Metropolitan Policy Committee

DATE: Thursday, November 2nd, 2017
TIME: 11:30 a.m.-1:30 p.m.
LOCATION: Springfield City Hall, Library Meeting Room
225 Fifth Street, Springfield, OR 97477
CONTACT: Paul Thompson, 541-682-4405, pthompson@lcog.org

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1. MPC Agenda - 11-2-17

   Documents:

   MPC_AGENDA_20171102.PDF

2. MPC Minutes: 10-5-17

   Documents:

   MPC-MINUTES_10-5-2017.PDF

3. Item 6b Cover Memo: Federal Transportation Performance Measures

   Documents:

   MPC6.B-COVERMEMO-COVERMEMO-FEDERAL_TRANSPORTATION_PERFORMANCE_MEASURES.PDF

4. Item 6b Attachment 1: Federal Transportation Performance Measures

   Documents:

   MPC6.B-ATTACHMENT1-FEDERAL_TRANSPORTATION_PERFORMANCE_MEASURES.PDF

5. Complete Packet

   Documents:

   COMPLETE PACKET.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 October 5, 2017 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. Oregon House Bill 2597 - Operating Motor Vehicle While Using Electronic Device (20 mins)
   Staff Contact: Paul Thompson, LCOG
   Presenter: Amy Joyce, ODOT
   Action Requested: Information & discussion only. *(Note: No packet materials.)*

   b. Federal Transportation Performance Measures (20 mins)
   Staff Contact & Presenter: Kelly Clarke, LCOG
   Action Requested: Information & discussion only.

   c. Report from OTC Annual Workshop (20 mins)
   Staff Contact: Paul Thompson, LCOG
   Presenter: Lane County & ODOT
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   d. Update on ODOT 2021-2024 STIP Development & Overview of Funding Categories (15 mins)
   Staff Contact: Paul Thompson, LCOG
   Presenter: ODOT
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e. Update on Mid-Willamette Valley Intermodal Facility & TransLoad Facilities (20 mins)
Staff Contact: Paul Thompson, LCOG
Presenters: Alex Cuyler, David Reesor, Lane County
Action Requested: Information and discussion only. *(Note: No packet materials.)*

f. Follow-up and Next Steps (15 mins)
1) ODOT Update
2) Springfield Main Street Safety Update
3) Rail Update
4) OMPOC Update
5) LaneACT Update
6) MTIP Administrative Amendments
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M I N U T E S

Metropolitan Policy Committee
Eugene Public Library—Bascom-Tykeson Room—100 West 10th Avenue
Eugene, Oregon

October 5, 2017
11:30 a.m.

PRESENT: Christine Lundberg, Chair; Hillary Wylie (City of Springfield); Lucy Vinis, Alan Zelenka (City of Eugene); Sid Leiken, Pat Farr (Lane County); Patti Gianone (City of Coburg); Frannie Brindle (Oregon Department of Transportation), Gary Gillespie, Gary Wildish (Lane Transit District); members; Petra Schuetz for Steve Mokrohisky (Lane County), Emma Newman for Gino Grimaldi (City of Springfield), Sarah Medary for Jon Ruiz (City of Eugene); Aurora Jackson (Lane Transit District); Thomas Boydell (City of Coburg); *ex officio* members.

Brenda Wilson, Paul Thompson, Ellen Currier, Dan Callister, Kelly Clarke, Steve Dobrinich, Anne Davies (Lane Council of Governments); Rob Inerfeld, Pam Berrian (City of Eugene); Emma Newman, David Reesor (Lane County); Bill Johnston, Tom Fuller (Oregon Department of Transportation); Carleen Reilly, Michelle O'leary (River Road), Sarah Mazze (Eugene 4J School District), Tim Goodman (Comcast); guests.

WELCOME AND INTRODUCTIONS

Ms. Lundberg welcomed everyone to the Metropolitan Policy Committee (MPC) meeting. Those in attendance introduced themselves.

CALL TO ORDER

Ms. Lundberg called the meeting to order.

APPROVE August 3, 2017 MEETING MINUTES

Mr. Zelenka, seconded by Mr. Gillespie, moved to approve the August 3, 2017, meeting minutes as submitted. The motion passed unanimously, 10:0.

ADJUSTMENTS TO THE AGENDA/ANNOUNCEMENTS FROM MPC MEMBERS

There were no adjustments or announcements.

COMMENTS FROM THE AUDIENCE

There was no one wishing to speak.

METROPOLITAN PLANNING ORGANIZATION (MPO) ISSUES

Oregon Department of Transportation (ODOT) Drive Healthy Presentation

Ms. Currier distributed an informational flyer about distracted driving developed by the Safe Lane Coalition. She said the Coalition now has a website and page dedicated to distracted driving with links to many resources to help educate people about the state's new law.

Tom Fuller, ODOT Communications Manager, gave a presentation on distracted driving. He said ODOT had detected a dramatic increase in the number of roadway fatalities and serious crashes and research indicated that a common denominator was lane departure and anecdotal evidence pointed to distractions as a major cause. The results of a study by Southern Oregon University were troubling and combined with other data showed that over 75 percent of Oregon drivers drove distracted by their electronic devices. He shared statistics on the number of roadway deaths and injuries caused by distracted driving.

Mr. Fuller said a task force established by ODOT to look at the issue of distracted driving developed recommendations related to better enforcement and more effective education. As a result, HB 2597 was enacted by the 2017 legislature and became effective October 1, 2017; provisions of the bill closed loopholes in the current law, removed exemptions, dramatically increased fines and provided an avoidance course for first time offenders. He said the new law also allowed Oregon to qualify for funds from the National Transportation Safety Administration to greatly enhance outreach and education efforts related to distracted driving.

Mr. Fuller said the problem was created because people were addicted to their electronic devices and continued to use them while driving. He said current education methods were not effective and ODOT had launched its Drive Healthy campaign to take a positive approach to reducing distracted driving. He said the program was modeled on a similar one in Boston that had decreased distracted driving by 50 percent. Drive Healthy participants could download an application that could determine if the phone was unlocked while driving. People could form teams and compete with other teams; gamification plus immediate feedback had been shown to change behavior. He said the state was working with private sector partners to create incentives for participants. The Drive Healthy program was a one-year pilot program, with the hope it would continue if successful.

Mr. Fuller said the MPC could help in several ways, such as encouraging organizations to form Drive Healthy teams, issuing challenges to other teams and publicizing the campaign through websites, newsletters and contacts. He said it was a positive way to help people change their behavior.

Ms. Vinis liked the campaign and said she would encourage the Eugene City Council to form a team.

In response to a question from Ms. Gianone, Mr. Fuller said the application had an option to unlock the phone as a passenger if someone other than the driver needed to use it.

Mr. Gillespie commented that having monitor screens in a vehicle created a distracted driving situation. Mr. Fuller said people were encouraged to use audio prompts for those devices.

Mr. Farr said five years ago students at Willamette High School had suggested an application like Drive Healthy to decrease distracted driving. He agreed gamification would attract people to the program. He asked if touching a device to enable audio functions was allowed under the law. Mr. Fuller said a single momentary touch was allowed, but better definitions would emerge as the law was enforced.

Ms. Lundberg said she was a proponent of safe driving, but it was difficult to change human behavior and there were so many distractions in newer vehicles. She agreed that people should pull over if they needed to talk on the phone, but that was very difficult on freeways and perhaps there should be pullout areas at intervals along the road. She said not being able to use a phone while driving could be a hardship on people

whose jobs required constant communication, such as service technicians. The previous law did allow for phone use when it was integral to performing a job. She asked how ODOT would address that issue for people who depended on use of a phone, such emergency responders and service providers.

Mr. Fuller said that behavior could be changed, giving the now universal use of seat belts as an example. He hoped the campaign against distracted driving would have similar effect on societal norms. He said the new law did provide exemptions for emergency personnel, but not for people doing their job. He agreed it would be an inconvenience, but taking someone's life because of distracted driving would be worse.

Ms. Wylie agreed with Ms. Lundberg's suggestion of pullout areas along roads so they could make contacts safety; pullouts could be part of safety plans as another strategy to save lives.

HB 2017 Implementation and Legislative Update

Mr. Thompson summarized the agenda packet materials, including a list of 2018-2025 projects. He said the timing of projects was determined primarily on a cash flow basis and to some extent priorities and leverage opportunities. He said an attached memorandum provided an update on the formation of a Safe Routes To School (SRTS) implementation rulemaking advisory committee, which had been approved by the Oregon Transportation Commission (OTC) at its September 2017 meeting. Staff was looking at options for assuring local representation on the committee, if possible. He said ODOT was proposing that 50 percent of the available SRTS funds be made available through a competitive grant program for which local jurisdictions could apply; the remaining 50 percent would be retained by ODOT for discretionary projects. He said there had been some resistance to that proposal and the matter would be considered by the committee.

Mr. Thompson said the packet also contained a list of potential corrections to HB 2017 that would be addressed by the 2018 legislature. The corrections were mostly housekeeping and not of concern to the MPO; however, staff would monitor the revisiting of HB 2017 during the next legislative session. He said Connect*Oregon* would not be a competitive grant program for this biennium and possibly the next because all of the funds had been earmarked for this biennium and potentially the next biennium. ODOT's temporary rulemaking for Connect*Oregon* addressed that, along with the specific projects. He pointed out that one of the projects was the Mid-Willamette Valley Intermodal Facility, the location of which was still to be decided between Linn and Lane counties, or possibly another location. He said entities could apply for planning funds to prepare a full project proposal for the facility.

Mr. Leiken said he recently visited a potential intermodal facility site in Linn County, which had both Class 1 rail lines available to it. During the meeting he mentioned that Business Oregon liked a potential site in Goshen and there was discussion of a possible Linn/Lane application with connectivity to the Coos Bay rail line. He stressed the importance of the Lane County United Front and its presence in Washington D.C. and the possibility of pursuing grant funds for a joint facility. He said Linn County officials had expressed interest in such a partnership and were considering how to move forward. He said Lane County should continue to pursue a facility at this point.

Ms. Gianone asked how a facility in Linn County would benefit Lane County. Mr. Leiken replied that there had been a disastrous shipping log jam at the Port of Portland for years and consequently agricultural products traditionally shipped from the port were now trucked to facilities in Tacoma, Washington or Oakland, California for shipping. A facility in Linn County would allow local producers to truck goods there for shipment by rail to either Tacoma or Oakland, avoiding the logistical problems of trucking goods to those ports.

Ms. Lundberg said it would be helpful to have a graphic that illustrated current shipping methods and how a new facility would improve the situation for producers.

Ms. Brindle added that new shipping strategies would save money and make products more competitive. Mr. Thompson said statistics cited during testimony on HB 2017 indicated that such a facility in the mid-Willamette Valley could remove up to 1,500 freight truck trips per day from Interstate 5.

Mr. Thompson said HB 2017 included approximately $100 million annually for transit and an advisory committee was being formed to determine how funds would be distributed. He said under the bill 90 percent of the funds would be allocated by formula to transit agencies, five percent through a competitive grant program, 4 percent through a competitive grant program targeted to intercity transit and one percent would fund a technical resource center for transit providers.

Ms. Brindle said the advisory committee would also be writing the transit program rules and the question had been posed about whether Area Commissions on Transportation (ACTs) would have a role in the competitive grant process. She said it would be discussed during the OTC's annual workshop.

Mr. Inerfeld hoped that rules would be written in such a way that a student pass program would be considered new service. Under HB 2017, transit was no longer eligible for Connect*Oregon* funding and the competitive grant program was intended to replace that funding source; the role of ACTs in the Connect*Oregon* process could transfer to the transit competitive grant program.

Mr. Thompson said a committee on tolling and congestion/value pricing had been formed and would focus on opportunities in the Portland metro area.

Mr. Thompson said there had been discussion about a federal infrastructure package, but little activity to date. During a recent visit to Washington D.C. and discussions with Oregon's congressional delegation and staff, the message was that very little was known about a possible package, other than the administration's emphasis on relying on public/private partnerships and incentivizing private investment in the transportation system, although it was not clear if that was still an objective. He felt it was likely that an infrastructure package would be similar to previous ones.

Mr. Thompson said LCOG was tracking an amendment in the House appropriations bill that might impact MPO funding by removing the exemption on pulling back unspent MPO funds. He said that provision was not in the Senate version of the bill.

ODOT 2021-2024 State Transportation Improvement Program (STIP) Development

Mr. Johnston provided an update on development of the 2021-2014 STIP. He said the OTC and ODOT staff was engaged in the complex exercise of determining how to allocate funding among programs included in the STIP, which involved detailed financial and policy analysis. He said ACTs had been asked to provide input at the upcoming OTC workshop. He said ACTs would be asked to respond to the following questions:

- Among the state high programs, what is the appropriate split between Fix-It, Safety and Enhance?
- How much funding should be dedicated to non-highway and local programs (public transportation, bicycle/pedestrian, local bridges, All Roads Transportation Safety (ARTS), MPO funding and other miscellaneous programs)?

Mr. Johnston used charts to illustrate various funding scenarios the OTC would be considering and compared those to previous STIP funding scenarios. He listed the six program categories the legislature established – Enhance, Non-highway, Local Programs, Other Functions, Fix-It and Safety – and briefly described each. He noted there was discretion in some areas and either state or federal requirements for allocation proportions in others.

Mr. Johnston said the OTC, in addition to requesting feedback from ACTs, had surveyed other interested parties about spending priorities and highest on the list was maintaining the existing roads. Relieving congestion was also a high priority. He noted that the OTC had established funding policies and strategies that were still in effect.

Oregon Transportation Commission (OTC) Annual Workshop

Mr. Thompson reviewed a draft of LaneACT talking points on development of the 2021-2024 STIP, prepared for the OTC workshop. He reported that for the first time the Oregon MPO Consortium (OMPOC) had been formally invited to participate in the workshop along with ACT chairs. As the MPO's representative on the LaneACT, he asked for feedback on the talking points. He said of particular importance were the following three questions:

- How should the OTC prioritize allocation of funds across the categories of Fix-It, Enhance, Safety, Non-Highway and Local Government?
- Among state highway programs, what is the appropriate split between Fix-It, Enhance and Safety?
- To what specific programs should the OTC target non-highway funding among public transportation, bicycle/pedestrian and transportation options programs?

Mr. Farr said Fix-It and Safety seemed to be similar programs. Mr. Thompson said there was usually a safety component to every project, including Enhance when it expanded capacity. Safety could be emphasized by direct funding for specific safety projects and by prioritizing safety whenever possible in other types of projects.

Mr. Farr asked if a traffic control device, such as a traffic light at an intersection, would be considered a safety project. Mr. Thompson said it would depend on the purpose of adding the device, which could fall into Enhance, Fix-It or Safety.

Ms. Lundberg asked if an application could address more than one program category, such as a project that would fix something, but also improve safety. Ms. Brindle said that Fix-It projects were data-driven and designed to meet performance measures and prioritized based on worst condition. The ARTS program was also data-driven using the Safety Priority Index and considered which projects would produce the most safety benefits. Mr. Thompson added that in data-driven programs there were few opportunities for input on funding decisions; in others, such as the Enhance program, local feedback on funding was solicited.

Mr. Gillespie asked what category landslides would fall under. Ms. Brindle said they could be under emergency funding or Fix-It as seismic projects.

Mr. Thompson concluded his review of the LaneACT talking points and asked if MPC members had any concerns or questions.

Ms. Lundberg determined there were no objections to the talking points as presented.

Follow-up and Next Steps

- **ODOT Update—**Ms. Brindle announced that two new daily Amtrak trips between Portland and Seattle were being added, beginning December 18, 2017. She said although funding for the $350 million Beltline project had not been received, ODOT was proceeding on an interim project at the Beltline/Delta Highway interchange. She expected the project would cost $20 million and include replacement of the Delta Highway bridge. She said the project was made possible by savings on the Beltline/Interstate 5 interchange project. She said a committee of local stakeholders would be formed in November.

- **Springfield Main Street Safety Update—**Mr. Johnston said the project now had a refined scope of work, with a few details such as integrating the LTD Main Street/McVay Transit Study remaining. He said DKS Associates was the project consultant.

- **Rail Update**—Covered earlier in the meeting.

- **OMPOC Update**—Covered earlier in the meeting.

- **Lane ACT Update**—Covered earlier in the meeting

- **MTIP Administrative Amendments**—There were no questions.

- **Other/Next Steps**—

Federal Transportation Performance Measures

Mr. Thompson said that a full presentation on performance measures would be made at a future meeting. He reported that recently the administration had published its intent in the Federal Register to withdraw the greenhouse gas performance measure and eliminate it from the federal requirements. He said comments on the withdrawal could be made until November 6.

Ms. Lundberg adjourned the meeting of the MPC at 1:25 p.m. and convened the meeting of the Metropolitan Cable Television Commission.

METROPOLITAN CABLE TELEVISION COMMISSION

Ms. Davies said the two matters being addressed with Comcast were the franchise fee review and franchise renewal. She said the franchise agreement would expire in a year. She said issues related to customer service and picture quality had been brought before the commission about 18 months ago and had now been resolved. Issues under discussion during the review and renewal process were outlined in her September 28, 2017, memorandum included in the agenda packet.

Mr. Farr said he would be interested in how the previous issues had been resolved. Ms. Davies said one issue related to Comcast's responses to complaints and failure to provide that information to LCOG staff. There was a difference of opinion about whether a request for the information had been made.

Ms. Berrian explained that franchise language would be strengthened with an enforcement mechanism regarding retention of complaint records. Ms. Davies said there had been no problems during the past 18 months.

Ms. Davies said another problem related to an inoperable emergency system; that had been resolved and it was now operable.

Ms. Wylie said she received many complaints about the lack of response from Comcast about billing questions and changes in rates. It appeared Comcast had no accountability for explaining increases in costs. Ms. Berrian said many of the factors involved in setting rates were outside of local control, being under federal law or unregulated. She said perhaps Comcast could provide more detailed information about its rate structure and changes that occurred.

Mr. Farr observed that now there were competing services available to residents and it was important to ensure a level playing field for all service providers.

Ms. Berrian said she often replied to customer inquiries and maintained an interested parties list that she used to provide notification when she went before the Eugene City Council to discuss the Comcast franchise.

Ms. Lundberg asked that staff provide the commission with periodic updates on the franchise renewal process, including the opportunity to provide input on the franchise agreement at major decision points in the process.

The meeting adjourned at 1:35 p.m.

(Recorded by Lynn Taylor)

October 26, 2017

To: Metropolitan Policy Committee

From: Kelly Clarke

Subject: Item 6.b: Federal Transportation Performance Measures

Action Recommended: Information & discussion.

Background

This agenda item is rescheduled from the October 5, 2017 MPC meeting. Attached is this item's October 5th MPC meeting cover letter.

Action Recommended: Information & discussion

September 28, 2017

To: Metropolitan Policy Committee

From: Kelly Clarke

Subject: Item 6.e: Federal Transportation Performance Measures

Action Recommended: Information & discussion.

Background

Moving Ahead for Progress in the 21st Century ACT (MAP 21) and the Fixing America's Surface Transportation (FAST) Act required the United States Department of Transportation (USDOT) to establish transportation performance measures in a number of areas. They also require each state, Metropolitan Planning Organization (MPO) and transit provider to set performance targets for these measures. The intent of transportation performance management (TPM) is to develop "A strategic approach that uses system information to make investment and policy decisions to achieve transportation system performance goals."

USDOT developed the performance measures through a nationwide public involvement process that reached multiple stakeholders and, over the past year, has issued measures for these areas:

- Safety (PM1)
- Pavement and Bridge Condition (PM2)
- System Performance, Freight and CMAQ Program (PM3)
- Asset Management

States and MPOs are now required to set targets for these measures.

This agenda item will include a presentation to introduce the measures and their timelines.

Action Recommended: Information & discussion

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Ms. Currier distributed an informational flyer about distracted driving developed by the Safe Lane Coalition. She said the Coalition now has a website and page dedicated to distracted driving with links to many resources to help educate people about the state's new law.

Tom Fuller, ODOT Communications Manager, gave a presentation on distracted driving. He said ODOT had detected a dramatic increase in the number of roadway fatalities and serious crashes and research indicated that a common denominator was lane departure and anecdotal evidence pointed to distractions as a major cause. The results of a study by Southern Oregon University were troubling and combined with other data showed that over 75 percent of Oregon drivers drove distracted by their electronic devices. He shared statistics on the number of roadway deaths and injuries caused by distracted driving.

Mr. Fuller said a task force established by ODOT to look at the issue of distracted driving developed recommendations related to better enforcement and more effective education. As a result, HB 2597 was enacted by the 2017 legislature and became effective October 1, 2017; provisions of the bill closed loopholes in the current law, removed exemptions, dramatically increased fines and provided an avoidance course for first time offenders. He said the new law also allowed Oregon to qualify for funds from the National Transportation Safety Administration to greatly enhance outreach and education efforts related to distracted driving.

Mr. Fuller said the problem was created because people were addicted to their electronic devices and continued to use them while driving. He said current education methods were not effective and ODOT had launched its Drive Healthy campaign to take a positive approach to reducing distracted driving. He said the program was modeled on a similar one in Boston that had decreased distracted driving by 50 percent. Drive Healthy participants could download an application that could determine if the phone was unlocked while driving. People could form teams and compete with other teams; gamification plus immediate feedback had been shown to change behavior. He said the state was working with private sector partners to create incentives for participants. The Drive Healthy program was a one-year pilot program, with the hope it would continue if successful.

Mr. Fuller said the MPC could help in several ways, such as encouraging organizations to form Drive Healthy teams, issuing challenges to other teams and publicizing the campaign through websites, newsletters and contacts. He said it was a positive way to help people change their behavior.

Ms. Vinis liked the campaign and said she would encourage the Eugene City Council to form a team.

In response to a question from Ms. Gianone, Mr. Fuller said the application had an option to unlock the phone as a passenger if someone other than the driver needed to use it.

Mr. Gillespie commented that having monitor screens in a vehicle created a distracted driving situation. Mr. Fuller said people were encouraged to use audio prompts for those devices.

Mr. Farr said five years ago students at Willamette High School had suggested an application like Drive Healthy to decrease distracted driving. He agreed gamification would attract people to the program. He asked if touching a device to enable audio functions was allowed under the law. Mr. Fuller said a single momentary touch was allowed, but better definitions would emerge as the law was enforced.

Ms. Lundberg said she was a proponent of safe driving, but it was difficult to change human behavior and there were so many distractions in newer vehicles. She agreed that people should pull over if they needed to talk on the phone, but that was very difficult on freeways and perhaps there should be pullout areas at intervals along the road. She said not being able to use a phone while driving could be a hardship on people

whose jobs required constant communication, such as service technicians. The previous law did allow for phone use when it was integral to performing a job. She asked how ODOT would address that issue for people who depended on use of a phone, such emergency responders and service providers.

Mr. Fuller said that behavior could be changed, giving the now universal use of seat belts as an example. He hoped the campaign against distracted driving would have similar effect on societal norms. He said the new law did provide exemptions for emergency personnel, but not for people doing their job. He agreed it would be an inconvenience, but taking someone's life because of distracted driving would be worse.

Ms. Wylie agreed with Ms. Lundberg's suggestion of pullout areas along roads so they could make contacts safety; pullouts could be part of safety plans as another strategy to save lives.

HB 2017 Implementation and Legislative Update

Mr. Thompson summarized the agenda packet materials, including a list of 2018-2025 projects. He said the timing of projects was determined primarily on a cash flow basis and to some extent priorities and leverage opportunities. He said an attached memorandum provided an update on the formation of a Safe Routes To School (SRTS) implementation rulemaking advisory committee, which had been approved by the Oregon Transportation Commission (OTC) at its September 2017 meeting. Staff was looking at options for assuring local representation on the committee, if possible. He said ODOT was proposing that 50 percent of the available SRTS funds be made available through a competitive grant program for which local jurisdictions could apply; the remaining 50 percent would be retained by ODOT for discretionary projects. He said there had been some resistance to that proposal and the matter would be considered by the committee.

Mr. Thompson said the packet also contained a list of potential corrections to HB 2017 that would be addressed by the 2018 legislature. The corrections were mostly housekeeping and not of concern to the MPO; however, staff would monitor the revisiting of HB 2017 during the next legislative session. He said Connect*Oregon* would not be a competitive grant program for this biennium and possibly the next because all of the funds had been earmarked for this biennium and potentially the next biennium. ODOT's temporary rulemaking for Connect*Oregon* addressed that, along with the specific projects. He pointed out that one of the projects was the Mid-Willamette Valley Intermodal Facility, the location of which was still to be decided between Linn and Lane counties, or possibly another location. He said entities could apply for planning funds to prepare a full project proposal for the facility.

Mr. Leiken said he recently visited a potential intermodal facility site in Linn County, which had both Class 1 rail lines available to it. During the meeting he mentioned that Business Oregon liked a potential site in Goshen and there was discussion of a possible Linn/Lane application with connectivity to the Coos Bay rail line. He stressed the importance of the Lane County United Front and its presence in Washington D.C. and the possibility of pursuing grant funds for a joint facility. He said Linn County officials had expressed interest in such a partnership and were considering how to move forward. He said Lane County should continue to pursue a facility at this point.

Ms. Gianone asked how a facility in Linn County would benefit Lane County. Mr. Leiken replied that there had been a disastrous shipping log jam at the Port of Portland for years and consequently agricultural products traditionally shipped from the port were now trucked to facilities in Tacoma, Washington or Oakland, California for shipping. A facility in Linn County would allow local producers to truck goods there for shipment by rail to either Tacoma or Oakland, avoiding the logistical problems of trucking goods to those ports.

Ms. Lundberg said it would be helpful to have a graphic that illustrated current shipping methods and how a new facility would improve the situation for producers.

Ms. Brindle added that new shipping strategies would save money and make products more competitive. Mr. Thompson said statistics cited during testimony on HB 2017 indicated that such a facility in the mid-Willamette Valley could remove up to 1,500 freight truck trips per day from Interstate 5.

Mr. Thompson said HB 2017 included approximately $100 million annually for transit and an advisory committee was being formed to determine how funds would be distributed. He said under the bill 90 percent of the funds would be allocated by formula to transit agencies, five percent through a competitive grant program, 4 percent through a competitive grant program targeted to intercity transit and one percent would fund a technical resource center for transit providers.

Ms. Brindle said the advisory committee would also be writing the transit program rules and the question had been posed about whether Area Commissions on Transportation (ACTs) would have a role in the competitive grant process. She said it would be discussed during the OTC's annual workshop.

Mr. Inerfeld hoped that rules would be written in such a way that a student pass program would be considered new service. Under HB 2017, transit was no longer eligible for Connect*Oregon* funding and the competitive grant program was intended to replace that funding source; the role of ACTs in the Connect*Oregon* process could transfer to the transit competitive grant program.

Mr. Thompson said a committee on tolling and congestion/value pricing had been formed and would focus on opportunities in the Portland metro area.

Mr. Thompson said there had been discussion about a federal infrastructure package, but little activity to date. During a recent visit to Washington D.C. and discussions with Oregon's congressional delegation and staff, the message was that very little was known about a possible package, other than the administration's emphasis on relying on public/private partnerships and incentivizing private investment in the transportation system, although it was not clear if that was still an objective. He felt it was likely that an infrastructure package would be similar to previous ones.

Mr. Thompson said LCOG was tracking an amendment in the House appropriations bill that might impact MPO funding by removing the exemption on pulling back unspent MPO funds. He said that provision was not in the Senate version of the bill.

ODOT 2021-2024 State Transportation Improvement Program (STIP) Development

Mr. Johnston provided an update on development of the 2021-2014 STIP. He said the OTC and ODOT staff was engaged in the complex exercise of determining how to allocate funding among programs included in the STIP, which involved detailed financial and policy analysis. He said ACTs had been asked to provide input at the upcoming OTC workshop. He said ACTs would be asked to respond to the following questions:

- Among the state high programs, what is the appropriate split between Fix-It, Safety and Enhance?
- How much funding should be dedicated to non-highway and local programs (public transportation, bicycle/pedestrian, local bridges, All Roads Transportation Safety (ARTS), MPO funding and other miscellaneous programs)?

Mr. Johnston used charts to illustrate various funding scenarios the OTC would be considering and compared those to previous STIP funding scenarios. He listed the six program categories the legislature established – Enhance, Non-highway, Local Programs, Other Functions, Fix-It and Safety – and briefly described each. He noted there was discretion in some areas and either state or federal requirements for allocation proportions in others.

Mr. Johnston said the OTC, in addition to requesting feedback from ACTs, had surveyed other interested parties about spending priorities and highest on the list was maintaining the existing roads. Relieving congestion was also a high priority. He noted that the OTC had established funding policies and strategies that were still in effect.

Oregon Transportation Commission (OTC) Annual Workshop

Mr. Thompson reviewed a draft of LaneACT talking points on development of the 2021-2024 STIP, prepared for the OTC workshop. He reported that for the first time the Oregon MPO Consortium (OMPOC) had been formally invited to participate in the workshop along with ACT chairs. As the MPO's representative on the LaneACT, he asked for feedback on the talking points. He said of particular importance were the following three questions:

- How should the OTC prioritize allocation of funds across the categories of Fix-It, Enhance, Safety, Non-Highway and Local Government?
- Among state highway programs, what is the appropriate split between Fix-It, Enhance and Safety?
- To what specific programs should the OTC target non-highway funding among public transportation, bicycle/pedestrian and transportation options programs?

Mr. Farr said Fix-It and Safety seemed to be similar programs. Mr. Thompson said there was usually a safety component to every project, including Enhance when it expanded capacity. Safety could be emphasized by direct funding for specific safety projects and by prioritizing safety whenever possible in other types of projects.

Mr. Farr asked if a traffic control device, such as a traffic light at an intersection, would be considered a safety project. Mr. Thompson said it would depend on the purpose of adding the device, which could fall into Enhance, Fix-It or Safety.

Ms. Lundberg asked if an application could address more than one program category, such as a project that would fix something, but also improve safety. Ms. Brindle said that Fix-It projects were data-driven and designed to meet performance measures and prioritized based on worst condition. The ARTS program was also data-driven using the Safety Priority Index and considered which projects would produce the most safety benefits. Mr. Thompson added that in data-driven programs there were few opportunities for input on funding decisions; in others, such as the Enhance program, local feedback on funding was solicited.

Mr. Gillespie asked what category landslides would fall under. Ms. Brindle said they could be under emergency funding or Fix-It as seismic projects.

Mr. Thompson concluded his review of the LaneACT talking points and asked if MPC members had any concerns or questions.

Ms. Lundberg determined there were no objections to the talking points as presented.

Follow-up and Next Steps

- **ODOT Update—**Ms. Brindle announced that two new daily Amtrak trips between Portland and Seattle were being added, beginning December 18, 2017. She said although funding for the $350 million Beltline project had not been received, ODOT was proceeding on an interim project at the Beltline/Delta Highway interchange. She expected the project would cost $20 million and include replacement of the Delta Highway bridge. She said the project was made possible by savings on the Beltline/Interstate 5 interchange project. She said a committee of local stakeholders would be formed in November.

- **Springfield Main Street Safety Update—**Mr. Johnston said the project now had a refined scope of work, with a few details such as integrating the LTD Main Street/McVay Transit Study remaining. He said DKS Associates was the project consultant.

- **Rail Update**—Covered earlier in the meeting.

- **OMPOC Update**—Covered earlier in the meeting.

- **Lane ACT Update**—Covered earlier in the meeting

- **MTIP Administrative Amendments**—There were no questions.

- **Other/Next Steps**—

Federal Transportation Performance Measures

Mr. Thompson said that a full presentation on performance measures would be made at a future meeting. He reported that recently the administration had published its intent in the Federal Register to withdraw the greenhouse gas performance measure and eliminate it from the federal requirements. He said comments on the withdrawal could be made until November 6.

Ms. Lundberg adjourned the meeting of the MPC at 1:25 p.m. and convened the meeting of the Metropolitan Cable Television Commission.

METROPOLITAN CABLE TELEVISION COMMISSION

Ms. Davies said the two matters being addressed with Comcast were the franchise fee review and franchise renewal. She said the franchise agreement would expire in a year. She said issues related to customer service and picture quality had been brought before the commission about 18 months ago and had now been resolved. Issues under discussion during the review and renewal process were outlined in her September 28, 2017, memorandum included in the agenda packet.

Mr. Farr said he would be interested in how the previous issues had been resolved. Ms. Davies said one issue related to Comcast's responses to complaints and failure to provide that information to LCOG staff. There was a difference of opinion about whether a request for the information had been made.

Ms. Berrian explained that franchise language would be strengthened with an enforcement mechanism regarding retention of complaint records. Ms. Davies said there had been no problems during the past 18 months.

Ms. Davies said another problem related to an inoperable emergency system; that had been resolved and it was now operable.

Ms. Wylie said she received many complaints about the lack of response from Comcast about billing questions and changes in rates. It appeared Comcast had no accountability for explaining increases in costs. Ms. Berrian said many of the factors involved in setting rates were outside of local control, being under federal law or unregulated. She said perhaps Comcast could provide more detailed information about its rate structure and changes that occurred.

Mr. Farr observed that now there were competing services available to residents and it was important to ensure a level playing field for all service providers.

Ms. Berrian said she often replied to customer inquiries and maintained an interested parties list that she used to provide notification when she went before the Eugene City Council to discuss the Comcast franchise.

Ms. Lundberg asked that staff provide the commission with periodic updates on the franchise renewal process, including the opportunity to provide input on the franchise agreement at major decision points in the process.

The meeting adjourned at 1:35 p.m.

(Recorded by Lynn Taylor)

October 26, 2017

To: Metropolitan Policy Committee

From: Kelly Clarke

Subject: Item 6.b: Federal Transportation Performance Measures

Action Recommended: Information & discussion.

Background

This agenda item is rescheduled from the October 5, 2017 MPC meeting. Attached is this item's October 5th MPC meeting cover letter.

Action Recommended: Information & discussion

September 28, 2017

To: Metropolitan Policy Committee

From: Kelly Clarke

Subject: Item 6.e: Federal Transportation Performance Measures

Action Recommended: Information & discussion.

Background

Moving Ahead for Progress in the 21st Century ACT (MAP 21) and the Fixing America's Surface Transportation (FAST) Act required the United States Department of Transportation (USDOT) to establish transportation performance measures in a number of areas. They also require each state, Metropolitan Planning Organization (MPO) and transit provider to set performance targets for these measures. The intent of transportation performance management (TPM) is to develop "A strategic approach that uses system information to make investment and policy decisions to achieve transportation system performance goals."

USDOT developed the performance measures through a nationwide public involvement process that reached multiple stakeholders and, over the past year, has issued measures for these areas:

- Safety (PM1)
- Pavement and Bridge Condition (PM2)
- System Performance, Freight and CMAQ Program (PM3)
- Asset Management

States and MPOs are now required to set targets for these measures.

This agenda item will include a presentation to introduce the measures and their timelines.

Action Recommended: Information & discussion