good level of engagement from the community regarding street improvements and active transportation infrastructure.

COMMENTS FROM THE AUDIENCE

Rob Zako, Better Eugene-Springfield Transportation (BEST), spoke to the Climate Friendly Equitable Communities (CFEC) initiative to reduce vehicle use. He said BEST supported the initiative, although the specific rules had caused concerns. Speaking as a member of the Oregon Climate Action Coalition, he said the coalition also was concerned about the rules, but supported having rules from the state instead of waiting for local jurisdictions to formulate their own. He noted that Governor Kotek did not propose any CFEC funding in the budget. He said it should not take a lot of detailed rules to do what needed to be done and provide people with transportation options and invited MPC members to decide what they would like to do in their communities and share that with OCAC so it could align with the Central Lane Metropolitan Planning Organization to lobby for changes to the rules.

METROPOLITAN PLANNING ORGANIZATION (MPO) ISSUES

2024-2027 Metropolitan Transportation Improvement Program (MTIP) and Air Quality Conformity Determination (AQCD)

Mr. Callister stated a draft of the MTIP and AQCD were presented at the MPC's April 6 meeting and a public hearing was held. Comments received from the public were now included in the document and agenda packet. He briefly summarized the comments and said they had been useful in identifying where

the MPO's processes could be strengthened and made more transparent. The Transportation Planning Committee (TPC) had reviewed the comments and recommended approval of the resolutions to adopt. He noted that there were not funding decisions related to the recommended action. One procedural change that would take effect with approval was to delegate the TPC to approve initial programming of “off-cycle” funds to projects or scopes already in the Transportation Improvement Program.

Ms. Vinis, seconded by Ms. Bell, moved to approve Resolutions 2023-02 and 2023-03 Adopting the AQCD and 2024-2027 MTIP respectively. The motion passed unanimously, 9:0.

FY24/25 Unified Planning Work Program (UPWP)

Ms. Currier stated that the FY24/25 UPWP, containing key planning and programming products the MPO would work on, had been presented at the MPC's April 6 meeting and a public hearing was held. The TPC had voted to recommend adoption of the UPWP at its April meeting. She noted there had been two minor changes to the draft document: updates to the special projects category and an updated funding table based on new information received from the Oregon Department of Transportation (ODOT). Mr. Thompson added that after adoption there might be a need to further adjust the funding table as ODOT occasionally provided modifications to the budget during the fiscal year.

In response to a question from Ms. Vinis, Mr. Thompson said the budget table contained the four main operational funding sources for the MPO. Over the past four months ODOT and USDOT had worked to better understand and implement the formulas that distributed those funds to the MPO. The corrections were not substantive. Ms. Currier said the funding table was on page 36 of the document.

Ms. Bell asked how the exponentially increasing costs for projects were impacting the allocated budget funds. Mr. Thompson said the UPWP contained funding for the planning activities of MPO staff and partner jurisdictions and those had not been impacted by inflation to the same extent as construction activities. He said jurisdictions were consulted annually about where adjustments were needed to the amount of planning funds that were passed through to them from the MPO.

Ms. Bell commented that the City of Coburg had recently found out that the Coburg Loop Path Phase 4 and Coburg Industrial Way Pavement Preservation projects were \$300,000 over budget for both projects. The City was trying to determine if changes could be made to the Coburg Loop Path project that would reduce the cost as the City had no other funding for the projects.

Ms. Vinis, seconded by Mr. Loveall, moved approval of Resolution 2023-04 adopting the Unified Planning Work Program for fiscal years 2024 and 2025. The motion passed unanimously, 9:0.

Climate Friendly Equitable Communities (CFEC) Implementation

Ms. Clarke provided an overview of the CFEC program, which contained new requirements for land use and transportation plans focused on changing development standards to reduce emissions. Jurisdictions in the MPOs area are required to implement the Central Lane MPO scenario plan. The MPC identified the preferred scenario plan in 2015 and among tasks to be completed is formal adoption of the preferred scenario, development of a scenario plan work program and establishment of a governance structure. The MPC recommended amending its bylaws to identify the MPC as the governance structure. Current MPC bylaws did not include Coburg as a voting member on matters pertaining to metropolitan transportation matters; options were to include Coburg as a voting member on metropolitan transportation issues or include Coburg as a voting member only on CFEC-specific matters. She requested direction to staff on the amendment of bylaws options.

Mr. VanGordon agreed with using the MPC as the scenario planning governance body. He pointed out the CFEC was a very complicated initiative and there would be more rule-making activities during the year. He asked how staff was monitoring and participating in the ongoing rule-making process. Mr. Thompson replied that the initial rule-making process was lengthy and time-consuming and the Department of Land Conservation and Development (DLCD) was calling for a new committee to further modify the rules and staff was monitoring the process closely. The new committee would be responsible for four desired outcomes and 29 areas of clarification or correction. That would impact the CFEC work program and the ability to develop targets pending clarification.

Mr. VanGordon urged that DLCD be made aware of the cost of the ongoing rule-making and clarification process to regions.

Ms. Vinis agreed with Mr. VanGordon's comments and also supported designating the MPC as the CFEC governance body.

Mr. Groves, seconded by Mr. Farr, moved to approve MPC as the proposed governance structure for the Scenario Planning Work Program and direct staff to include Coburg in the governance structure via amendments to the MPC bylaws. The motion passed unanimously, 9:0.

May is Bike Month

Ms. Currier reviewed the schedule of events for Bike Month. She said this was the eighth year of collaboration among many regional agencies to promote bike use. She said that the local bike share program was free during the month of May.

MPO Youth Council

Ms. Currier explained the Youth Council was established for the purpose of engaging youth from the Eugene 4J, Bethel, Springfield, Pleasant Hill and Siuslaw school districts on transportation issues. The council had expressed interest in interacting with the MPC and elected officials and staff was in the process of determining what that would look like. The Safe Routes to Schools (SRTS) program was also involved with the council and there had been speakers from partner agencies throughout the region. Current Youth Council interests included identifying transportation improvements in communities, working with schools and students to learn how to ride the transit system, creating walk audits, working with elected officials on policies and project identification for Quick Build projects. She asked for feedback from the MPC on ways to engage with the Youth Council.

Mr. Farr said he was intrigued and excited about the Youth Council. He said there were a number of youth groups engaged in other issues and suggested that interaction among those groups could consolidate the efforts of youth in the region and bring a powerful voice to the table.

Mr. VanGordon supported the idea of a Youth Council and was interested in learning more, particularly about how to engage advisory groups in local government in a meaningful way.

Mr. Groves also supported a Youth Council. He asked how students were recruited for the council and educated about the transportation system. Ms. Currier said staff began in February with a small group and adoption of bylaws was on the agenda for the next council meeting; part of that was defining the role of the council and the activities it would focus on.

Mr. Groves said educating the council about the complicated transportation system was an important consideration and encouraged collaboration among youth groups in the region and suggested mapping the youth groups that existed.

Ms. Vinis described the Eugene Mayor's Youth Advisory Council with representatives from every grade in every school in 4J, plus Marist. She said social studies, school councilors and others in the schools helped recruit members. The council was formed in 2019 and now that meetings could be conducted in person it was energized and engaged. She said the council was student-led, created its own bylaws and a University of Oregon intern provided staff support for the group. She said the council had not identified transportation as an area of interest and suggested that representatives from LCOG's Youth Council speak to Eugene's group on the subject. She said there was an annual Youth Summit with youth councils from around the state participating and she would share that information with Ms. Currier.

Mr. Francis supported youth councils and said the experience participants gained would translate to their resumes and applications. He suggested reaching out to youth in non-traditional locations such as foster homes, churches and other venues. He offered to make a presentation to the council on ODOT's programs.

Mr. Farr provided a link to the Lane County's Youth Homelessness Demonstration Project and information about its formation and how members were recruited.

Legislative Update

Mr. Thompson said that the list of bills had been narrowed and provided the following status report on legislative items of interest:

- HB 2095 - photo radar/speed limits authority for local jurisdictions - passed both House and Senate and was awaiting the governor's signature
- HB 3133 - Great Streets providing funding for safety and active transportation improvements on state highways serving as community main streets - technically still alive, but after an April 6 hearing had not been scheduled for further action
- A bill to suspend implementation of CFEC rule-making did not appear to be moving and was unlikely to proceed through the session
- A bill to continue to fund zero emissions incentives - still moving forward
- Several Interstate 5 bridge replacement bills - the governor had suspended tolling projects until 2026 at the earliest
- Bills related to collecting electric vehicles revenue were not moving forward

Mr. Moe noted that the MPC and Oregon MPO Consortium had both supported HB 2095 and HB 3133.

Follow-up and Next Steps

- **ODOT Update**—Mr. Francis announced that the public comment period for the 2024-27 State Transportation Improvement Program (STIP) had closed and the Oregon Transportation Commission (OTC) would take action on it at its July 2023 meeting. He said the 2027-30 STIP engagement process would begin soon. He reminded the MPC that construction season would begin soon and there were two notable projects in the area: one on Beltline from I-5 to Coburg Road and another on I-105 from the Springfield side of I-5 to Delta Highway. He said ODOT would make every effort to minimize traffic delays.
- **Transportation Improvement Program (TIP) Project Changes**—There were no questions.

- **Next Meeting/Agenda Build** June 1 - Virtual meeting - July 6, Virtual meeting - August 3

Mr. Thompson stated that two members of the OTC (Chair Bob Van Brocklin and Marcilynn Burke) had resigned and the Governor had nominated two replacements: Alicia Chapman from Portland and Jeff Baker from Lake Oswego. The Senate would consider the nominations next week. A majority of OTC members would now be new to their positions. He said OMPOC was meeting on May 5 and briefly reviewed the agenda topics.

Mr. Moe adjourned the meeting at 12:52 p.m.

(Recorded by Lynn Taylor)