

MINUTES

Metropolitan Policy Committee
Virtual Meeting via Zoom

April 4, 2024
11:30 a.m.

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

Brenda Moore, Paul Thompson, Dan Callister, Ellen Currier, Kelly Clarke, Delaney Thompson, Rachel Dorfman, Kate Wilson (Lane Council of Governments); Rob Inerfeld (City of Eugene); Sandy Belson (City of Springfield); John Marshall, Megan Winner (City of Coburg); Cassidy Mills (Lane County); Tom Schwetz (Lane Transit District); Brian Hurley (Oregon Department of Transportation); Patrick Wingard, Cody Meyer (Department of Land Conservation and Development); Tracy Lunsford, Ryan Farncomb (Parametrix); Tim Garner (MetroTV); Rob Zako (Better Eugene-Springfield Transportation).

WELCOME, CALL TO ORDER AND INTRODUCTIONS

Mr. Loveall welcomed those present and called the meeting to order. A quorum was established.

ADJUSTMENTS TO THE AGENDA/ANNOUNCEMENTS FROM MPC MEMBERS

Mr. Thompson announced that the Governor had placed the Oregon Department of Transportation's (ODOT) tolling policy on hold and therefore it is not on the agenda for discussion. The new federal greenhouse gas performance measures issued by the Federal Highways Administration (FHWA) in December, which required states and MPOs to establish targets and measures on a quick timeline had been vacated by federal judges in response to challenges by ~23 states. Staff was awaiting further word before proceeding further with work on the matter.

COMMENTS FROM THE AUDIENCE

Rob Zako, Better Eugene-Springfield Transportation (BEST) executive director, invited MPC members to attend the Better Ways Block party on May 19. Further information would be provided to the community-wide celebration.

APPROVE March 7, 2024, MPC MEETING MINUTES

Ms. Moore asked that her name be corrected in the list of attendees from Wilson to Moore.

Mr. Moe, seconded by Mr. Groves, moved to approve the March 7, 2024, meeting minutes as amended. The motion passed unanimously, 8:0.

METROPOLITAN PLANNING ORGANIZATION (MPO) ISSUES

Project Proposals for MPO Redistribution Funding

Mr. Loveall introduced the item and thanked Cassidy Mills for the information she had provided. He said the Transportation Planning Committee (TPC) had reviewed proposals for the redistributed federal Surface Transportation Block Grant (STBG) funds and recommended approval of the following projects:

- 8th Avenue Streetscape and Bikeway (Eugene)
- River Road at Irving Road/Hunsaker Lane (Eugene)
- Gilham Road: Ayers Road to Mirror Pond Way (Lane County)
- Low- or No-Emission Mini Street Sweeper Purchase

Mr. Callister said the unanticipated funds had to be utilized quickly and the recommended projects already had MPC support and were able to obligate the funds by the federal deadline. He said a public hearing and public comment period had not resulted in any comments regarding the projects.

Mr. Moe, seconded by Mr. Groves, moved to approve Resolution 2024-01, programming federal funds and amending the Transportation Improvement Program, The motion passed unanimously, 8:0.

Draft FY25 Unified Planning Work Program (UPWP) Addendum

Ms. Currier used a slide presentation to review the second year addendum to the FY24-25 UPWP. She said a majority of the work would be done in-house in collaboration with planning staff from MPO jurisdictions. She provided a brief overview of the following key products and activities:

- Data preparation and analysis for the Regional Transportation Plan (RTP)
- Performance-based planning
- Safety planning
- Metropolitan Transportation Improvement Program (MTIP) adjustments and amendments
- Participation in the Certified Local Agency program
- Finalize ETIP platform
- UPWP update
- Public Participation Plan (PPP) update
- Title VI Plan update
- Transportation system modeling and data maintenance
- Transportation Options
- Intergovernmental Collaboration
- Funding and Special Projects

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

Ms. Vinis joined the meeting at 11:54 a.m.

Draft Central Lane MPO Public Participation Plan (PPP)

Mr. Callister said the draft plan, a copy of which was included in the agenda materials, was an update to the PPP adopted in 2015. The purpose of the plan was to define a process for providing all stakeholders with a reasonable opportunity to be involved in the metropolitan transportation planning process in accordance with federal requirements. The draft did satisfy those requirements. He highlighted the following sections of the plan that had been changed:

- Policies 1.2 and 2.6 - modified in response to public input on access to meetings, including scheduling, location, methods for participating
- Policies 3.1 and 3.2 - less restrictive language related to when reviews and evaluations of the plan would occur, not to exceed four years
- Tools/products - addition of social media as a tool and resource

Mr. Callister also highlighted achievements such as creation of the Youth Advisory Council and ETIP interactive platform demonstrating how transportation funds were being spent in the region. He said the updated plan also addressed two corrective actions identified in a federal review of the PPP related to updating the plan and improved documentation of current public involvement procedures and coordination with other public agencies and tribal governments.

Mr. Callister said the public comment period for the draft PPP would end on May 12, with adoption planned for the June 2024 MPC meeting.

Mr. Groves asked how meetings were being noticed and what public outreach was occurring. He often heard from constituents about road projects and wondered why there was so little public participation at meetings. Mr. Callister the process for noticing was more rigorous when there was an action item on the agenda. The MPO had a distribution list of interested parties, including local print and broadcast media. The pandemic made public participation more difficult, but it also provided agencies with an opportunity to explore other tools for involving the community.

Mr. Groves hoped that future efforts would include better strategies and be more successful in connecting with ordinary citizens.

Ms. Vinis appreciated the PPP's opening quotation from Carleen Reilly, a longtime resident of the River Road neighborhood and advocate for transportation safety improvements who had attended MPC meetings for many years. Regarding the lack of community members at most MPC meetings, she pointed out that most documents coming before the committee were dense and technical and there was often too little time to fully digest the materials. She encouraged extending review times in order to give the public enough time to better understand the information. She expressed her appreciation for the Youth Advisory Council and noted that in the past there had been an adult Citizen Advisory Council (CAC), but that had been disbanded.

Mr. Thompson said the distribution list for meeting notices included a number of citizens who had expressed interest in receiving the full meeting agenda every month. The MPO would continue to improve noticing of meetings and agenda topics. A CAC was in existence for several years, but disbanded by the MPC because it felt it had become too burdensome to support and the composition of the group had changed over time from citizens reflective of the entire community to transportation advocates. The MPC could reconsider that decision if it wished.

Mr. Moe found the survey data fascinating and emphasized it was the job of elected officials to listen to citizens.

Mr. Loveall opened the public hearing.

Mr. Zako said that public participation was a two-way street. He would review the draft PPP and provide additional comments. He appreciated the MPC's concerns about more public involvement and establishing a better dialogue and sharing decisions and what they meant. The public was interested in how money was being spent and being able to access that information in an easy and detailed way. While project information was available at the time decisions were made, it was not available later.

There being no one else wishing to speak, Mr. Loveall closed the public hearing. He noted that the plan would be on the June meeting agenda.

Regional Transportation Plan (RTP) Update

Ms. Clarke provided an overview of the RTP update process and information included in the agenda materials. She said the RTP was a foundational plan and required to be updated every four years. The next update was due in January 2026. She acknowledged the need for adequate time for MPC members and the public to review documents during the process and robust public outreach efforts. The current RTP had a 2020 base and 2045 horizon year. It was a fiscally constrained plan and established a performance-based planning and programming framework. She reviewed the seven chapters contained in the plan and appendices. Goals, informed by public feedback and included in the plan were:

- Transportation choices
- Safety, security and resiliency
- Healthy people environment
- Equity
- Economic vitality
- Reliability and efficiency
- System asset preservation

Ms. Clarke said that performance-based planning and programming were intended to assure that goals were tied to investments and progress was measured toward meeting those goals over time. Strengthening that connection would be part of the update process. Update of the congestion management process would also occur. The congestion management process included strategies to improve transportation system performance and mobility by reducing the adverse impacts of vehicle congestion on the movement of people and goods. She said the MPO would engage in some voluntary evaluations associated with the RTP, including Infrastructure Voluntary Evaluation Sustainability Tool to determine how well the RTP reflected and incorporated the triple bottom line of environmental, economic and social principles of sustainability. Collaboration with Lane County Public Health would explore ways to incorporate health into the plan.

Ms. Currier said the previous RTP update process conducted a travel benefits and barriers survey and would again be used to identify what people experienced when traveling in the region. She reviewed a variety of events and activities used for public outreach and engagement in the past and planned enhancements for the current process. Partnerships with community-based organizations would also assist staff in reaching different segments of the community. Ways to better document the vetting process for projects at the local level before they were incorporated in the RTP were also being developed.

Ms. Clarke reviewed the process timeline, work to date and next steps. She said adoption of the RTP was scheduled for November 2025.

Ms. Vinis commended the triple bottom line approach and efforts to improve public engagement during the update process. She asked for regular reports to the MPC as update work continued.

Mr. Thompson emphasized the focus on a more in-depth and engaged RTP process. He said the triple bottom line tool would be very helpful in achieving that.

Mr. VanGordon said it was important to maintain a balance between the original nature of the RTP and allowing local jurisdiction establish and pursue their own priorities.

Mr. Thompson appreciated Mr. VanGordon's perspective. He said federal requirements for MPOs around the country did not anticipate the state planning and land use framework that existed in Oregon, which gave authority to local jurisdictions.

Mr. Loveall thanked Ms. Carrier for reminding the MPC that most projects had public input prior to coming before the MPC.

Other MPO Information

- **ODOT Update**— Mr. Johnston reported on a presentation from the Port of Coos Bay at the March 13 Lane ACT meeting. The presentation described planned improvements at the port and planned applications for grants to support the projects. The port was successful in receiving \$20 million in federal funds last year to rehabilitate 15 bridges along the rail line connecting Coos Bay to Eugene. The Lane ACT would be reviewing applications for the next round of ConnectOregon funding.
- **Transportation Improvement Program (TIP) Project Changes**—There were no questions.

METROPOLITAN TRANSPORTATION ISSUES

Climate Friendly Equitable Communities (CFEC) Update

Consultants and agency staff involved assuring the MPO met the regional transportation scenario requirements for CFEC introduced themselves: Brian Hurley (Oregon Department of Transportation); Patrick Wingard, Cody Meyer (Department of Lane Conservation and Development); Tracy Lunsford, Ryan Farncomb (Parametrix).

Mr. Farncomb provided an overview of the work done to assure the MPO reached greenhouse gas reduction goals established by the state. Outcomes of the work would include:

- Updating the 2015 preferred scenario to reflect current plans and policies
- Develop and track performance measures to track progress towards emissions reduction targets
- Add implementation chapter to the preferred scenario
- Incorporate transportation system and comprehensive plans of MPO jurisdictions in the preferred scenario update

Mr. Farncomb said a major report was due in the year the region adopted an updated RTP, with a minor report due annually. He reviewed the update work schedule and touch points with the MPC during that process, with work intended to be completed within the calendar year 2024. He highlighted the role of the MPC in the CFEC governance strategy, which included three components:

- Performance measures and targets
- Implementation of the Central Lane scenario planning implementation
- Corrective actions

Regarding touch points with the MPC, Mr. VanGordon said the schedule was aggressive and it was difficult at this time to know if those were sufficient, given the complexity of the issues. Mr. Farncomb said it was definitely possible to include more touch points with the MPC.

Mr. Hurley agreed the schedule was aggressive and more interactions with the MPC could be included, but it was based on the desired end date submitted by jurisdictions to DLCD for decision-making related to performance measures. The performance measures needed to be reported to DLCD and incorporated into

any expected updates to local transportation system plans so the work needed to be completed in order to continue moving forward with implementation at the local level.

Ms. Lunsford said one of the main tasks was to develop performance measures and emissions reduction targets. There were no specific required performance measures or mandated number of measures, but they had to be aligned with the preferred scenario strategies. The goal was a comprehensive set of performance measures that contributed to demonstrating progress toward goals. The current scenario included a number of strategies across the following areas:

- Transit
- Parking management
- Education and marketing
- Active transportation
- Fleet and Fuels
- Pricing
- Roads

Ms. Lunsford said characteristics of good performance measures included measurability, leverage readily available data, align with existing data analysis efforts, related to strategies and overall desired outcomes in the preferred scenario, and understandable to a broad audience. She described the resources that would be used in developing a set of measures for the MPO, including measures in the RTP. Next steps would include updating the planning model, considering performance measure options with the project management team composed of staff from all jurisdictions, and developing targets. A report on work to date would be presented to the MPC in June.

Mr. VanGordon asked if consideration of a performance measure included evaluation of the cost associated with tracking progress. Ms. Lunsford said an assessment of effort work include cost, staff time and capability.

Mr. VanGordon cautioned against confusing correlation with causation and celebrating progress when little had been achieved.

Ms. Vinis remarked that Lane Transit District (LTD) was undergoing a re-envisioning process and asked what role it would play in scenario planning.

Mr. Schwetz indicated that LTD was re-imagining the ride and exploring a mobility management role for itself. He said LTD saw itself playing a key role in some of the solutions for transportation in the future related to CFEC. Transit would be a key partner in regions around the state in identifying alternatives. As an example, he said LTD was launching a pilot bikeshare project in downtown Springfield to help people make climate-friendly connection.

Mr. Moe said more transit, faster buses and service in outlying areas was needed.

Mr. Loveall agreed with Mr. VanGordon's remarks about the complexity of the issues and challenges to measuring progress.

Next Meeting/Agenda Build—May 2 - Virtual, June 6 - Virtual, July - tentative

Mr. Groves asked that the seismic integrity of infrastructure be a future agenda item. He noted that it was necessary to travel over or under overpasses now in order to get to a hospital from Eugene. The MPC

should consider what was needed and whether prioritization was necessary. Mr. Thompson said staff was exploring resiliency issues.

Other agenda items included: UPWP adoption, area priorities as the Lane ACT list of county-wide priorities was not priorities, and ODOT seismic vulnerability report. A Cable Commission meeting was also possible.

Mr. Loveall adjourned the meeting at 1:16 p.m.

(Recorded by Lynn Taylor)