

Metropolitan Policy Committee Meeting

DATE: Thursday, October 1, 2020

TIME: 11:30 a.m.- 1:30 p.m.

LOCATION:

Call-in Meeting: +1 (872) 240-3412; Access Code: 940-460-701

Webcast: <http://metrotv.ompnetwork.org/>

CONTACT: Paul Thompson, 541-682-4405, pthompson@lcog.org

1. Agenda: October 1, 2020 (REVISED)

Documents:

[1.MPC_AGENDA_10-01-2020 - REVISED.PDF](#)

2. MPC Minutes: September 3, 2020

Documents:

[2.MPC3_MINUTES_SEPT-3-2020.PDF](#)

3. Item 6b Memo: RTP Goal Areas

Documents:

[3.MPC6.B_COVERMEMO_RTP GOAL AREAS_9-21-2020.PDF](#)

4. Complete Packet - Revised

Documents:

[COMPLETE PACKET REVISED.PDF](#)

5. Lewis Et Al MPC Transportation During COVID Prelim Results Oct 2020

Documents:

[LEWIS ET AL MPC_TRANSPORTATION DURING COVID PRELIM RESULTS_OCT2020.PDF](#)

6. Climate Office Update: October 2020

Documents:

[CLIMATE_OFFICE_UPDATE_OCT 2020.PDF](#)



MEETING NOTICE

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CONTACT PERSON:	Paul Thompson, 541-682-4405

A G E N D A

1. **WELCOME & INTRODUCTIONS**
2. **CALL TO ORDER**
3. **APPROVE SEPTEMBER 3, 2020 MPC MEETING MINUTES**
4. **ADJUSTMENTS TO THE AGENDA/ANNOUNCEMENTS FROM MPC MEMBERS**
5. **COMMENTS FROM THE AUDIENCE** (*Anyone wishing to comment is asked to sign up on the public comment sheet provided at the meeting. A limit of 3 minutes per person is requested.*)
6. **METROPOLITAN PLANNING ORGANIZATION (MPO) ISSUES**
 - a. University of Oregon Travel Survey (30 min)
Staff Contact: Paul Thompson, LCOG
Presenter: Rebecca Lewis, UO
Action Requested: Information and discussion only. (*Note: No packet materials.*)
 - b. Oregon Department of Transportation Climate Office and Every Mile Counts Program (40 min)
Staff Contact: Paul Thompson, LCOG
Presenter: Amanda Pietz, ODOT
Action Requested: Information and discussion only. (*Note: No packet materials.*)
 - c. 2045 Regional Transportation Plan (RTP) Draft Goals (30 min)
Staff Contact and Presenters: Paul Thompson, Kelly Clarke, LCOG
Action Requested: Discussion and feedback on goals
 - d. Follow-up and Next Steps (10 min)
 - 1) ODOT Update
 - 2) Next Steps/Agenda Build

-OVER-

Location is wheelchair accessible (WCA). American Sign Language (ASL) interpretation is available with 48 hours notice.

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UPCOMING MEETINGS:

- November 5 Virtual (Eugene Library)
- December 3 Virtual (Springfield Justice Center)

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And remember to un-mute it if you are speaking to the meeting!

Thanks!

MINUTES

Metropolitan Policy Committee
Virtual Meeting via GoToMeeting

September 3, 2020
11:30 a.m.

PRESENT: Pete Sorenson, Vice Chair, Joe Berney (Lane County); Lucy Vinis, Betty Taylor (City of Eugene); Joe Pishioneri, Sean VanGordon (City of Springfield); Frannie Brindle (Oregon Department of Transportation); Carl Yeh (Lane Transit District), members; Anne Heath (City of Coburg); Matt Rodrigues for Sarah Medary (City of Eugene), Aurora Jackson (Lane Transit District); Neil Laudati for Nancy Newton (City of Springfield); Sasha Vartanian for Steve Mokrohisky (Lane County), *ex officio* members.

Paul Thompson, Ellen Currier, Syd Shoaf, Drew Pfefferle, Rachel Dorfman, Dan Callister, (Lane Council of Governments); Rob Inerfeld (City of Eugene); Tom Boyatt, Emma Newman (City of Springfield); Theresa Brand, Andrew Martin, Cosette Rees, Tom Schwetz (Lane Transit District); Bill Johnston (Oregon Department of Transportation); Neil Moyer (Metro TV); Carl Springer (DKS); and Bob Cortright.

WELCOME, CALL TO ORDER AND INTRODUCTIONS

Mr. Sorenson called the meeting of the Metropolitan Policy Committee (MPC) to order and noted that a quorum was present.

APPROVE August 6, 2020, MEETING MINUTES

Mr. Sorenson corrected his title listed in the minutes from Chair to Vice Chair.

Mr. Yeh, seconded by Mr. Pishioneri, moved to approve the August 6, 2020, minutes as corrected. The motion passed unanimously, 8:0.

ADJUSTMENTS TO THE AGENDA/ANNOUNCEMENTS FROM MPC MEMBERS

Mr. Thompson noted that he would staff the Election of MPC Chair agenda item in lieu of Ms. Wilson.

COMMENTS FROM THE AUDIENCE

Bob Cortright referenced written testimony he had previously submitted regarding planning for greenhouse gas emissions reductions. He noted federal law allowed Metropolitan Planning Organizations (MPOs) to use a wide range of planning alternatives. He stated scenario planning was the accepted best practice. Mr. Cortright observed much work needed to be done to reach the State's greenhouse gas emissions reduction goal. Although high level strategies had been adopted, he emphasized the next iteration of the plan needed to spell out the action plans to achieve them. Mr. Cortright also discussed the state funding available to help underwrite the planning effort.

ELECTION OF MPC CHAIR

Mr. Sorenson said the MPC Chair position was vacant because Christine Lundberg had resigned as mayor of Springfield and therefore no longer was a member of the MPC.

Mr. Thompson, referencing the MPC bylaws, noted the Chair had to be an MPC member from the City of Eugene, the City of Springfield, or Lane County. He referred to the past practice of the Chair and Vice Chair positions rotating annually among those jurisdictions. Mr. Thompson had discussed the matter with representatives from the City of Springfield and they were interested in having someone from Springfield complete the calendar year as Chair. Mr. Thompson also explained that only the representatives from the aforementioned jurisdictions were allowed to vote on the matter.

Ms. Taylor advocated for the current Vice Chair to continue to serve as Chair for the remainder of the year. She moved to appoint Mr. Sorenson as Chair. The motion died for lack of a second.

Mr. VanGordon observed if a Springfield member served for the remainder of the calendar year, the annual rotation would be respected (both now and in January).

Mr. VanGordon moved, seconded by Ms. Vinis, to appoint Mr. Pishioneri as MPC Chair. The motion passed unanimously, 6:0:0.

Mr. Pishioneri assumed the responsibilities of Chair.

METROPOLITAN PLANNING ORGANIZATION (MPO) ISSUES

Appointment of Representatives to the Oregon Metropolitan Planning Organization Consortium (OMPOC)

Mr. Thompson explained both of the MPC's representatives to OMPOC (Kate Reed and Christine Lundberg) were no longer on the MPC. OMPOC planned to hold a virtual meeting on September 29, 2020 and he thought it important the MPC be represented as OMPOC was recognized by ODOT and the Oregon Transportation Commission (OTC) as a formal stakeholder. He relayed that Springfield members had volunteered to serve as one of the representatives.

When Mr. Berney asked about the time commitment required, Mr. Thompson explained OMPOC met quarterly. Prior to Covid-19, the meetings had rotated around the state and traditionally lasted a full day. At the present time, since the meetings were held remotely, they only went for about two hours. Mr. Thompson noted the appointments made today would only serve through the calendar year. If people wished to serve longer, they would need to be reappointed in January.

Ms. Vinis supported having a Springfield member fill one of the positions. When she asked Mr. Yeh if he was interested in continuing LTD's commitment to OMPOC, Mr. Yeh said he was willing to complete the term. He noted he could not be reappointed because as of January he was no longer on the LTD Board.

Ms. Vinis moved, seconded by Mr. Berney, to appoint Mr. VanGordon and Mr. Yeh as MPC's representatives to OMPOC. The motion carried unanimously, 8:0:0.

Revisions to the Metropolitan Transportation Improvement Program Amendment Action Approval Authority

Mr. Callister said the revised process delegated authority to MPO staff to approve certain amendments, adjustments, revisions, and corrections that currently required approval of the monthly Transportation Planning Committee. No comments on the proposed amendments had been submitted either during the public hearing or the public comment period. Mr. Callister said the change would improve efficiency and the Transportation Planning Committee members recommended approval of the amendment.

Ms. Vinis moved, seconded by Mr. Yeh, to approve Resolution 2020-06 to amend the FY 18-21 and FY 21-24 Metropolitan Transportation Improvement Programs. The motion carried unanimously, 8:0:0.

Oregon Transportation Commission (OTC) FY2024-2027 State Transportation Improvement Program (STIP) Funding Allocation

Mr. Thompson referenced the agenda item memo in the packet. He referred to the previous month's presentation by Erik Havig, ODOT Statewide Policy and Planning Manager, regarding the FY2024-2027 STIP Funding Allocation and the questions he had posed to gather input from advisory committees. The Transportation Planning Committee (TPC) had drafted four comments for review by MPC:

- Prioritize grant programs for local governments (i.e., increase the Local Government Programs category).
- Prioritize Non-Highway projects; bring back the STIP Enhance Non-Highway category.
- Determine now the best use of potential additional funds (e.g., additional federal or state legislated flexible funds, cost savings from other projects, federal redistribution funds). Put any additional funds towards Safety projects, Safe Routes to School (SRTS), and the Oregon Community Paths Program.
- For future STIP cycles, adjust the amount of time given stakeholders to engage in and comment on the funding allocation decision.

Given the tight timeline to submit feedback, Mr. Thompson said he would revise these comments based on the MPC discussion and forward the final version to the OTC and ODOT.

Ms. Brindle added there was an opportunity for individuals to provide input to the OTC via an online survey that Mr. Thompson had distributed to MPC members via e-mail the prior week.

When Ms. Vinis asked for more information on the Local Government Programs category, Mr. Thompson described each component. He noted several of the categories were programs funded by federal dollars passed through the state. The underlying intent of the comment was to increase the local grant programs.

Mr. VanGordon endorsed the proposed comments. He said the process felt very rushed, which led to questions regarding the OTC's transparency in decision-making. Mr. VanGordon also advocated for more local input later in the process regarding which projects were selected.

After Ms. Taylor advocated for the highest priority be given to Non-Highway projects, in light of climate change, Mr. Yeh concurred. Mr. Berney added it was critical to discuss pragmatic ways to decrease carbon emissions.

When Ms. Vinis asked if the OTC was asking about reallocation of funds, not expanding resources, Mr. Thompson said yes. The question was how funding was allocated within the six high-level categories.

After that decision, the questions of funding specific programs and projects within each category would be addressed. Mr. Thompson added ODOT staff was still developing the specifics on how climate change was considered within the STIP.

Mr. Sorenson also supported more funding for Non-Highway projects, specifically SRTS, active transportation, and transit. He referred to the improved public health implications of reducing obesity (now determined to be a high-risk factor for how seriously a person contracted Covid-19).

Ms. Brindle reinforced that the current round of feedback was regarding the funding allocation. She noted that prior to the Transportation Funding Bill, the MPOs and ACTs had been asked to rank Enhance and *ConnectOregon* projects. Now Non-Highway grants were selected by program advisory committees. She suggested adding a comment to OTC to revert the decision-making process for Non-Highway grant programs. Ms. Vinis voiced support for the proposal.

Mr. Thompson suggested expanding the fourth bullet point to say the MPO wanted more time and more authority when programs and projects were selected.

When Mr. VanGordon asked if there were to be other opportunities for input on the FY2024-2027 STIP, Mr. Thompson said yes. OTC planned to set priorities across funding categories between now and December. After that, the process was turned over to ODOT staff for the next year and a half or so to recommend specific projects. Mr. Thompson was unclear on the amount of input ODOT staff planned to request.

Mr. Thompson summarized the MPO members feedback: emphasize the Non-Highway program first, expand the last talking point to include a stronger role for MPOs regarding project selection.

Ms. Taylor moved, seconded by Mr. Berney, to approve the submitted comments to ODOT on FY2024-2027 Funding Allocations, reflecting their discussion. The motion carried unanimously, 8:0:0.

2045 Regional Transportation Plan (RTP) Federal Requirements

Mr. Thompson said the MPO was in the midst of updating the 2045 RTP. The first stage was to update the policies to address new federal regulations, align with state-level planning guidelines and priorities, and reflect the priorities of local communities.

Mr. Thompson introduced Mr. Springer, DKS Consulting, who gave a PowerPoint presentation entitled *Regional Transportation Plan Federal Priorities*. Mr. Springer reviewed the new topics required by the federal MAP-21/FAST Act, including security, preservation, resilience, reliability, stormwater impacts, and travel & tourism. Discussing state and local emerging trends, Mr. Springer cited climate change, equity, technology efficiency, and preservation. The federal regulations required the RTP to include performance-based outcome measures to help inform investment decisions. The consultants also planned to develop additional measures, as well as their targets.

Ms. Vinis described the RTP as an opportunity to apply a climate lens to the priorities. She suggested it be specifically called out as a priority, e.g., add greenhouse gas reduction as an outcome measure.

Mr. Berney questioned the state's approach to preparing for emergencies by retrofitting existing infrastructure. He thought it was a very expensive approach and a better strategy was to establish self-sufficient local community emergency facilities.

Ms. Brindle described construction process changes that contributed to sustainability and greenhouse gas reduction, for example re-using building materials or upgrading a bridge without building a detour bridge.

Mr. VanGordon encouraged MPO members not to focus too much on specific solutions that preclude them from using yet-to-be-invented technology.

Mr. Berney advocated for a balance between generalities and specificities. He described a climate change/community reinvestment template currently being developed by County staff to use when making purchasing decisions as an example. Mr. Berney offered to share the template with other jurisdictions once it had been adopted by the Board of County Commissioners.

Mr. Thompson noted greenhouse gas emission reductions had been withdrawn from the federal requirements in the MAP-21/FAST act legislation. At the state level, ODOT staff had not yet determined how they were going to integrate climate change into their decision-making and the LCDC would soon undertake their own rule-making on greenhouse gas emissions reduction. Mr. Thompson noted neither may be decided by May 2021, which was the deadline for the RTP update.

Regional Transportation Options Transition

Ms. Currier described how the regional transportation options program had evolved from a focus on reducing traffic congestion to an emphasis on mobility options for community members. Traditionally, the program had been housed at LTD (Point2Point), with other outreach programs at the cities of Eugene and Springfield, and the University of Oregon. She noted that in addition to the services described on the Point2Point website, specific programs had targeted schools, employers, or selected neighborhoods. Ms. Currier explained that due to the pandemic, it was very difficult to work directly with the public as had been done in the past. There were also budgeting constraints at LTD. She directed MPO members to the agenda packet, where a description of the analysis staff was undertaking over the next six months was presented. It included a review of best practices, an assessment of current program effectiveness, an alignment with regional and local transportation plans, and focused public outreach on transportation needs. The goal was to determine what was the best way to deliver the most needed services.

Mr. VanGordon thought it best to focus the programs geographically to have a stronger impact.

Staff Response to Public Comments on Greenhouse Gas Emissions

Mr. Thompson referenced the memo in the agenda packet in which MPO staff had responded to the written testimony and public comment regarding greenhouse gas emissions reduction received at the July MPC meeting. The memo addressed the four key points raised: compact urban development, parking, active transportation, and integrated planning and measuring. He emphasized that neither land use planning nor parking supply and pricing were within an MPO's authority. The memo described what the MPO had done or were currently doing in the other two areas. He noted there was no federal requirement regarding greenhouse gas emissions reduction and the state guidelines were still evolving.

Ms. Vinis expressed her appreciation for the public comments and the staff response. She referred to the previous conversation regarding the STIP as opportunity to reallocate transportation funding. Ms. Vinis described the significant impact of transportation funding decisions on land use decisions.

Mr. Sorenson described the two types of land use planning functions he observed within the state of Oregon. One was the formal government structure (state, county, city) and the other was "real world

planning” done by bankers, developers, and transportation decisions. Since the MPC allocated federal funding in the metro area, it had a massive impact on the land use planning in the area. He advocated the MPC assert its role in land use planning.

Mr. VanGordon emphasized land use planning was the purview of cities and counties. It was not the same with MPC as it was with the Metro MPO in the Portland area.

Mr. Yeh also supported the MPC making funding decisions with greenhouse gas emissions reduction in mind. When he asked Mr. Thompson what were the next steps going forward, Mr. Thompson described efforts to work with LCDC on their rule-making efforts, coordination with ODOT’s Climate Change office, the previously discussed 2045 RTP update, and, in the future, the use of the potential RTP policy changes when looking at funding priorities and awarding grants with MPO discretionary funds.

When Mr. Pishioneri stated it was important for the MPC to focus on transportation and not force other elected bodies to do what the MPC thought was the right thing to do, Ms. Vinis said her model was more one of aligning regional and local priorities (e.g., safe streets, transit, multimodal).

Mr. VanGordon described his view of a successful model was one where there was agreement on regional goals and then local governments figured out “the way and the how”.

Follow-up and Next Steps

- **ODOT Update**—Ms. Brindle reported the current construction projects were going well.
- **MTIP Administrative Amendments**—After Mr. Thompson referenced MTIP Amendments contained in the packet, there were no concerns raised by MPO members.
- **Letter of Appreciation**—After Ms. Vinis acknowledged the contributions Ms. Lundberg had made to the MPO, consensus was reached to send her a letter of appreciation.
- **Next Meeting**— October 1, 2020

Mr. Pishioneri adjourned the meeting at 1:17 p.m.

(Transcribed by Beth Bridges)



September 23, 2020

To: Metropolitan Policy Committee
From: Paul Thompson
Subject: Item 6.b: 2045 Regional Transportation Plan Goals

Action Recommended: Discussion and Direction

Purpose

As the Metropolitan Planning Organization (MPO) for the Eugene, Springfield and Coburg urban area, the Central Lane MPO (CLMPO) is developing the region's 2045 Regional Transportation Plan (RTP).

The purpose of this agenda item is to present, discuss and receive direction on draft Goals for the 2045 RTP.

Background and Discussion

Establishing goals is a key step in developing the 2045 RTP as they will provide focus and direction throughout the Plan. The goals will generally represent and define our region's desired results related to transportation investments. The current 2040 RTP defines a goal as a "Broad statement of philosophy that describes the hopes of the people of the community for the future of the community. A goal may never be completely attainable but is used as a point towards which to strive." For each goal, objectives will be established and will provide additional details, or strategies, on how the RTP strives to achieve the goal. Performance measures will be tied to specific objectives to assess their effectiveness. Draft objectives and performance measures will be brought to MPC at future meetings.

As presented to MPC at the September 3, 2020 meeting, RTPs are guided by federal requirements. One of the federal requirements is for the RTP to both address the federal planning factors (or federal goal areas included as Attachment 1) and be consistent with local and state plans. To achieve this, goals were drafted after a thorough review of local and state transportation plans and public outreach to date to capture prevalent themes, and then comparing these themes to the federal planning factors.

The following draft goals are presented to MPC for review, discussion and feedback:

1. Transportation Choices

People throughout the region have access to affordable, healthy, active, and shared transportation options that safely and conveniently connect them with their destinations while reducing reliance on driving alone and minimizing transportation related pollution.

2. Safety, Security and Resiliency

The transportation system is resilient, safe, and secure for people and goods.

3. Healthy People and Environment

The regional transportation system provides safe and comfortable travel options that support active and healthy living. Central Lane's biological, water, cultural and historic resources are protected and preserved. Lower-polluting transportation options are encouraged.

4. Equity

The regional transportation system eliminates transportation related disparities and barriers and ensures equitable access to destinations.

5. Economic Vitality

The transportation system is reliable, affordable, and efficient. It supports the prosperity of people and businesses by connecting them to destinations throughout the region and beyond.

6. Reliability and Efficiency

The region prioritizes a range of travel options to manage and optimize the transportation system as well as ease congestion so people and goods can reliably and efficiently reach their destinations.

7. System Asset Preservation

Strategically preserve, maintain, operate, and plan for current and future system assets to maximize transportation investments.

An additional potential goal area of **Greenhouse Gas (GHG) emissions** requires direction from MPC. Staff is seeking direction specific to this goal area, keeping in mind that a goal is a "Broad statement of philosophy that describes the hopes of the people of the community for the future of the community." Potential options are:

1. Make GHG emissions reductions an explicit goal, added to the draft list above. This goal's objectives would allow flexibility for partnering agencies to pursue it as appropriate. At this time, GHG related performance measures are not required by the federal code. Including performance measures would be at MPC direction; or
2. Include GHG emissions reduction objectives to support the goals from the list above, particularly the Transportation Choices and Healthy People and Environment goals. Associated objectives would allow the same flexibility for partnering agencies to pursue it as appropriate.

Draft objectives will be drafted for each goal and brought to MPC at the November and December meetings. However, two example objectives for the System Asset Preservation goal are:

Preserve and maintain transportation system assets to maximize their useful life and minimize project construction and maintenance costs.

and

Develop a transportation system that is adaptable and flexible to changing needs and conditions.

Federal legislation requires State Departments of Transportation and Metropolitan Planning Organizations (MPOs) to develop performance measure targets around the following Performance Measure (PM) categories:

- Safety
- Pavement and Bridges on the National Highway System
- System Reliability, Freight, Congestion
- Transit Asset Management.

MPC has passed Resolutions to support the Performance Measure (PM) targets adopted by ODOT in all of these categories and continues to coordinate reporting requirements with ODOT. These PMs must be integrated into the RTP to create a performance-based framework. Additional PMs valued by our region may also be included but are not required. Potential additional draft PMs will be brought to upcoming MPC meetings for discussion and feedback.

Next Steps

Staff will return to MPC in November and December to seek guidance on objectives and performance measures.

Community outreach will continue and include online open houses, mailings, and meetings with key partners and community groups.

Action Recommended: Discussion and Direction on Goals

ATTACHMENT 1
FEDERAL PLANNING FACTORS

RTPs are required to be developed through a performance-driven, outcome-based approach to planning. The planning process shall be continuous, cooperative, and comprehensive, and provide for consideration and implementation of projects, strategies, and services that will address the following ten factors, from 23 CFR 450.306:

1. **Economic Vitality** - Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. **Safety** - Increase the safety of the transportation system for motorized and non-motorized users;
3. **Security** - Increase the security of the transportation system for motorized and non-motorized users;
4. **Accessibility and Mobility** - Increase accessibility and mobility of people and freight;
5. **Environment, energy, conservation, quality of life** - Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
6. **Connectivity** - Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. **Efficiency** - Promote efficient system management and operation;
8. **Preservation** - Emphasize the preservation of the existing transportation system;
9. **Resilience, reliability, mitigate stormwater impacts** - Improve the resilience and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
10. **Travel and tourism** - Enhance travel and tourism.



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METROPOLITAN PLANNING ORGANIZATION (MPO) ISSUES

Appointment of Representatives to the Oregon Metropolitan Planning Organization Consortium (OMPOC)

Mr. Thompson explained both of the MPC's representatives to OMPOC (Kate Reed and Christine Lundberg) were no longer on the MPC. OMPOC planned to hold a virtual meeting on September 29, 2020 and he thought it important the MPC be represented as OMPOC was recognized by ODOT and the Oregon Transportation Commission (OTC) as a formal stakeholder. He relayed that Springfield members had volunteered to serve as one of the representatives.

When Mr. Berney asked about the time commitment required, Mr. Thompson explained OMPOC met quarterly. Prior to Covid-19, the meetings had rotated around the state and traditionally lasted a full day. At the present time, since the meetings were held remotely, they only went for about two hours. Mr. Thompson noted the appointments made today would only serve through the calendar year. If people wished to serve longer, they would need to be reappointed in January.

Ms. Vinis supported having a Springfield member fill one of the positions. When she asked Mr. Yeh if he was interested in continuing LTD's commitment to OMPOC, Mr. Yeh said he was willing to complete the term. He noted he could not be reappointed because as of January he was no longer on the LTD Board.

Ms. Vinis moved, seconded by Mr. Berney, to appoint Mr. VanGordon and Mr. Yeh as MPC's representatives to OMPOC. The motion carried unanimously, 8:0:0.

Revisions to the Metropolitan Transportation Improvement Program Amendment Action Approval Authority

Mr. Callister said the revised process delegated authority to MPO staff to approve certain amendments, adjustments, revisions, and corrections that currently required approval of the monthly Transportation Planning Committee. No comments on the proposed amendments had been submitted either during the public hearing or the public comment period. Mr. Callister said the change would improve efficiency and the Transportation Planning Committee members recommended approval of the amendment.

Ms. Vinis moved, seconded by Mr. Yeh, to approve Resolution 2020-06 to amend the FY 18-21 and FY 21-24 Metropolitan Transportation Improvement Programs. The motion carried unanimously, 8:0:0.

Oregon Transportation Commission (OTC) FY2024-2027 State Transportation Improvement Program (STIP) Funding Allocation

Mr. Thompson referenced the agenda item memo in the packet. He referred to the previous month's presentation by Erik Havig, ODOT Statewide Policy and Planning Manager, regarding the FY2024-2027 STIP Funding Allocation and the questions he had posed to gather input from advisory committees. The Transportation Planning Committee (TPC) had drafted four comments for review by MPC:

- Prioritize grant programs for local governments (i.e., increase the Local Government Programs category).
- Prioritize Non-Highway projects; bring back the STIP Enhance Non-Highway category.
- Determine now the best use of potential additional funds (e.g., additional federal or state legislated flexible funds, cost savings from other projects, federal redistribution funds). Put any additional funds towards Safety projects, Safe Routes to School (SRTS), and the Oregon Community Paths Program.
- For future STIP cycles, adjust the amount of time given stakeholders to engage in and comment on the funding allocation decision.

Given the tight timeline to submit feedback, Mr. Thompson said he would revise these comments based on the MPC discussion and forward the final version to the OTC and ODOT.

Ms. Brindle added there was an opportunity for individuals to provide input to the OTC via an online survey that Mr. Thompson had distributed to MPC members via e-mail the prior week.

When Ms. Vinis asked for more information on the Local Government Programs category, Mr. Thompson described each component. He noted several of the categories were programs funded by federal dollars passed through the state. The underlying intent of the comment was to increase the local grant programs.

Mr. VanGordon endorsed the proposed comments. He said the process felt very rushed, which led to questions regarding the OTC's transparency in decision-making. Mr. VanGordon also advocated for more local input later in the process regarding which projects were selected.

After Ms. Taylor advocated for the highest priority be given to Non-Highway projects, in light of climate change, Mr. Yeh concurred. Mr. Berney added it was critical to discuss pragmatic ways to decrease carbon emissions.

When Ms. Vinis asked if the OTC was asking about reallocation of funds, not expanding resources, Mr. Thompson said yes. The question was how funding was allocated within the six high-level categories.

After that decision, the questions of funding specific programs and projects within each category would be addressed. Mr. Thompson added ODOT staff was still developing the specifics on how climate change was considered within the STIP.

Mr. Sorenson also supported more funding for Non-Highway projects, specifically SRTS, active transportation, and transit. He referred to the improved public health implications of reducing obesity (now determined to be a high-risk factor for how seriously a person contracted Covid-19).

Ms. Brindle reinforced that the current round of feedback was regarding the funding allocation. She noted that prior to the Transportation Funding Bill, the MPOs and ACTs had been asked to rank Enhance and *ConnectOregon* projects. Now Non-Highway grants were selected by program advisory committees. She suggested adding a comment to OTC to revert the decision-making process for Non-Highway grant programs. Ms. Vinis voiced support for the proposal.

Mr. Thompson suggested expanding the fourth bullet point to say the MPO wanted more time and more authority when programs and projects were selected.

When Mr. VanGordon asked if there were to be other opportunities for input on the FY2024-2027 STIP, Mr. Thompson said yes. OTC planned to set priorities across funding categories between now and December. After that, the process was turned over to ODOT staff for the next year and a half or so to recommend specific projects. Mr. Thompson was unclear on the amount of input ODOT staff planned to request.

Mr. Thompson summarized the MPO members feedback: emphasize the Non-Highway program first, expand the last talking point to include a stronger role for MPOs regarding project selection.

Ms. Taylor moved, seconded by Mr. Berney, to approve the submitted comments to ODOT on FY2024-2027 Funding Allocations, reflecting their discussion. The motion carried unanimously, 8:0:0.

2045 Regional Transportation Plan (RTP) Federal Requirements

Mr. Thompson said the MPO was in the midst of updating the 2045 RTP. The first stage was to update the policies to address new federal regulations, align with state-level planning guidelines and priorities, and reflect the priorities of local communities.

Mr. Thompson introduced Mr. Springer, DKS Consulting, who gave a PowerPoint presentation entitled *Regional Transportation Plan Federal Priorities*. Mr. Springer reviewed the new topics required by the federal MAP-21/FAST Act, including security, preservation, resilience, reliability, stormwater impacts, and travel & tourism. Discussing state and local emerging trends, Mr. Springer cited climate change, equity, technology efficiency, and preservation. The federal regulations required the RTP to include performance-based outcome measures to help inform investment decisions. The consultants also planned to develop additional measures, as well as their targets.

Ms. Vinis described the RTP as an opportunity to apply a climate lens to the priorities. She suggested it be specifically called out as a priority, e.g., add greenhouse gas reduction as an outcome measure.

Mr. Berney questioned the state's approach to preparing for emergencies by retrofitting existing infrastructure. He thought it was a very expensive approach and a better strategy was to establish self-sufficient local community emergency facilities.

Ms. Brindle described construction process changes that contributed to sustainability and greenhouse gas reduction, for example re-using building materials or upgrading a bridge without building a detour bridge.

Mr. VanGordon encouraged MPO members not to focus too much on specific solutions that preclude them from using yet-to-be-invented technology.

Mr. Berney advocated for a balance between generalities and specificities. He described a climate change/community reinvestment template currently being developed by County staff to use when making purchasing decisions as an example. Mr. Berney offered to share the template with other jurisdictions once it had been adopted by the Board of County Commissioners.

Mr. Thompson noted greenhouse gas emission reductions had been withdrawn from the federal requirements in the MAP-21/FAST act legislation. At the state level, ODOT staff had not yet determined how they were going to integrate climate change into their decision-making and the LCDC would soon undertake their own rule-making on greenhouse gas emissions reduction. Mr. Thompson noted neither may be decided by May 2021, which was the deadline for the RTP update.

Regional Transportation Options Transition

Ms. Currier described how the regional transportation options program had evolved from a focus on reducing traffic congestion to an emphasis on mobility options for community members. Traditionally, the program had been housed at LTD (Point2Point), with other outreach programs at the cities of Eugene and Springfield, and the University of Oregon. She noted that in addition to the services described on the Point2Point website, specific programs had targeted schools, employers, or selected neighborhoods. Ms. Currier explained that due to the pandemic, it was very difficult to work directly with the public as had been done in the past. There were also budgeting constraints at LTD. She directed MPO members to the agenda packet, where a description of the analysis staff was undertaking over the next six months was presented. It included a review of best practices, an assessment of current program effectiveness, an alignment with regional and local transportation plans, and focused public outreach on transportation needs. The goal was to determine what was the best way to deliver the most needed services.

Mr. VanGordon thought it best to focus the programs geographically to have a stronger impact.

Staff Response to Public Comments on Greenhouse Gas Emissions

Mr. Thompson referenced the memo in the agenda packet in which MPO staff had responded to the written testimony and public comment regarding greenhouse gas emissions reduction received at the July MPC meeting. The memo addressed the four key points raised: compact urban development, parking, active transportation, and integrated planning and measuring. He emphasized that neither land use planning nor parking supply and pricing were within an MPO's authority. The memo described what the MPO had done or were currently doing in the other two areas. He noted there was no federal requirement regarding greenhouse gas emissions reduction and the state guidelines were still evolving.

Ms. Vinis expressed her appreciation for the public comments and the staff response. She referred to the previous conversation regarding the STIP as opportunity to reallocate transportation funding. Ms. Vinis described the significant impact of transportation funding decisions on land use decisions.

Mr. Sorenson described the two types of land use planning functions he observed within the state of Oregon. One was the formal government structure (state, county, city) and the other was "real world

planning” done by bankers, developers, and transportation decisions. Since the MPC allocated federal funding in the metro area, it had a massive impact on the land use planning in the area. He advocated the MPC assert its role in land use planning.

Mr. VanGordon emphasized land use planning was the purview of cities and counties. It was not the same with MPC as it was with the Metro MPO in the Portland area.

Mr. Yeh also supported the MPC making funding decisions with greenhouse gas emissions reduction in mind. When he asked Mr. Thompson what were the next steps going forward, Mr. Thompson described efforts to work with LCDC on their rule-making efforts, coordination with ODOT’s Climate Change office, the previously discussed 2045 RTP update, and, in the future, the use of the potential RTP policy changes when looking at funding priorities and awarding grants with MPO discretionary funds.

When Mr. Pishioneri stated it was important for the MPC to focus on transportation and not force other elected bodies to do what the MPC thought was the right thing to do, Ms. Vinis said her model was more one of aligning regional and local priorities (e.g., safe streets, transit, multimodal).

Mr. VanGordon described his view of a successful model was one where there was agreement on regional goals and then local governments figured out “the way and the how”.

Follow-up and Next Steps

- **ODOT Update**—Ms. Brindle reported the current construction projects were going well.
- **MTIP Administrative Amendments**—After Mr. Thompson referenced MTIP Amendments contained in the packet, there were no concerns raised by MPO members.
- **Letter of Appreciation**—After Ms. Vinis acknowledged the contributions Ms. Lundberg had made to the MPO, consensus was reached to send her a letter of appreciation.
- **Next Meeting**— October 1, 2020

Mr. Pishioneri adjourned the meeting at 1:17 p.m.

(Transcribed by Beth Bridges)



September 23, 2020

To: Metropolitan Policy Committee
From: Paul Thompson
Subject: Item 6.b: 2045 Regional Transportation Plan Goals

Action Recommended: Discussion and Direction

Purpose

As the Metropolitan Planning Organization (MPO) for the Eugene, Springfield and Coburg urban area, the Central Lane MPO (CLMPO) is developing the region's 2045 Regional Transportation Plan (RTP).

The purpose of this agenda item is to present, discuss and receive direction on draft Goals for the 2045 RTP.

Background and Discussion

Establishing goals is a key step in developing the 2045 RTP as they will provide focus and direction throughout the Plan. The goals will generally represent and define our region's desired results related to transportation investments. The current 2040 RTP defines a goal as a "Broad statement of philosophy that describes the hopes of the people of the community for the future of the community. A goal may never be completely attainable but is used as a point towards which to strive." For each goal, objectives will be established and will provide additional details, or strategies, on how the RTP strives to achieve the goal. Performance measures will be tied to specific objectives to assess their effectiveness. Draft objectives and performance measures will be brought to MPC at future meetings.

As presented to MPC at the September 3, 2020 meeting, RTPs are guided by federal requirements. One of the federal requirements is for the RTP to both address the federal planning factors (or federal goal areas included as Attachment 1) and be consistent with local and state plans. To achieve this, goals were drafted after a thorough review of local and state transportation plans and public outreach to date to capture prevalent themes, and then comparing these themes to the federal planning factors.

The following draft goals are presented to MPC for review, discussion and feedback:

1. Transportation Choices

People throughout the region have access to affordable, healthy, active, and shared transportation options that safely and conveniently connect them with their destinations while reducing reliance on driving alone and minimizing transportation related pollution.

2. Safety, Security and Resiliency

The transportation system is resilient, safe, and secure for people and goods.

3. Healthy People and Environment

The regional transportation system provides safe and comfortable travel options that support active and healthy living. Central Lane's biological, water, cultural and historic resources are protected and preserved. Lower-polluting transportation options are encouraged.

4. Equity

The regional transportation system eliminates transportation related disparities and barriers and ensures equitable access to destinations.

5. Economic Vitality

The transportation system is reliable, affordable, and efficient. It supports the prosperity of people and businesses by connecting them to destinations throughout the region and beyond.

6. Reliability and Efficiency

The region prioritizes a range of travel options to manage and optimize the transportation system as well as ease congestion so people and goods can reliably and efficiently reach their destinations.

7. System Asset Preservation

Strategically preserve, maintain, operate, and plan for current and future system assets to maximize transportation investments.

An additional potential goal area of **Greenhouse Gas (GHG) emissions** requires direction from MPC. Staff is seeking direction specific to this goal area, keeping in mind that a goal is a "Broad statement of philosophy that describes the hopes of the people of the community for the future of the community." Potential options are:

1. Make GHG emissions reductions an explicit goal, added to the draft list above. This goal's objectives would allow flexibility for partnering agencies to pursue it as appropriate. At this time, GHG related performance measures are not required by the federal code. Including performance measures would be at MPC direction; or
2. Include GHG emissions reduction objectives to support the goals from the list above, particularly the Transportation Choices and Healthy People and Environment goals. Associated objectives would allow the same flexibility for partnering agencies to pursue it as appropriate.

Draft objectives will be drafted for each goal and brought to MPC at the November and December meetings. However, two example objectives for the System Asset Preservation goal are:

Preserve and maintain transportation system assets to maximize their useful life and minimize project construction and maintenance costs.

and

Develop a transportation system that is adaptable and flexible to changing needs and conditions.

Federal legislation requires State Departments of Transportation and Metropolitan Planning Organizations (MPOs) to develop performance measure targets around the following Performance Measure (PM) categories:

- Safety
- Pavement and Bridges on the National Highway System
- System Reliability, Freight, Congestion
- Transit Asset Management.

MPC has passed Resolutions to support the Performance Measure (PM) targets adopted by ODOT in all of these categories and continues to coordinate reporting requirements with ODOT. These PMs must be integrated into the RTP to create a performance-based framework. Additional PMs valued by our region may also be included but are not required. Potential additional draft PMs will be brought to upcoming MPC meetings for discussion and feedback.

Next Steps

Staff will return to MPC in November and December to seek guidance on objectives and performance measures.

Community outreach will continue and include online open houses, mailings, and meetings with key partners and community groups.

Action Recommended: Discussion and Direction on Goals

ATTACHMENT 1
FEDERAL PLANNING FACTORS

RTPs are required to be developed through a performance-driven, outcome-based approach to planning. The planning process shall be continuous, cooperative, and comprehensive, and provide for consideration and implementation of projects, strategies, and services that will address the following ten factors, from 23 CFR 450.306:

1. **Economic Vitality** - Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. **Safety** - Increase the safety of the transportation system for motorized and non-motorized users;
3. **Security** - Increase the security of the transportation system for motorized and non-motorized users;
4. **Accessibility and Mobility** - Increase accessibility and mobility of people and freight;
5. **Environment, energy, conservation, quality of life** - Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
6. **Connectivity** - Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. **Efficiency** - Promote efficient system management and operation;
8. **Preservation** - Emphasize the preservation of the existing transportation system;
9. **Resilience, reliability, mitigate stormwater impacts** - Improve the resilience and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
10. **Travel and tourism** - Enhance travel and tourism.



Transportation in Eugene/Springfield – COVID-19

Preliminary Results

Funder: UO Resilience Initiative

Partners: Cities of Eugene and Springfield

Rebecca Lewis, PhD

Associate Professor in Community and
Regional Planning
University of Oregon

Co-Director, Institute for Policy Research and
Engagement

Yizhao Yang, PhD – Planning

Sara Hodges, PhD – Psychology

Linda Price, PhD – Marketing

Joshua Skov, Sustainable Business

Shane Rhodes, City of Eugene

Kivalina Grove – PhD student in Marketing;

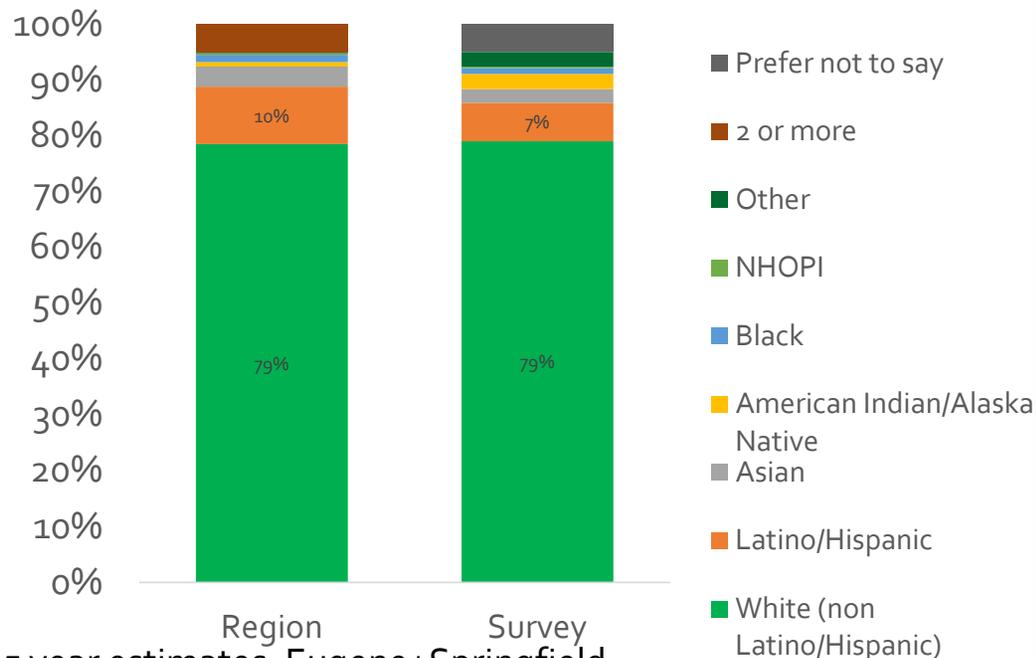
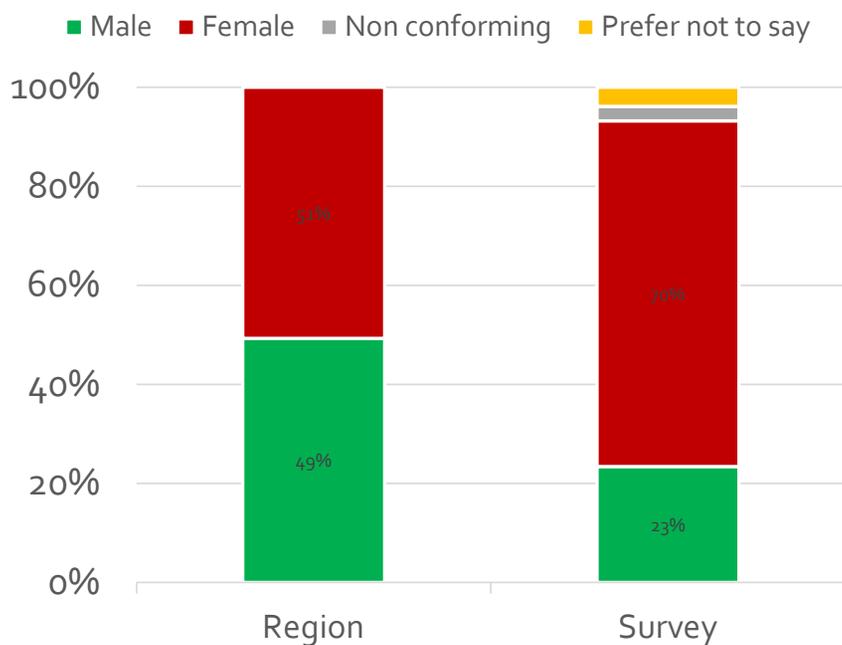
Clare Haley – MCRP; Murat Kezer, PhD
student in Psychology



Purpose of Study

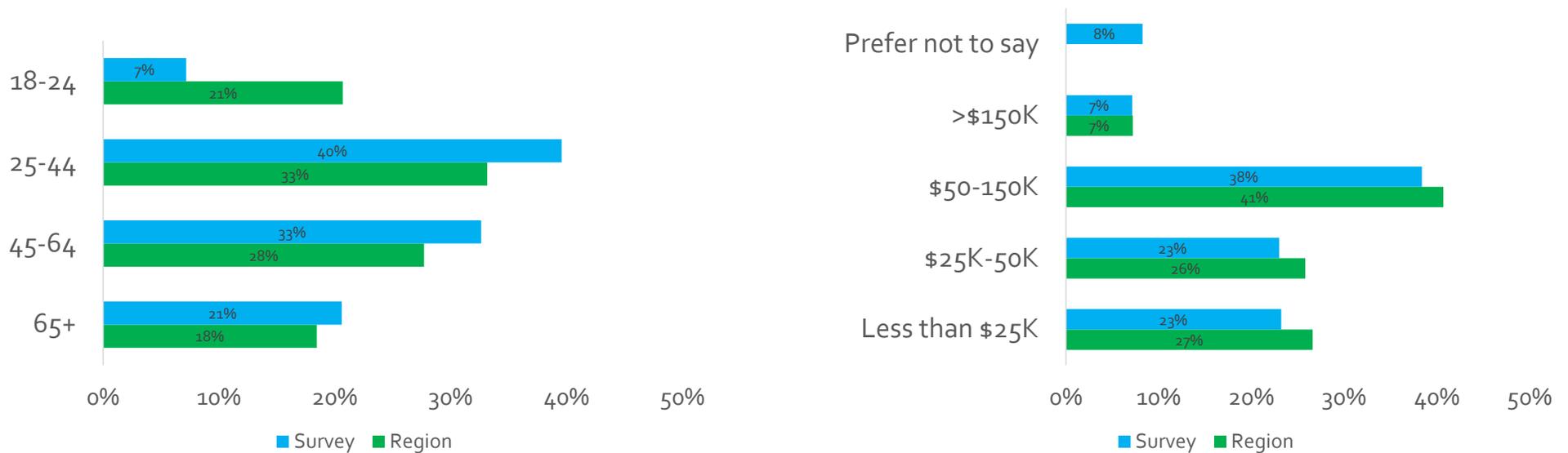
- How were people moving before COVID?
 - Recreational and functional trips
- How did stay at home orders change behaviors?
 - Recreational and functional trips
- Perceptions and Beliefs
 - Accessibility
 - Transportation/environmental policy
- Demographics
- **Survey Administered on Qualtrics, 6/3-7/31, n=684**
 - Recruitment: email lists, social media pages, social media advertising
 - Geographic reach: within 20 miles of Eugene/Springfield
- **Follow up Interviews and Focus Groups (8/1-9/15)**

Demographics: Gender and Ethnicity



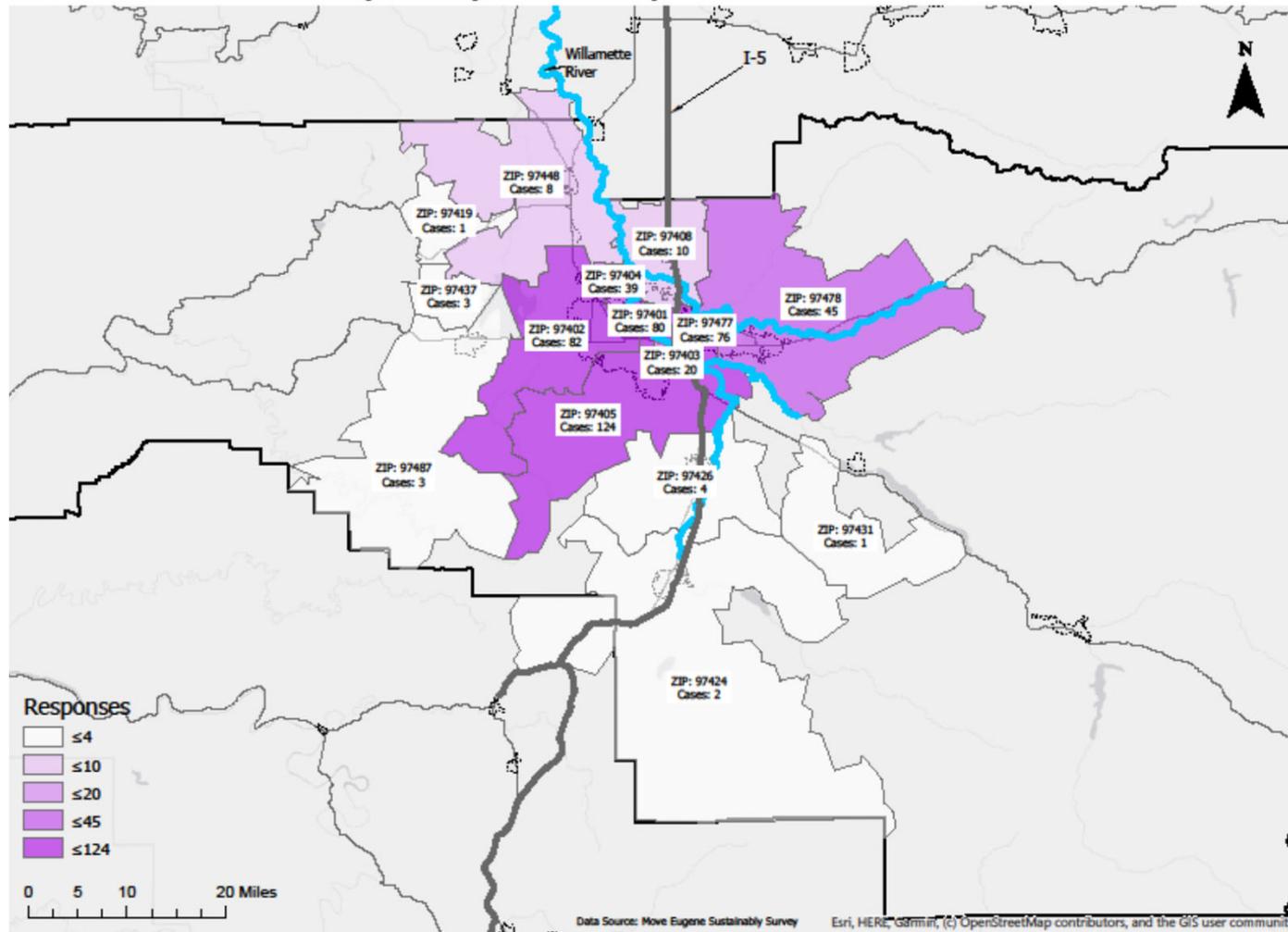
Sources: American Community Survey, 2014-2018 5 year estimates: Eugene+Springfield
 Transportation in Eugene-Springfield Survey during COVID-19

Demographics: Age and Income

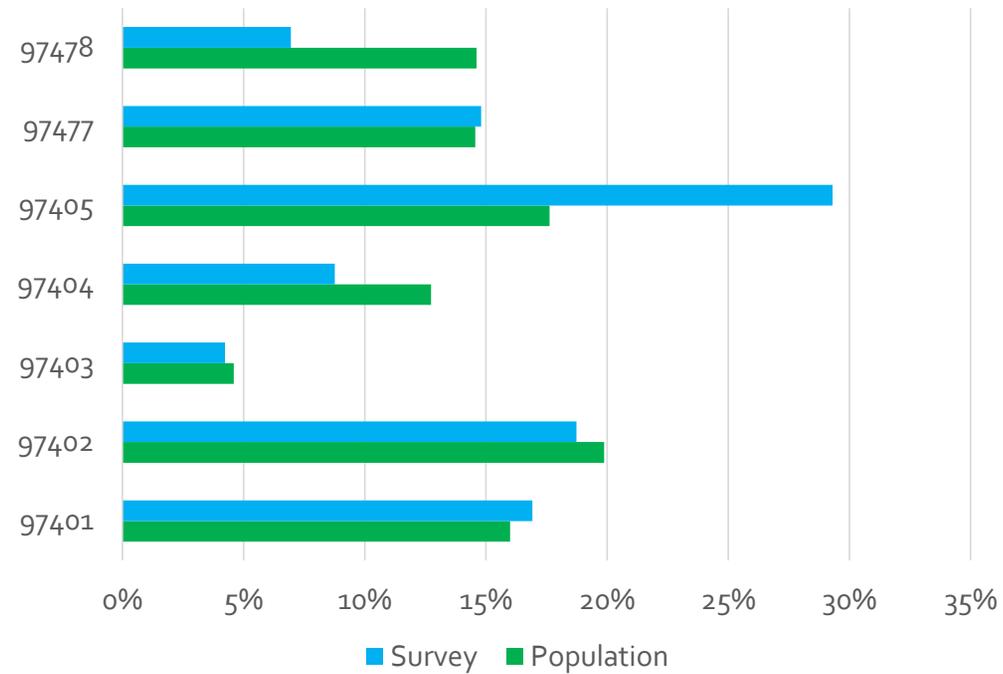


Sources: American Community Survey, 2014-2018 5 year estimates: Eugene+Springfield
 Transportation in Eugene-Springfield Survey during COVID-19

Number of Survey Responses by ZIP

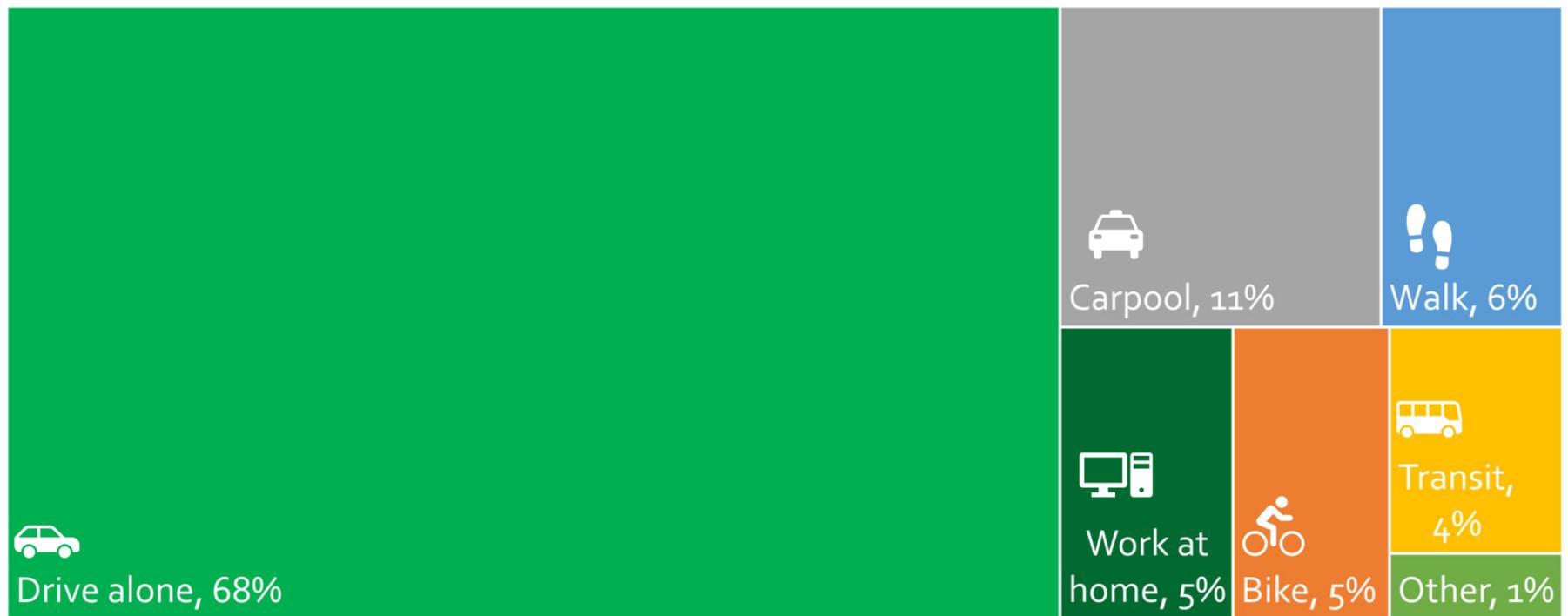


Zip Code



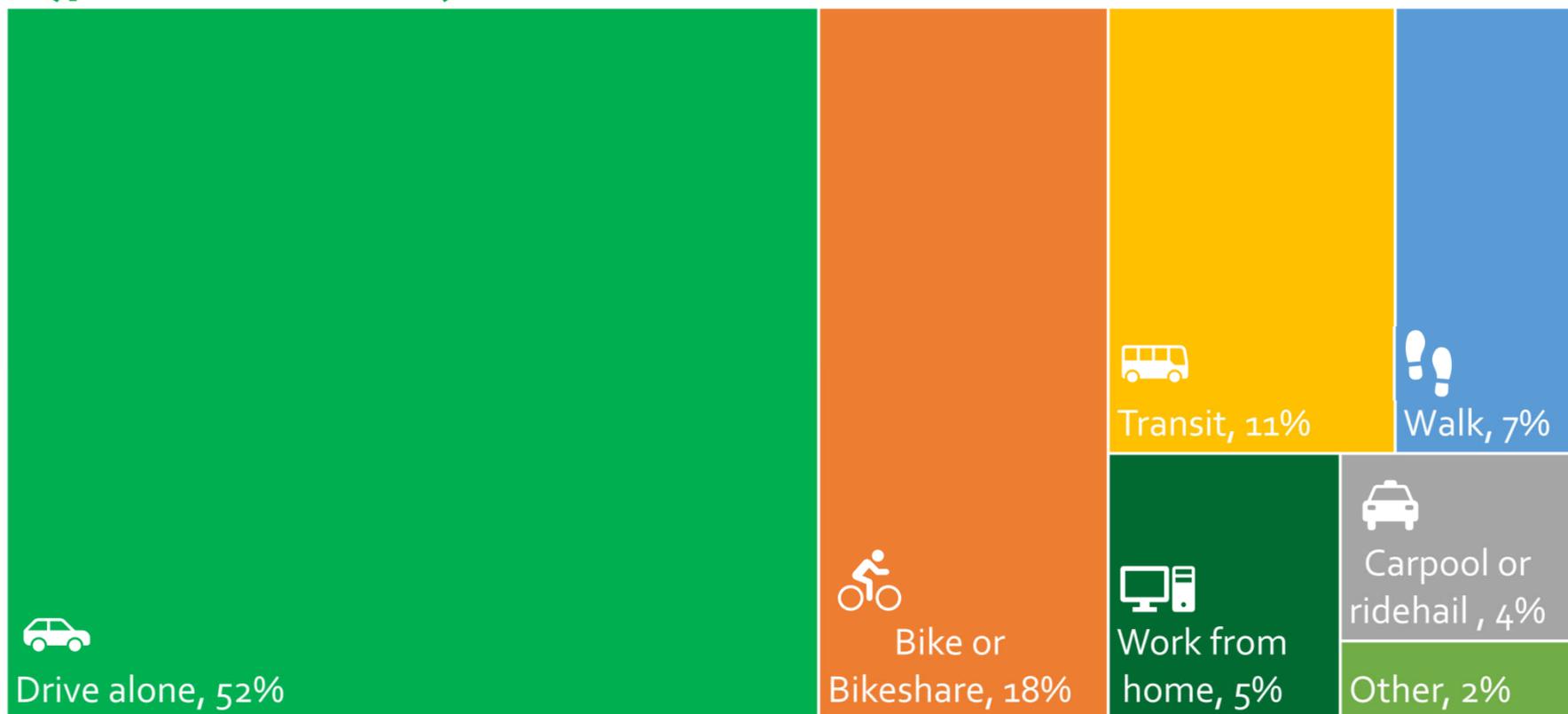
Sources: Transportation in Eugene-Springfield Survey during COVID-19; zip-codes.com (population data)

Regional population: mode of travel to work



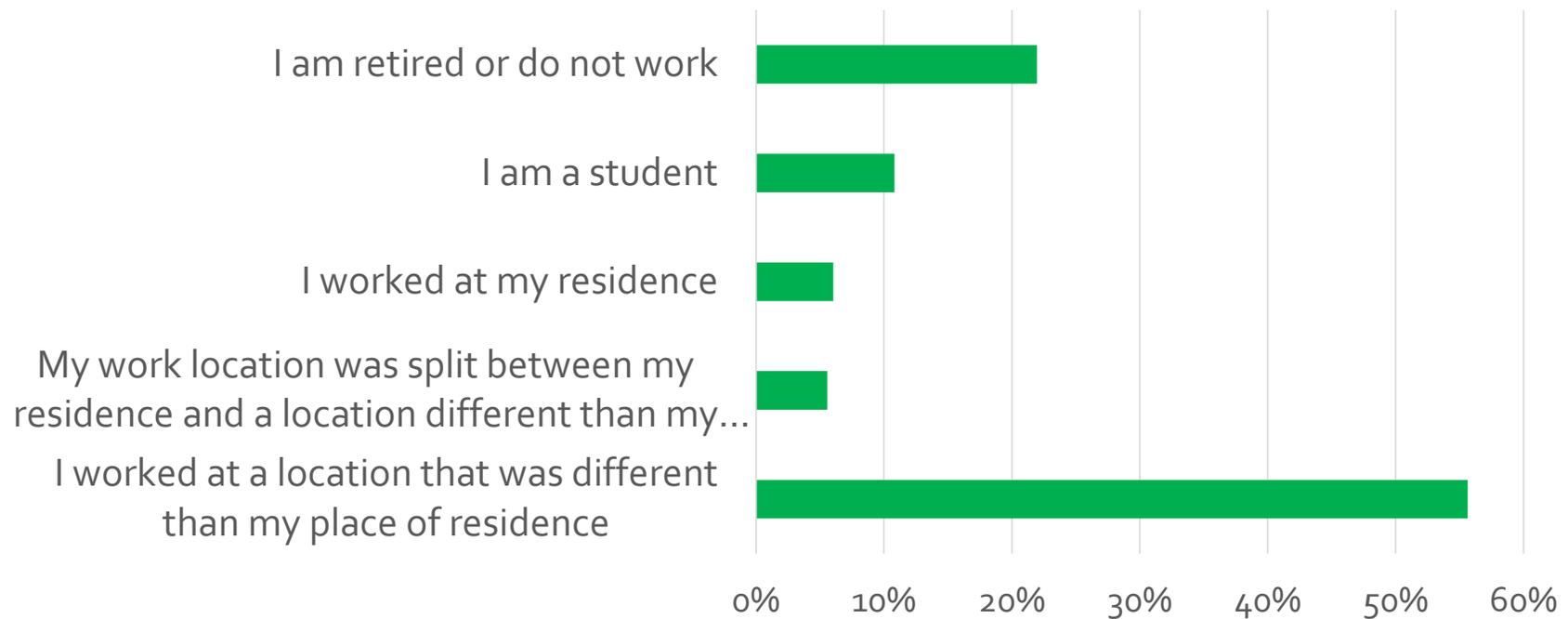
Source: American Community Survey, 2014-2018 5 year estimates: Eugene+Springfield, SE:A09005

Survey - Primary mode of travel to work (pre-COVID)



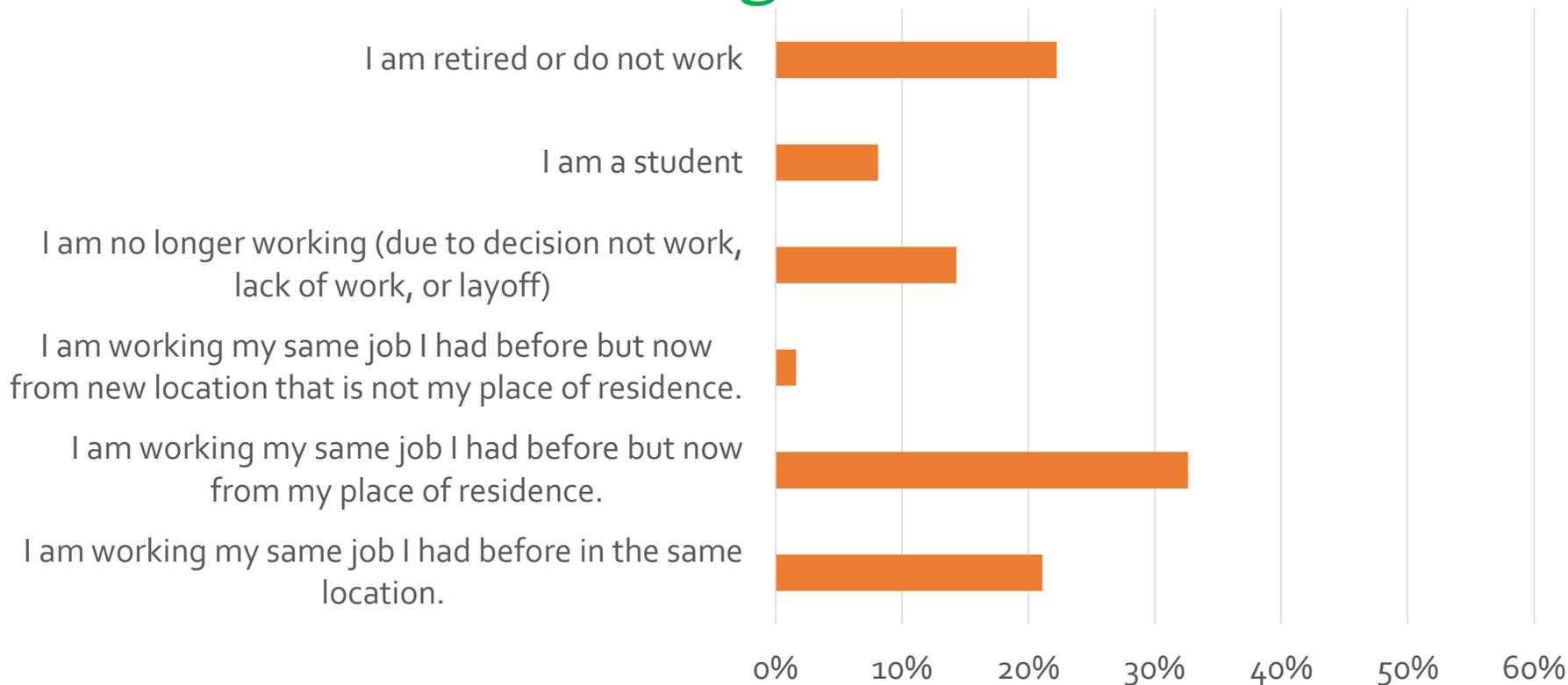
Source: Transportation in Eugene-Springfield Survey during COVID-19, Q3, n=473

Work status - Before



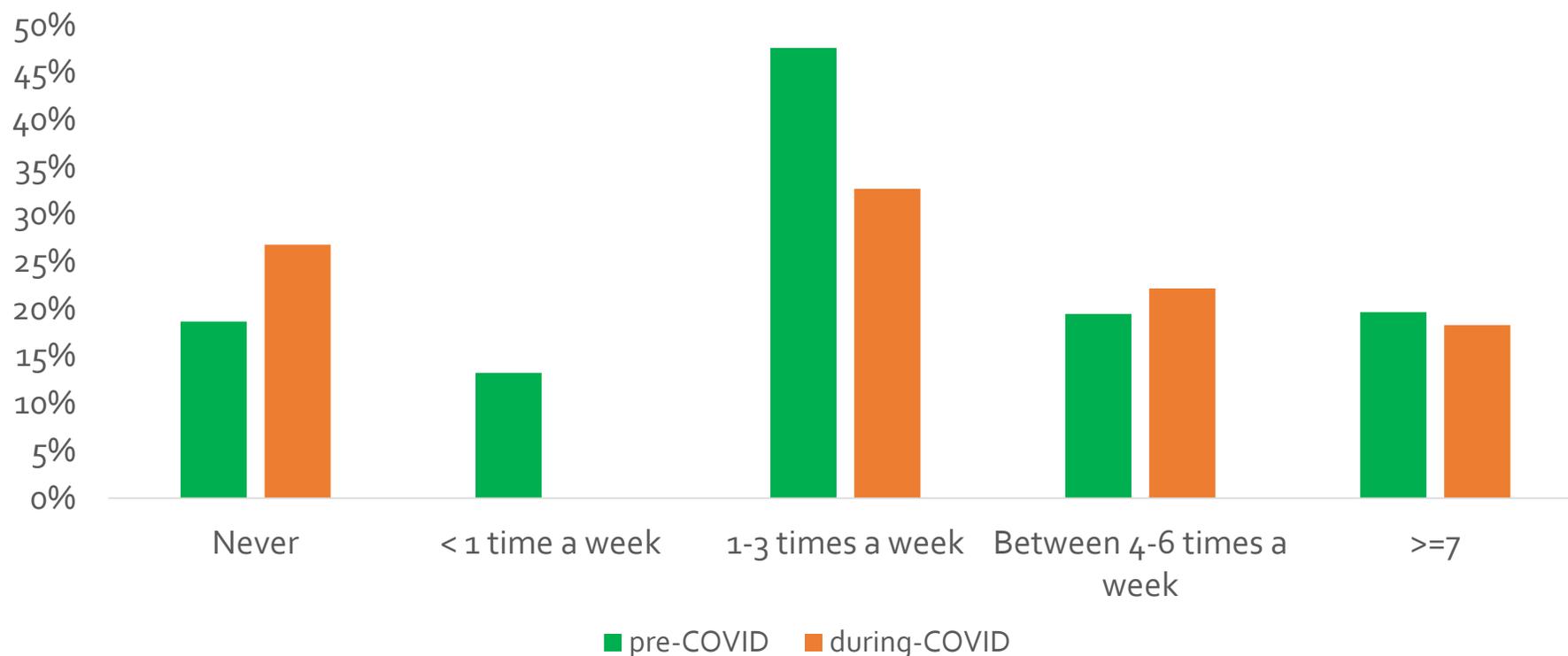
Source: Transportation in Eugene-Springfield Survey during COVID-19, Q19, n=647 (categories are not mutually exclusive)

Work status - During



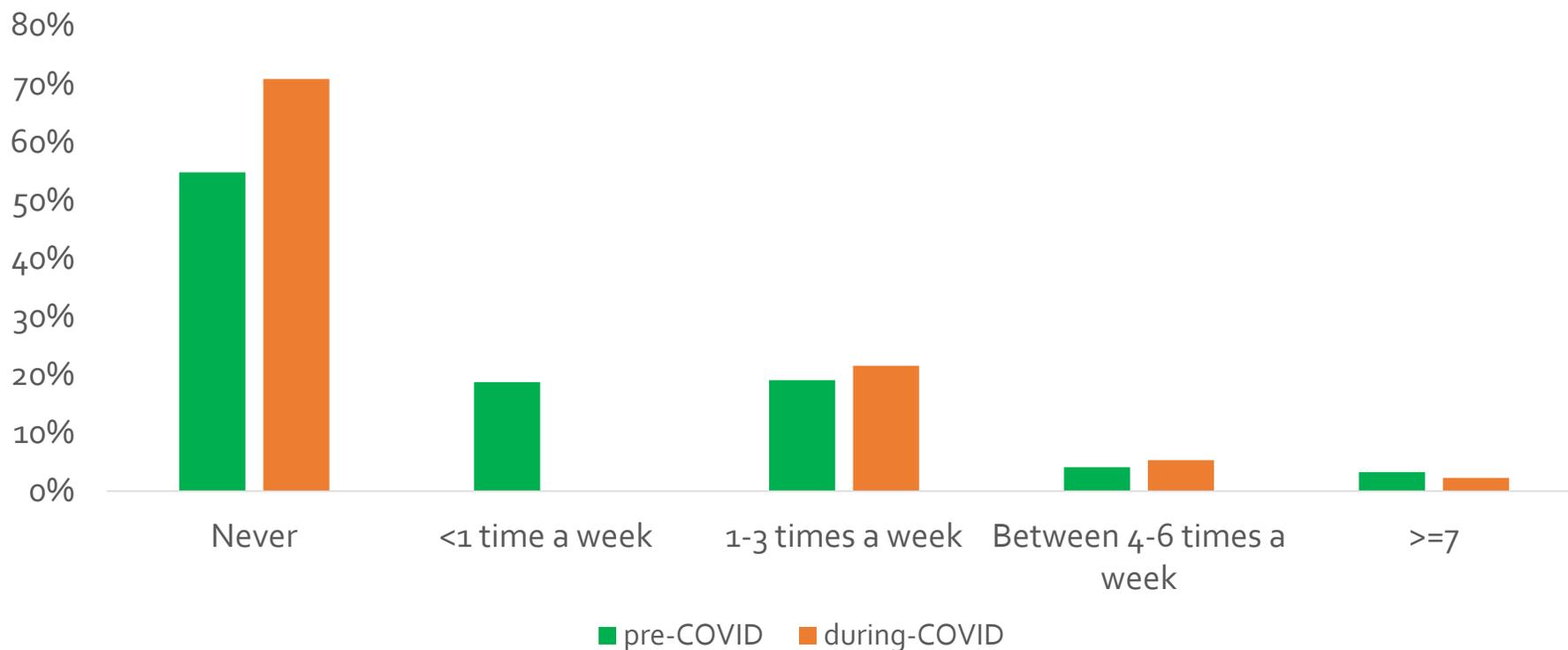
Source: Transportation in Eugene-Springfield Survey during COVID-19, Q19, n=616 (categories are not mutually exclusive)

Walking or running for recreation



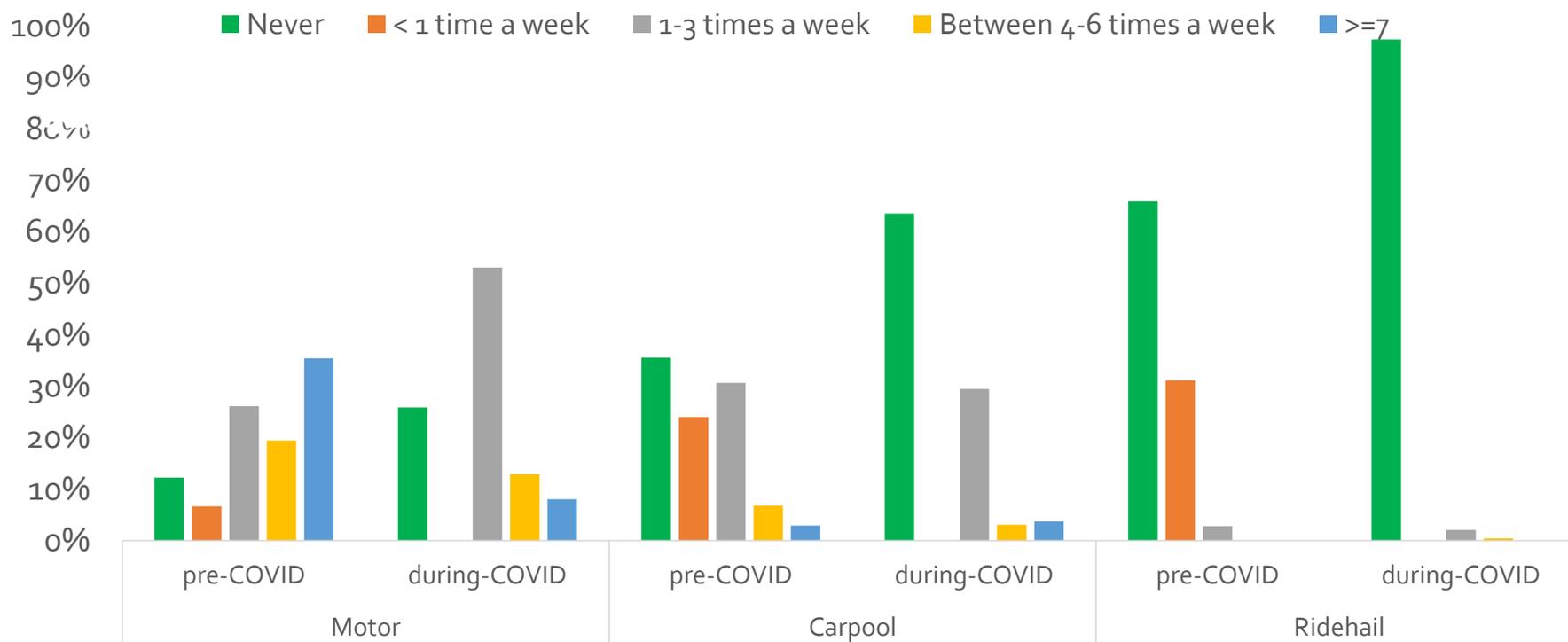
Source: Transportation in Eugene-Springfield Survey during COVID-19, Q14 and Q32, n=591

Cycling for recreation



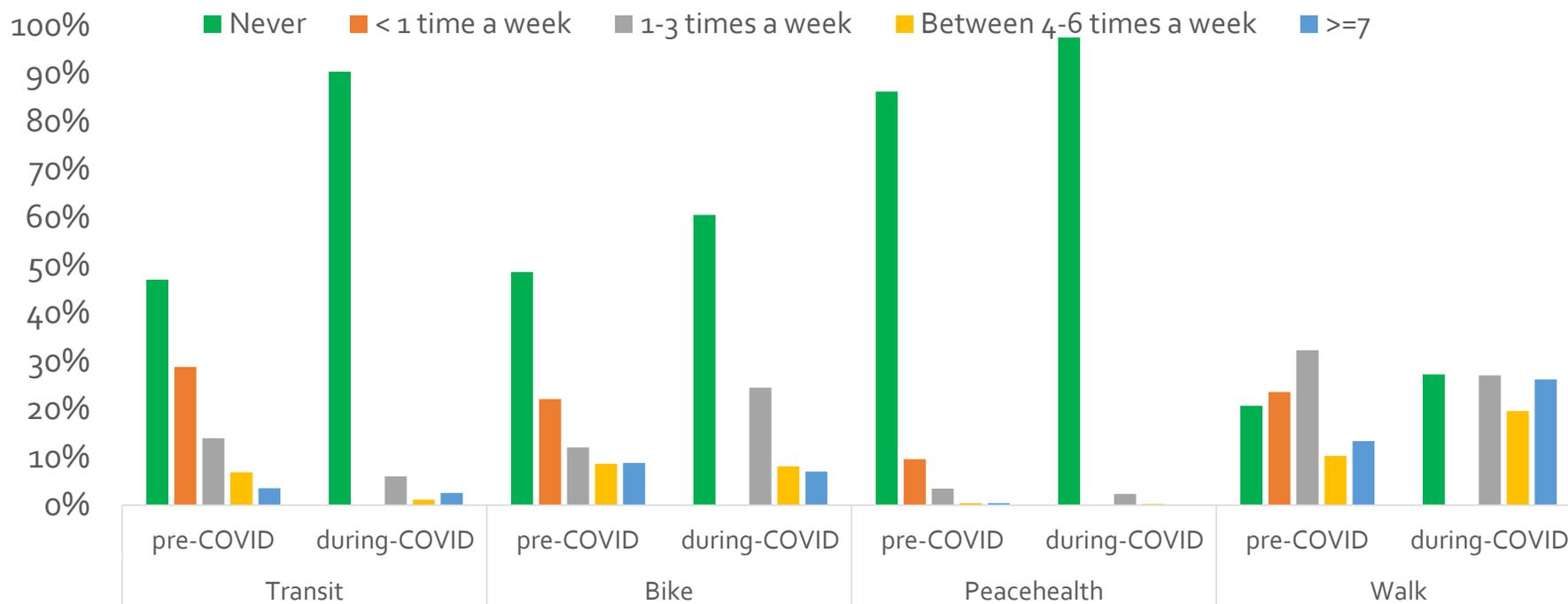
Source: Transportation in Eugene-Springfield Survey during COVID-19, Q14 and Q32, n=582

Functional Trips (Auto-Based)



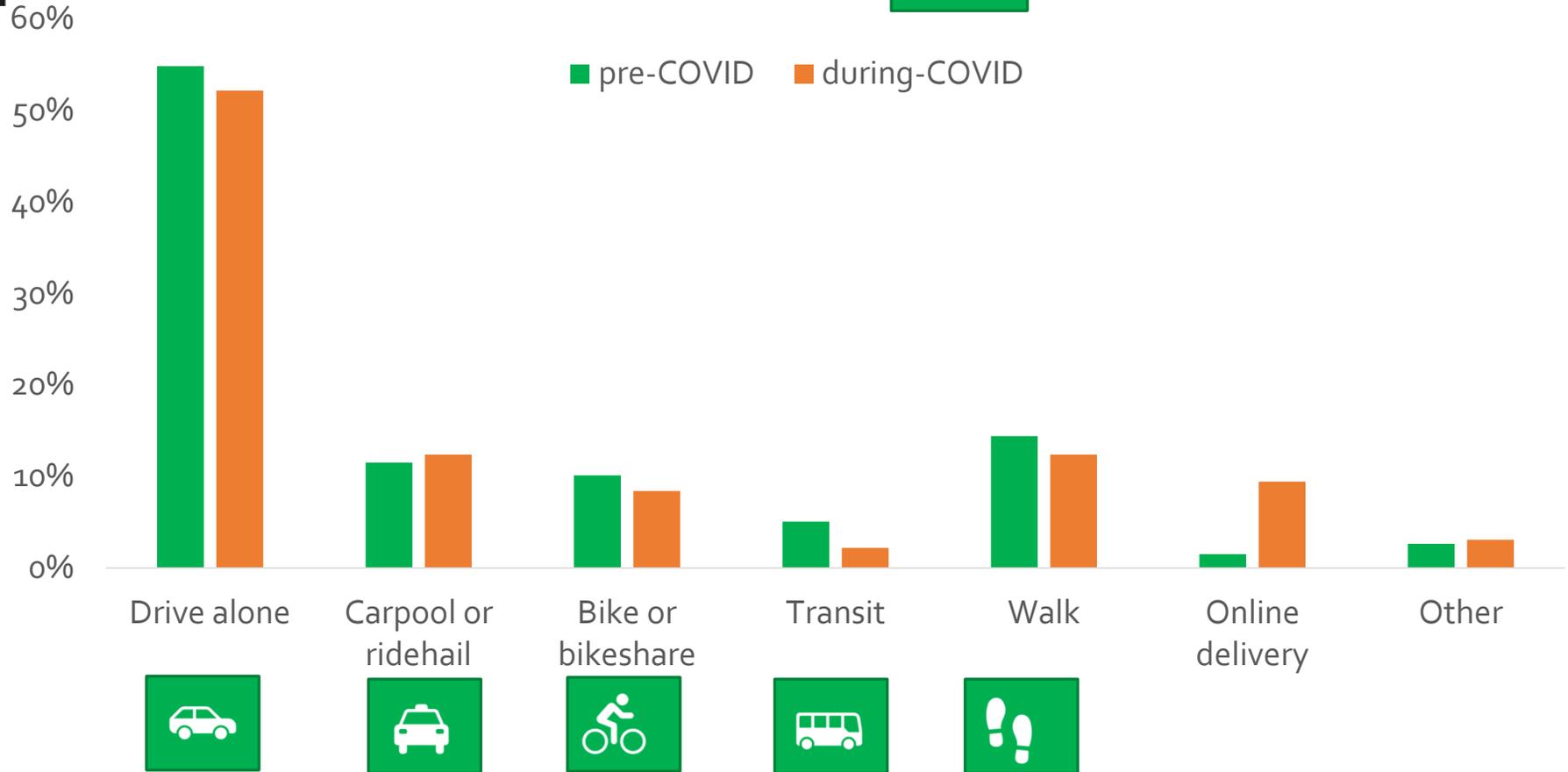
Source: Transportation in Eugene-Springfield Survey during COVID-19, Q18 and 26, n=590

Functional Trips (non-Auto based)



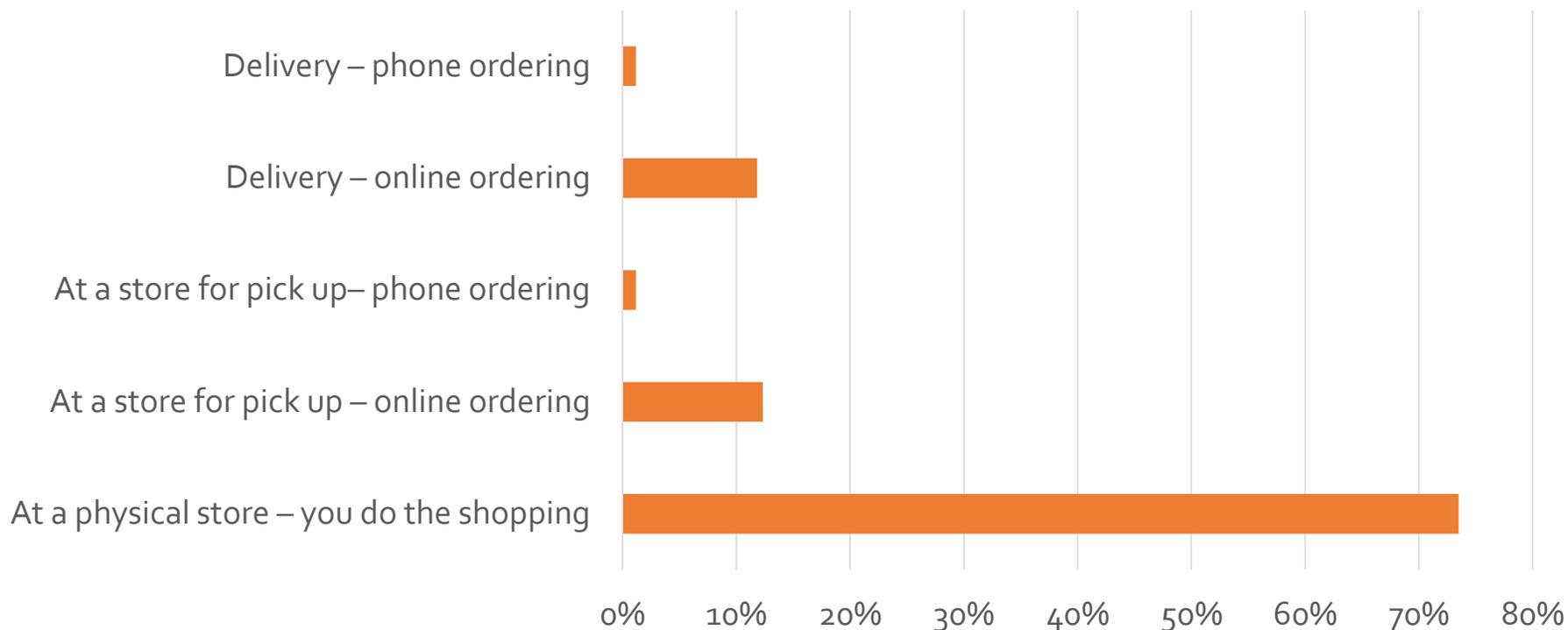
Source: Transportation in Eugene-Springfield Survey during COVID-19, Q18 and 26, n=590

Travel Mode to Grocery



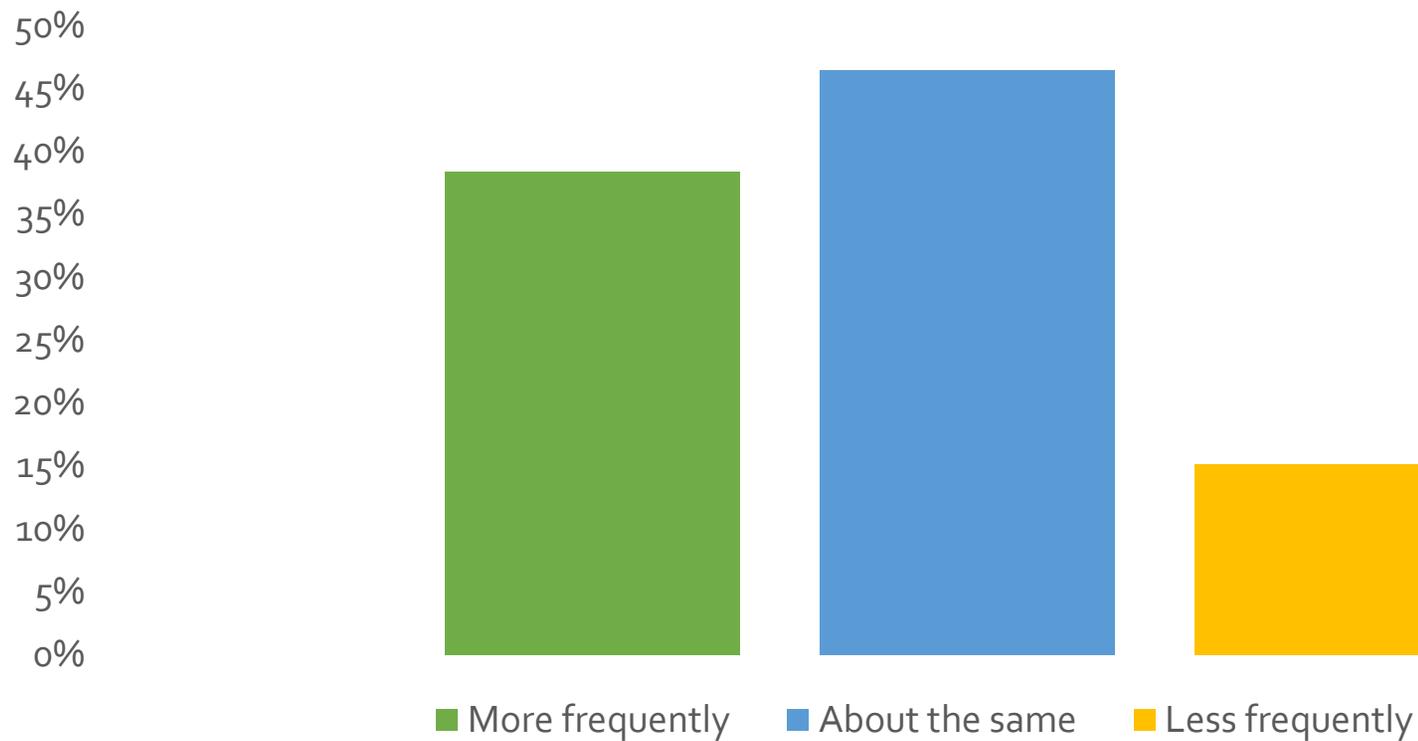
Source: Transportation in Eugene-Springfield Survey during COVID-19, Q8, Q10, Q27 n=610(categories not mutually exclusive)

Method of Obtaining Groceries



Source: Transportation in Eugene-Springfield Survey during COVID-19, Q28 n=600(categories are not mutually exclusive)

Trip chaining

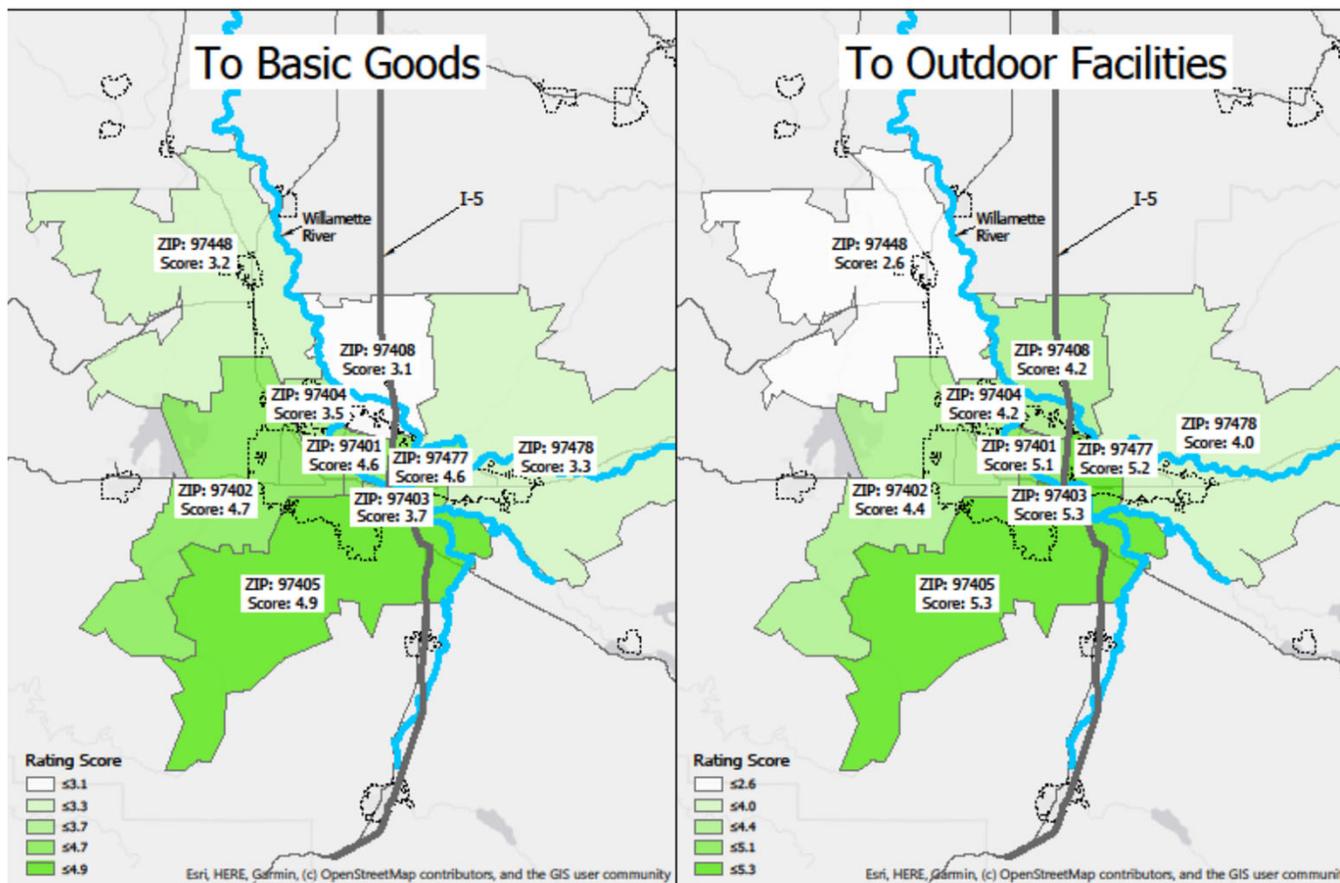


Source: Transportation in Eugene-Springfield Survey during COVID-19, Q31 n=547



Average Rating Scores for Walking Accessibility From Residences

For ZIPs with 8 or more responses

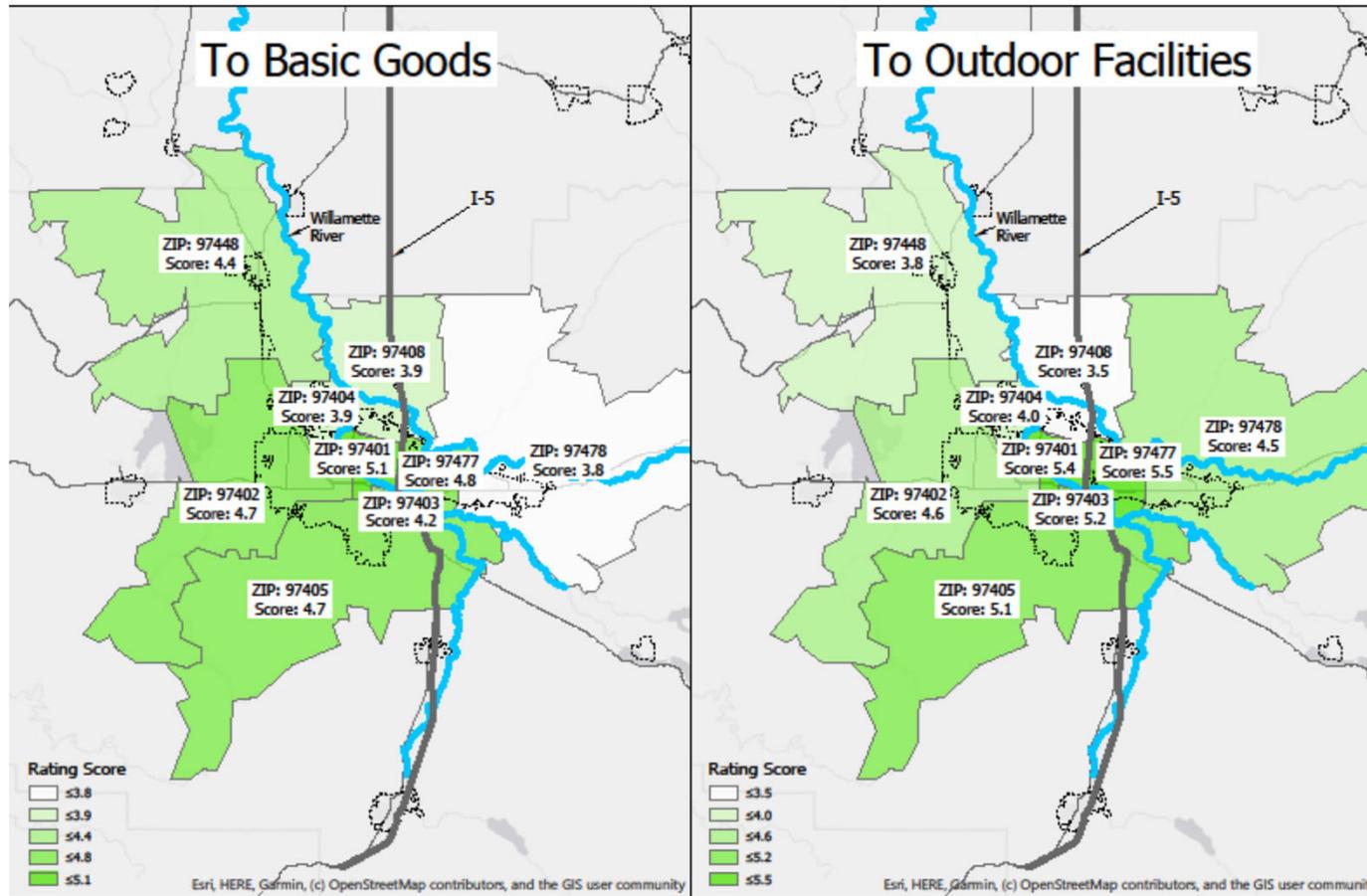


1 = Very Inaccessible

7 = Very Accessible

Average Rating Scores for Biking Accessibility From Residences

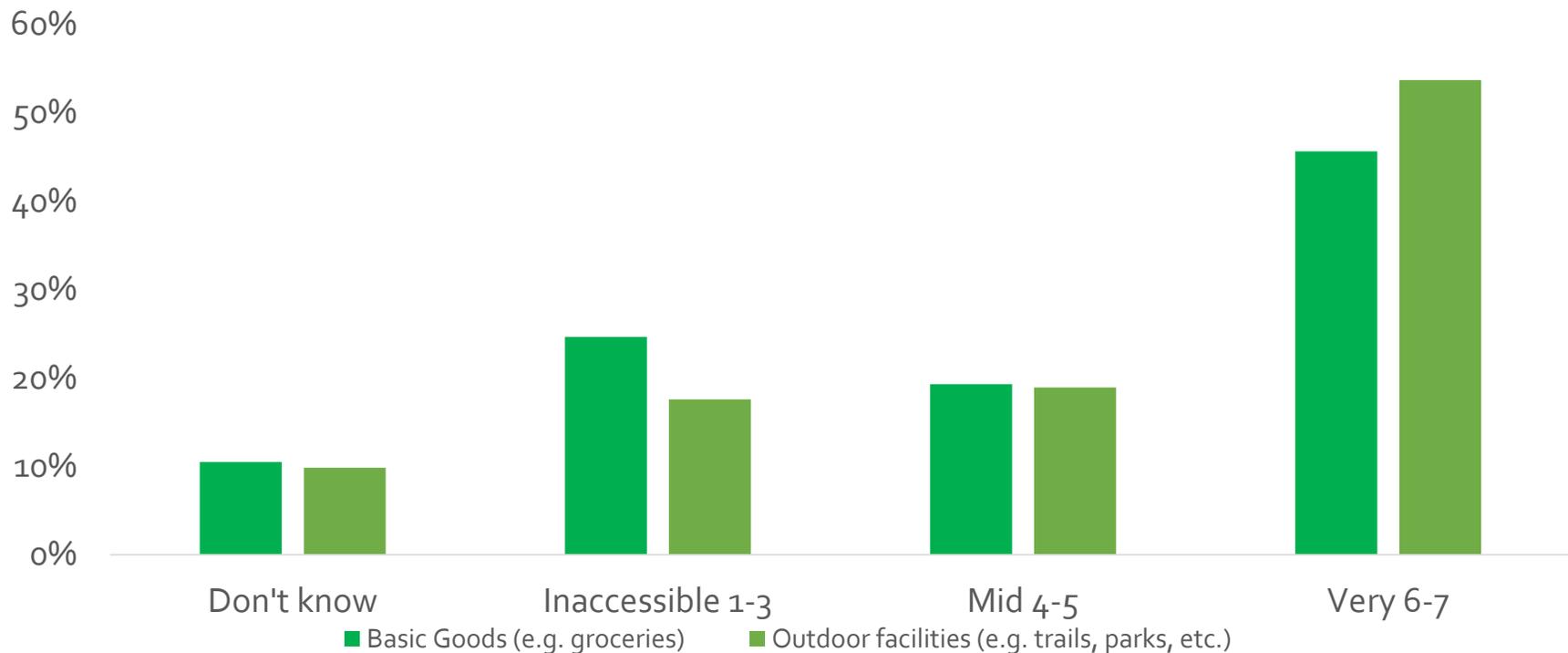
For ZIPs with 8 or more responses



1 = Very Inaccessible

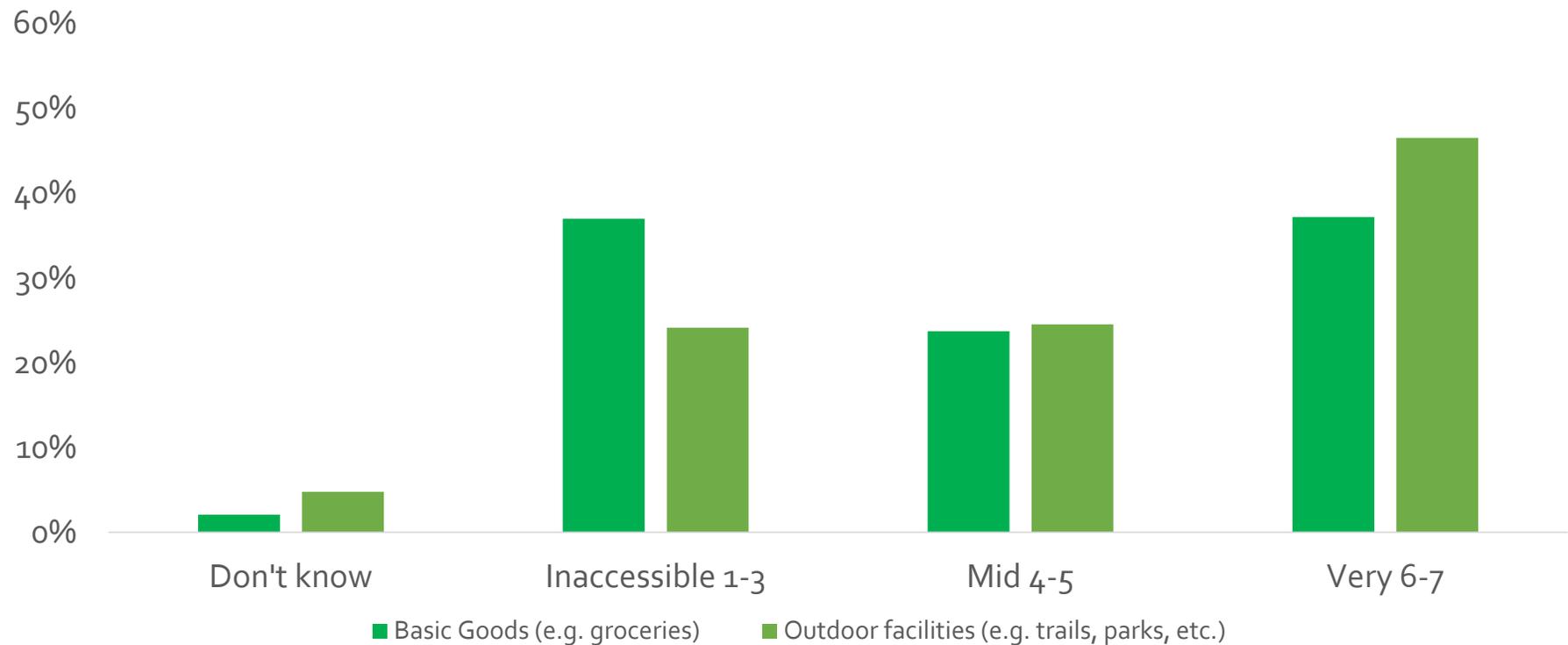
7 = Very accessible

Perceptions: Accessibility by bike



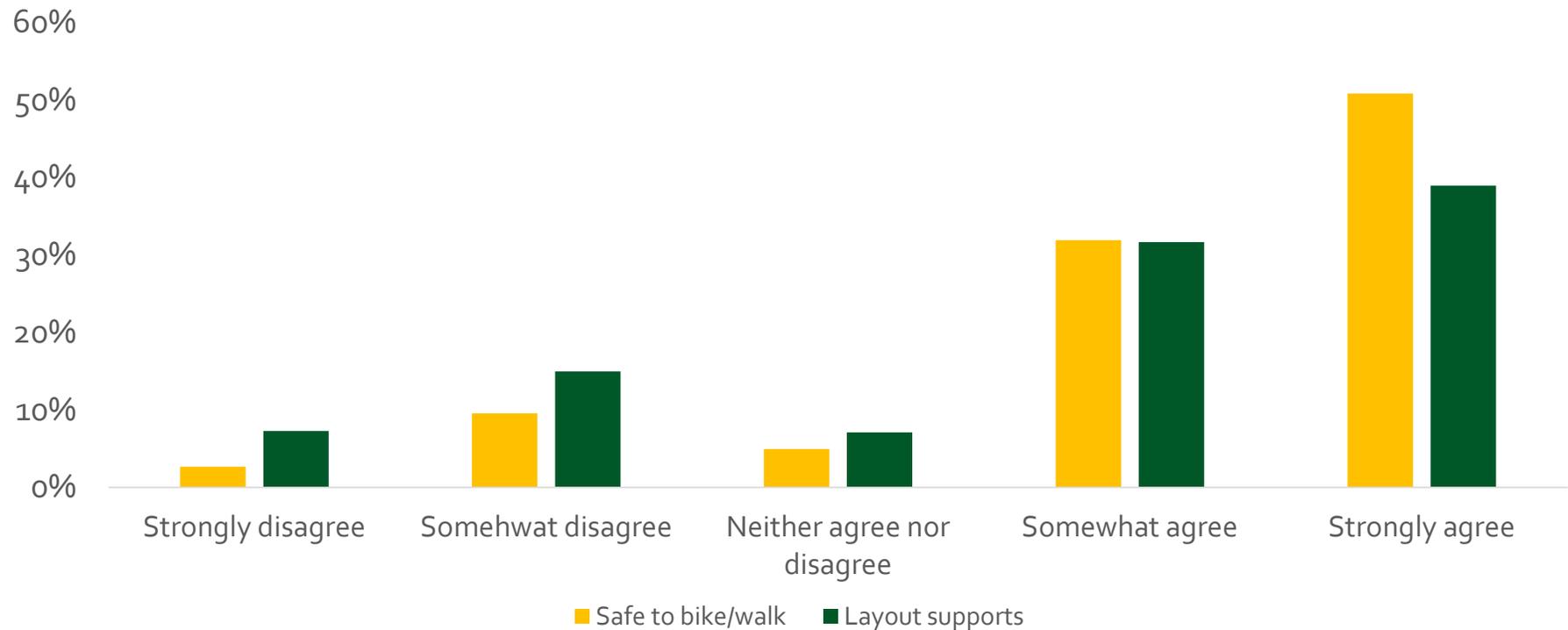
Source: Transportation in Eugene-Springfield Survey during COVID-19, Q40 n=524

Perceptions: Accessibility by walking



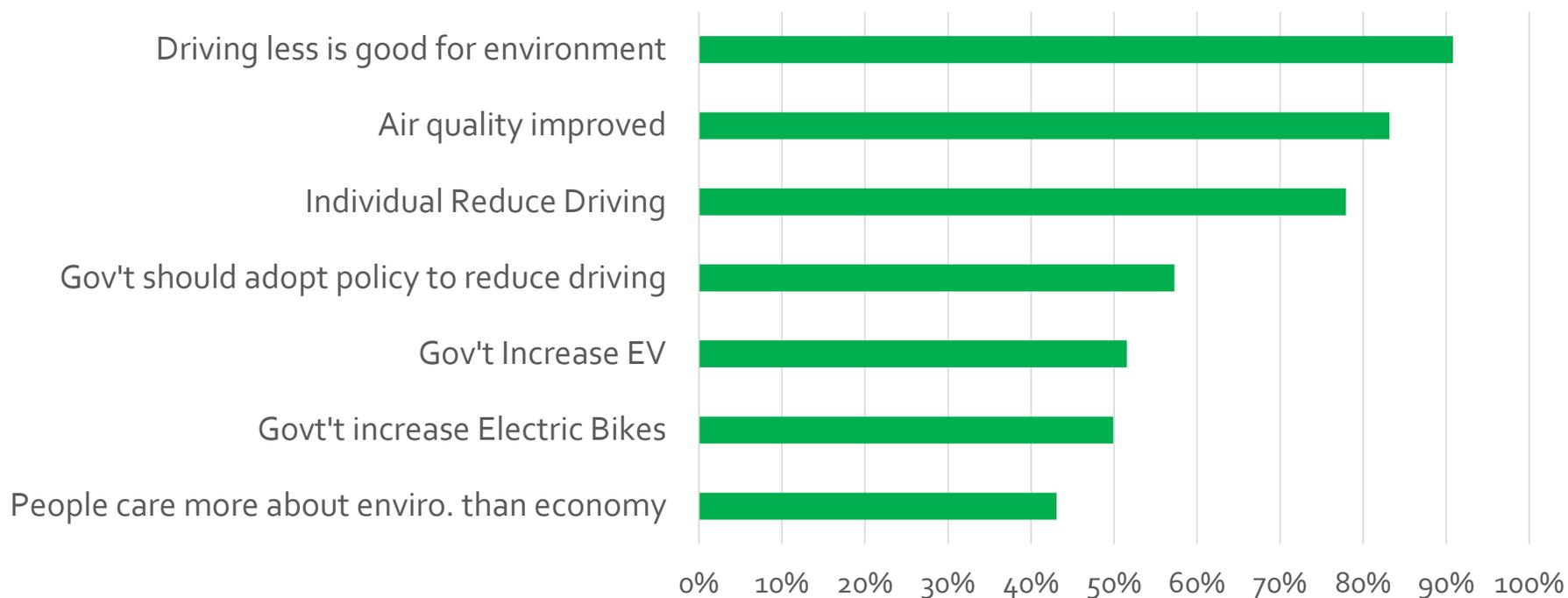
Source: Transportation in Eugene-Springfield Survey during COVID-19, Q68 n=524

Safety and Urban Design



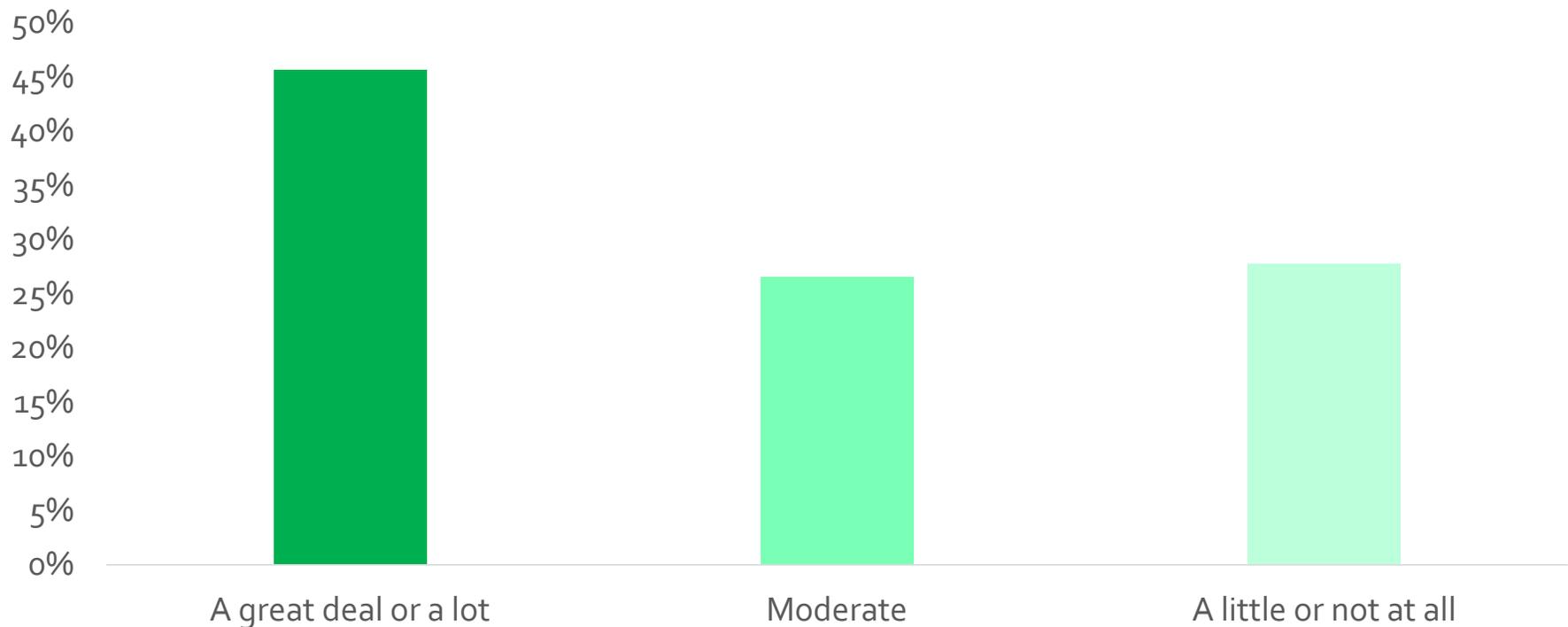
Source: Transportation in Eugene-Springfield Survey during COVID-19, Q41 n=524

I believe that....



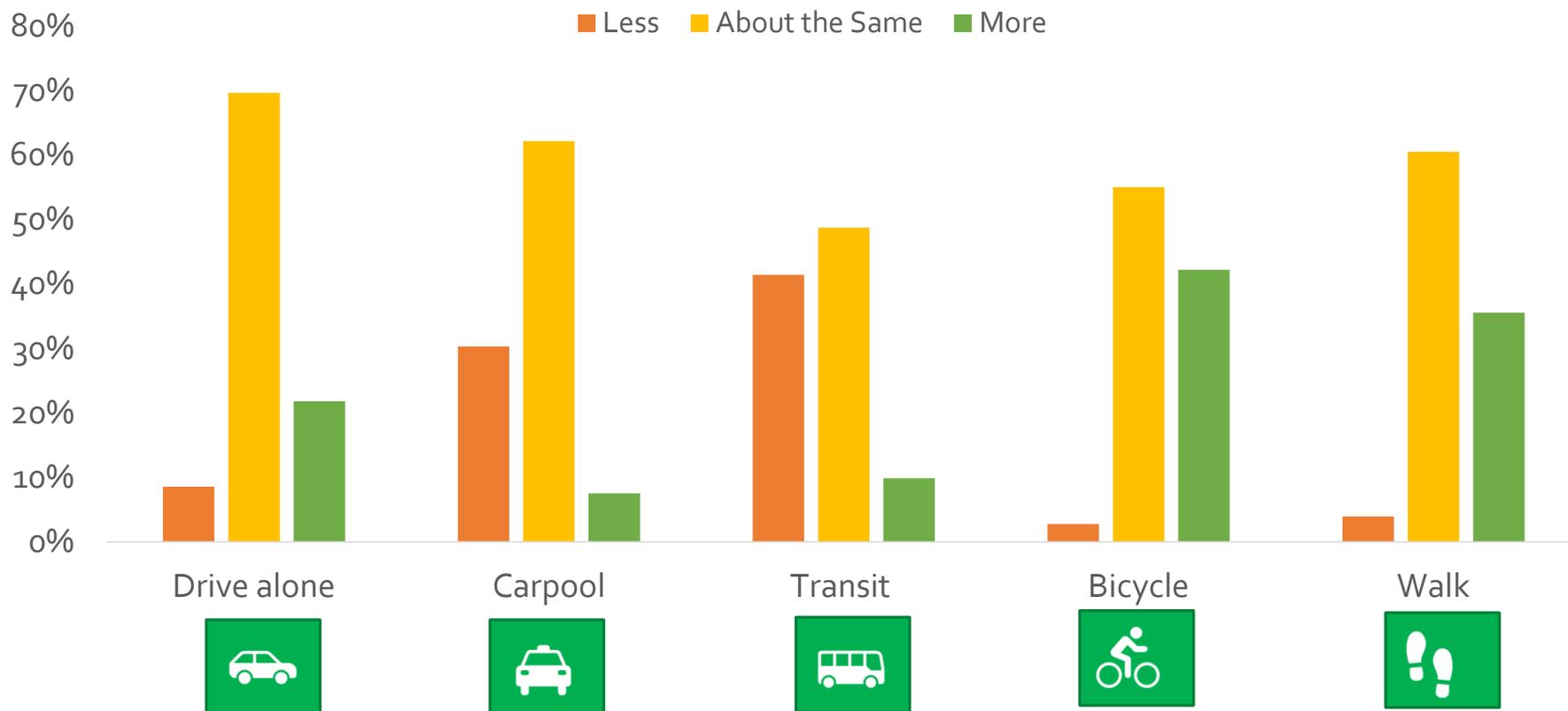
Source: Transportation in Eugene-Springfield Survey during COVID-19, Q42 n=519, Strongly agree + somewhat agree

Perceptions: Support for policy to reduce driving given change in air quality during stay-at-home



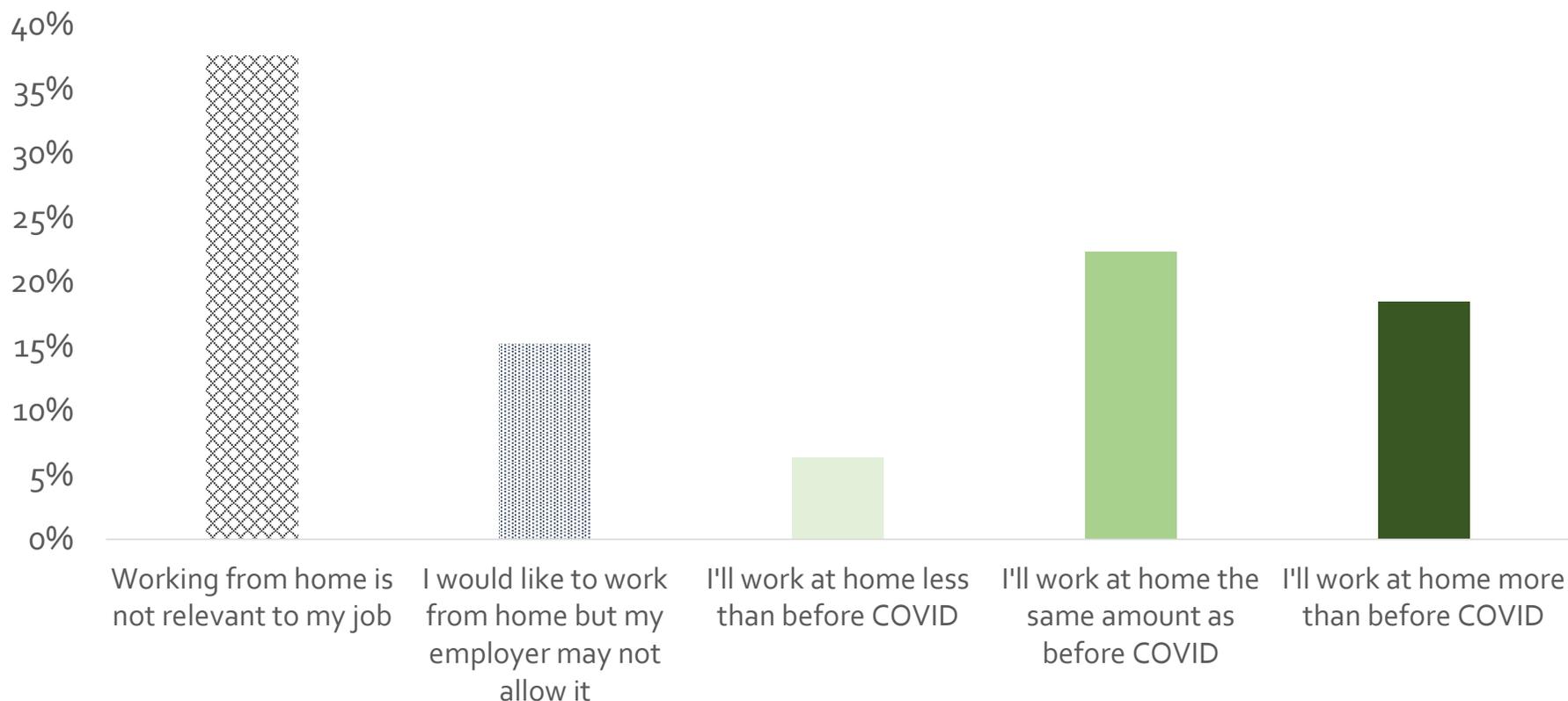
Source: Transportation in Eugene-Springfield Survey during COVID-19, Q42 n=519

Perceptions: Mode choice in future



Source: Transportation in Eugene-Springfield Survey during COVID-19, Q44, n=514

Perceptions: Telecommuting



Source: Transportation in Eugene-Springfield Survey during COVID-19, Q82, n=487



Key Themes – Interviews and Focus Groups

- Recreational trips have shifted, fewer far away trips, more trips and time spent directly in the neighborhood.
- More trip-chaining, as well as increased recreational + functional trip chaining
- Modal Shifts: more walking, decreased driving replaced by staying at home, decreased use of transit.
- Concerns about LTD/EmX (using it and schedule changes)
- Variance in comfort with using various forms of transportation to travel
- Feeling closer to neighbors and meeting neighbors they didn't know before
- Employers shift support for working from home

Illustrative Quotes

*"I think one of the things that I've noticed especially now is that we're more centered around this part of our community than we've ever been before. Like, right, so we're in South Eugene, and **there's all the things, it turns out, there's all the things that we need right here, right?** We're close to school, we're close to the grocery store. We're close to a bunch of parks. We're close to like, hiking trails and walking paths. And now... friends from school are nearby..."*

*I don't use transit so much, because the frequency isn't that great. ...and of course currently [with COVID] **it's just not an option.** But I find that I am able to get places much more faster and more conveniently on my bicycle than by riding public transit."*

Key Takeaways

- Shift in commuting behavior, grocery shopping, recreational trips
- Decreased interest in sharing (transit, ridehail, bikeshare) but increased interest in biking and walking
- Mixed perceptions on working from home post-COVID
- Opportunity to encourage employers to allow telework (for jobs where feasible)
- Neighborhood accessibility and safety by biking and walking – highly rated, but important to improving biking and walking
- Respondents illustrate tolerance and acceptance for environmental policy to reduce driving and improve air quality



ODOT Climate Office Update

October 2020

Amanda Pietz

Director, ODOT Climate Office

Why a Climate Office?

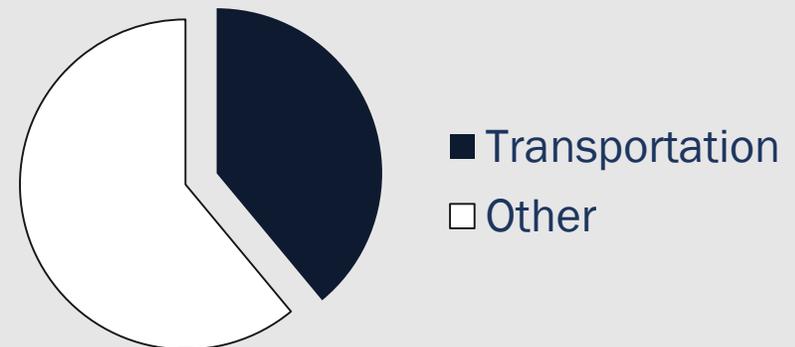


Flooding, landslides, and wildfires are only a few signs that Oregon's climate is changing. These events are becoming more frequent and have resulted in road closures, infrastructure damage, and hundreds of staff hours in clean-up. Impacts to the transportation system cost the state hundreds of millions each year and are far reaching to the traveling public and state economy. ODOT recognizes that concerted efforts must be placed on understanding and addressing the impacts of climate change and extreme weather to the transportation system.

Why a Climate Office?



Transportation accounts for the largest share of greenhouse gas (GHG) emissions in the state (around 40%). Increased GHG emissions will only exacerbate the impacts of climate change and efforts are needed to reduce the amount of carbon that comes from the transportation sector. ODOT is committed to implementing the Statewide Transportation Strategy for GHG reduction.

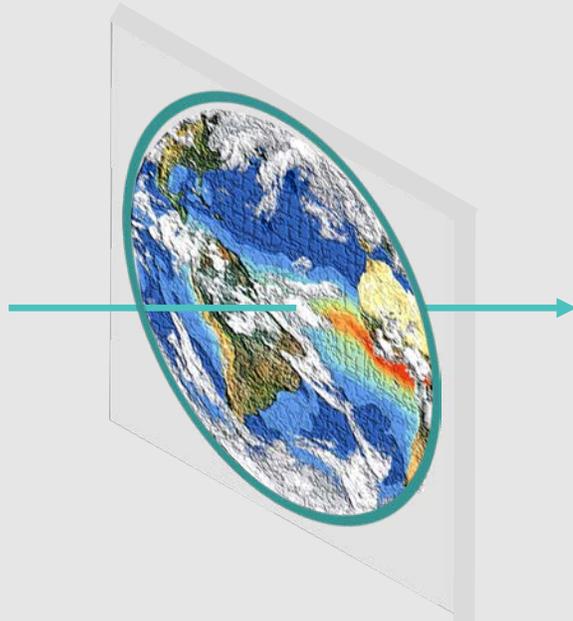


ODOT Climate Office

Charge

Make the transportation system more resilient

Add a
climate lens
to...



...how we

- Plan
- Invest
- Build
- Maintain
- Manage

the transportation system

Environment
Accessibility
Health



Equity
Safety
Economy

Balance

Reduce transportation-related emissions

ODOT CLIMATE OFFICE



Climate Office Policy Lead

Mitigation

Statewide Transportation Strategy
Program Manager

Transportation Electrification
Program Manager

Adaptation

Adaptation
Program Manager

Climate Impact Analysis
Program Manager

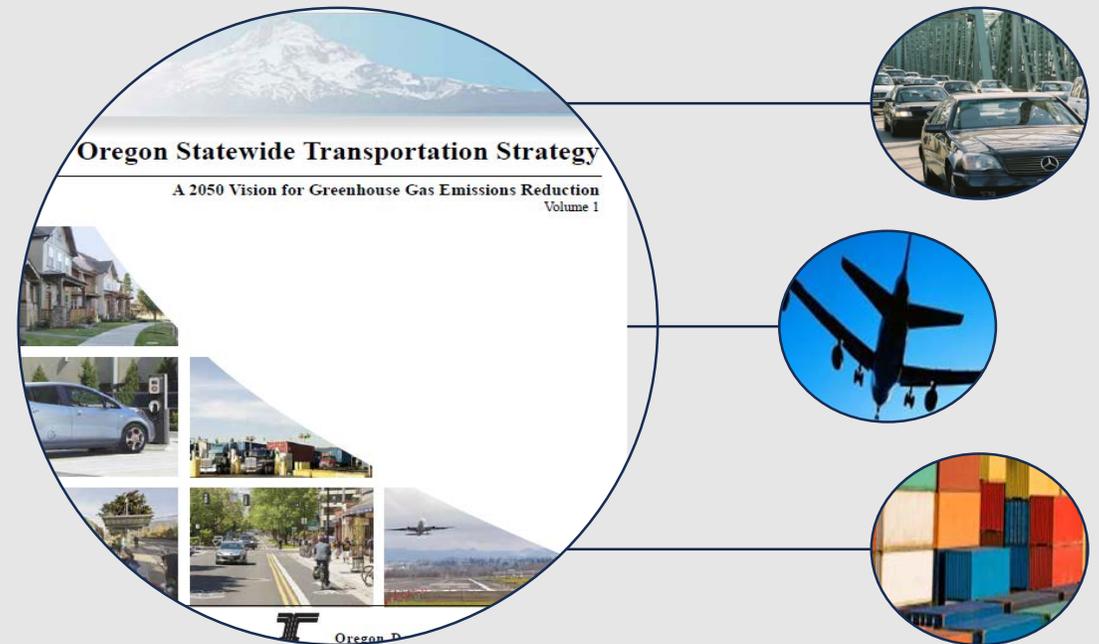
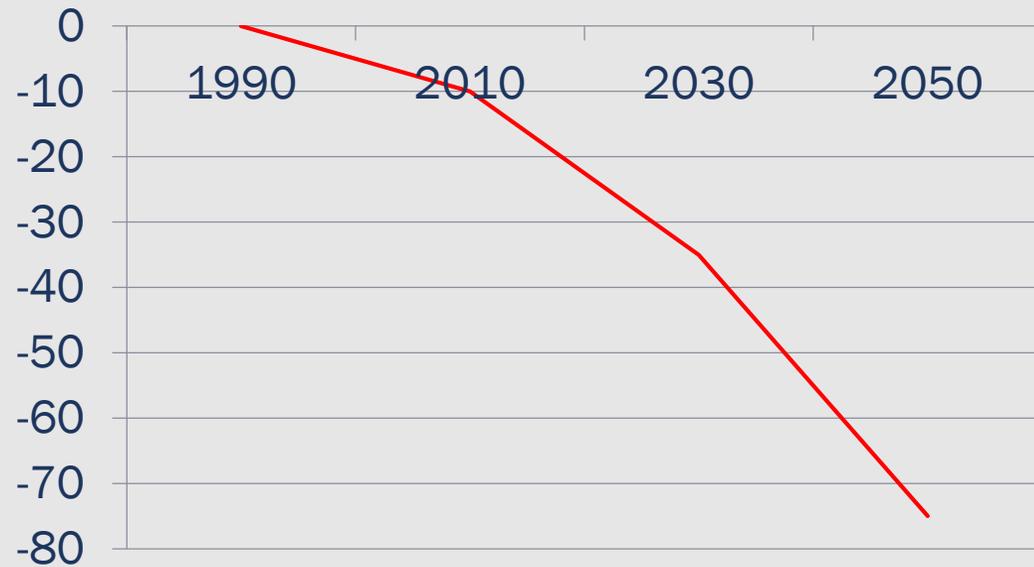
Sustainability

Sustainability
Planner

Mitigation

Statewide Transportation Strategy: A 2050 Vision for GHG Reduction

Oregon GHG Reduction Goals



Mitigation

Getting Back on Track with the STS Vision



Mitigation

Closing the Gap

**Office of the Governor
State of Oregon**

EXECUTIVE ORDER NO. 20-04

DIRECTING STATE AGENCIES TO TAKE ACTIONS TO REDUCE AND REGULATE GREENHOUSE GAS EMISSIONS

WHEREAS, climate change and ocean acidification caused by greenhouse gas (GHG) emissions are having significant detrimental effects on public health and on Oregon's economic vitality, natural resources, and environment; and

WHEREAS, climate change has a disproportionate effect on the physical, mental, financial, and cultural wellbeing of impacted communities, such as Native American tribes, communities of color, rural communities, coastal communities, lower-income households, and other communities traditionally underrepresented in public processes, who typically have fewer resources for adapting to climate change and are therefore the most vulnerable to displacement, adverse health effects, job loss, property damage, and other effects of climate change; and

WHEREAS, climate change is contributing to an increase in the frequency and severity of wildfires in Oregon, endangering public health and safety and damaging rural economies; and

WHEREAS, the world's leading climate scientists, including those in the Oregon Climate Change Research Institute, predict that these serious impacts of climate change will worsen if prompt action is not taken to curb emissions; and

WHEREAS, the Intergovernmental Panel on Climate Change has identified limiting global warming to 2 degrees Celsius or less as necessary to avoid potentially catastrophic climate change impacts, and remaining below this threshold requires accelerated reductions in GHG emissions to levels at least 80 percent below 1990 levels by 2050; and

WHEREAS, Oregon, as a member of the U.S. Climate Alliance, has committed to implementing policies to advance the emissions reduction goals of the international Paris Agreement; and

WHEREAS, GHG emissions present a significant threat to Oregon's public health, economy, safety, and environment; and

Implement the STS

Oregon Statewide Transportation Strategy
A 2050 Vision for Greenhouse Gas Emissions Reduction

Executive Summary

Oregon Sustainable Transportation Initiative (OSTI)
Accepted March 20, 2013

Oregon Department of Transportation

Identify cross-agency actions

ODOT
DLCD
DOE
DEQ

EVERY MILE COUNTS

Reducing Greenhouse Gas Emissions from Transportation in Oregon

One of the best ways to reduce the carbon emissions that cause climate change is to **modify the way we travel**. Oregon is developing strategies and designs to encourage cleaner ways of getting from Point A to Point B, including increasing public transit options, promoting land use that encourages walking and biking, and supporting cleaner fuel options for driving.

KEY OBJECTIVES
Reduce Vehicle Miles Traveled Per Capita
Support Use of Cleaner Vehicles and Fuels
Consider Greenhouse Gas Emissions in Decision-Making

PRIORITY ACTIONS
Transportation electrification. Expand electric vehicle rebate program, identify needed charging infrastructure.
Cleaner fuels. Expand market-based Clean Fuels Program, providing data and information on the use of cleaner alternative fuels for freight trucks, and developing a roadmap and strategy to support alternative fuel adoption.
Transportation options. Explore employer options to reduce driving, such as telecommuting, parking regulations, and employee incentives.
Local greenhouse gas reduction planning. Plan and build cities where Oregonians can walk, bike, and take transit to get where they need to go.

ODOT



Specific actions

Overall charge

Reduce GHG Emissions



Reduce VMT Per Capita



Clean Vehicles and Fuels



GHG Emissions in Decision-Making

Integrate Climate Justice and Equity Considerations

Mitigation

EO 20-04 Specific Actions



Transportation Electrification Infrastructure Needs Analysis

- Hire a consultant
- Use an advisory committee
 - Take public comments
- Focus on light vehicles with consideration of all modes
- Give special attention to equity considerations and rural areas
- Finish by June 30, 2021



Mitigation

EO 20-04 Specific Actions

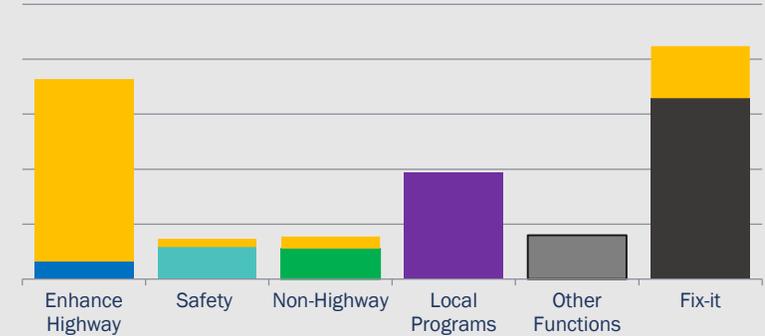


Add GHG Lens to Project Selection

- Phase 1: Inform funding allocation
 - Apply to 2024-2027 STIP
- Phase 2: Support project selection
 - Test and iterate
 - Engage stakeholders on methods
- Phase 3: Report on outcome of STIP projects



Examine how different levels of investment impact GHG emissions and other outcomes



Desired Outcome	Baseline	Scenario 1	Scenario 2
➤ Congestion Relief	○	○	○
➤ Multi-Modal	○	○	○
➤ Equity	○	○	○
➤ Safety	○	○	○
➤ Climate Mitigation	○	○	○
➤ Climate Adaptation	○	○	○
➤ Preservation	○	○	●



Mitigation

Overall Charge and Every Mile Counts

Statewide Transportation Strategy



Cleaner Vehicles and Fuels



ODOT Led

Transportation
Electrification
Infrastructure Needs
Analysis

*Clean Fuels
Truck Fuel Study
Truck Regulations*

DEQ Led

Pricing



OReGO, road user fee, tolling

System Operations



DEQ Led

Statewide Trip
Reduction Policy

telecommuting

Transportation Options



Increase investment in bike, walk, transit

Land Use



DLCD Led

Local GHG Reduction
Planning

Mitigation

Overall Charge

Low-carbon
construction



Performance
Measures



Implementation
Plan



Adaptation – Wildfires, extreme precipitation, and sea level rise



- Vulnerability Assessment
- Adaptation Roadmap
- Policy Support

Sustainability



- Energy Efficiency and High Performance Buildings
- Alternative Vehicles and Fleet Fuels
- Water Conservation
- Materials Management/ Recycling
- Oregon Solar Highway Program

Questions?

ODOT Climate Office Website: <https://www.oregon.gov/odot/Programs/Pages/Climate-Office.aspx>



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Every Mile Counts Website: <https://www.oregon.gov/odot/Programs/Pages/Every-Mile-Counts.aspx>