



MEETING NOTICE

MEETING:	METROPOLITAN POLICY COMMITTEE
DATE:	Thursday, June 2, 2022
TIME:	11:30 AM - 1:30 PM
LOCATION:	VIRTUAL: https://us06web.zoom.us/j/89659369480?pwd=dEZKYkkwdy9pY1hXM1BkNGNNVTA0QT09 Passcode: 535254 One tap mobile: +17207072699,,89659369480#,,, *535254# Telephone: +1 720 707 2699 Webinar ID: 896 5936 9480 Passcode: 535254 Webcast: http://metrotv.ompnetwork.org/
CONTACT PERSON:	Paul Thompson, 541-682-4405, pthompson@lco.org

A G E N D A

1. WELCOME & INTRODUCTIONS
2. CALL TO ORDER
3. APPROVE MAY 5, 2022 MPC MEETING MINUTES
4. ADJUSTMENTS TO THE AGENDA/ANNOUNCEMENTS FROM MPC MEMBERS
5. COMMENTS FROM THE AUDIENCE *(Please see notes at the end of the agenda.)*
 - a. See attached (resubmitted) public comment, requested for inclusion in meeting packet
6. METROPOLITAN PLANNING ORGANIZATION (MPO) ISSUES
 - a. Amendment to MPO Metropolitan Transportation Improvement Program (MTIP) (15 min)
Staff Contact & Presenter: Dan Callister, LCOG
Action Requested: Conduct Public Hearing; Approve Resolution 2022-06 adopting amendment.
 - b. Infrastructure Investment and Jobs Act (IIJA)/Bipartisan Infrastructure Bill Update (20 min)
Staff Contact: Paul Thompson, LCOG
Presenter: Jim Gamble, ODOT
Action Requested: Information & discussion only. *(Note: No packet materials)*

-OVER-

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

LCOG Main Office: 859 Willamette Street, Suite 500, Eugene, Oregon 97401-2910

Phone: (541) 682-4283 • Fax: (541) 682-4099 • TTY: (541) 682-4567 • Web: www.lco.org

- c. Beltline Project Overview (30 min)
 Staff Contact: Paul Thompson, LCOG
 Presenter: Molly Cary, ODOT
Action Requested: Information & discussion only. (*Note: No packet materials*)
- d. Land Conservation and Development Commission (LCDC) Climate Friendly and Equitable Communities (CFEC) Rulemaking Update (30 min)
 Staff Contact: Paul Thompson, LCOG
 Presenter: Emma Newman, Springfield
Action Requested: Information and discussion only.
- e. MPC Summer Meeting Schedule (10 min)
 Staff Contact & Presenter: Paul Thompson, LCOG
Action Requested: Information and discussion; direction to staff.
- f. Follow-up and Next Steps (10 min)
 - 1) ODOT Update
 - 2) MTIP Administrative Amendments (information only, see attachment)
 - 3) Next Steps/Agenda Build

UPCOMING MEETINGS:

July 7 Virtual – Metropolitan Cable Commission *Only* (Eugene, Springfield, Lane County)
 August 4 Virtual
 September 1 Virtual

PLEASE NOTE:

The meeting will be conducted via Zoom Webinar, allowing public access to the Zoom meeting as an “attendee.” Anyone wishing to comment in general or during a public hearing will be asked to raise their Zoom virtual “hand” when prompted by the Chair at the beginning of each public comment opportunity. Speakers will be moved to “panelist” status and asked to speak on a first come basis. A limit of 3 minutes per person is requested.



LCOG is now posting meetings on its website at <https://www.lcog.org/bc-mpc>. These postings will include the agenda, minutes, and attachments. If you no longer want to receive your meeting announcement in paper format, please contact Laura Campbell, 541-682-4006 or lcampbell@lcog.org.



This meeting will be broadcast live, and rebroadcast on Metro Television, Comcast cable channel 21, at 1:30 PM on Mondays, 7:00 PM on Tuesdays, and 11:00 AM on Sundays for the rest of the month. A webcast will also be archived for future viewing on the LCOG website. Get details through links at <https://www.lcog.org/bc-mpc>.

Please mute your phone or computer microphone when connecting to the virtual meeting, and remember to un-mute it if you are speaking to the meeting!

Thanks!

MINUTES

Metropolitan Policy Committee
Virtual Meeting via Zoom

May 5, 2022
11:30 a.m.

PRESENT: Randy Groves, Chair; Lucy Vinis (City of Eugene); Sean VanGordon, Steve Moe (City of Springfield); Heather Buch (Lane County); Jim Gamble (Oregon Department of Transportation); Caitlin Vargas, Don Nordin (Lane Transit District), members; Anne Heath (City of Coburg), *ex officio* member.

Brenda Wilson, Paul Thompson, Kelly Clarke, Dan Callister, Ellen Currier, Syd Shoaf, Cassidy Mills (Lane Council of Governments); Emma Newman (City of Springfield); Rob Inerfeld (City of Eugene); Sasha Vartanian (Lane County); Megan Winner (City of Coburg); Tom Schwetz, Andrew Martin (Lane Transit District); Bill Johnston (Oregon Department of Transportation); Rob Zako, Claire Roth, Colin Hill (Better Eugene-Springfield Transportation), Neil Moyer (Metro Television), Sarah Mazze, Kevin Fletcher, Rachel Tochen (Safe Routes to School).

WELCOME, CALL TO ORDER AND INTRODUCTIONS

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

APPROVE March 3, 2022, MPC MEETING MINUTES

Ms. Vinis, seconded by Ms. Buch, moved to approve the March 3, 2022, meeting minutes as presented. The motion passed unanimously, 7:0.

ADJUSTMENTS TO THE AGENDA/ANNOUNCEMENTS FROM MPC MEMBERS

There were no adjustments to the agenda or announcements.

COMMENTS FROM THE AUDIENCE

Mr. Groves explained procedures for providing testimony during the virtual ZOOM meeting.

Claire Roth, Better Eugene-Springfield Transportation (BEST), spoke to BEST's support of the West Eugene EmX corridor to promote better transit. The community was now considering the breadth and depth of transportation issues and the value of a complete street that was designed and operated to enable safe use and promote mobility for all. She said BEST supported the MovingAhead project as an integral part of a complete street vision and encouraged the MPCs approval of the MovingAhead locally preferred alternative, which would provide eligibility for federal funding to invest in the community and generations to come.

Rob Zako, BEST, spoke to regional primary funding considerations and the tool to link goals and objectives in the Regional Transportation Plan (RTP) to funding for project applications. He said BEST was pleased with the direction the MPC was taking, although the tool was at a fairly high level and the

objectives were fairly broad and vague. He looked forward to seeing how the tool was implemented and how it was determined that one or more objectives were being advanced by a project.

METROPOLITAN PLANNING ORGANIZATION (MPO) ISSUES

Addendum to MPO Unified Planning Work Program (UPWP)

Ms. Currier provided a brief overview of the UPWP and explained how the addendum, which covered changes to the work program for the coming year, had been developed in conjunction with federal and state partners. Funding was also updated as part of the process.

Mr. Groves opened the public hearing.

Rob Zako, BEST, commented that MPC members represented the public and as such, should have opportunities to hear from the public in order to inform their views. He said decisions were being made during the meeting on four items and the UPWP, perhaps the least important of the four items, was the only one for which a public hearing was being held. He was confused about when public hearings were held and when they were not required. He said BEST supported MovingAhead but MPC had never held a public hearing on it. Likewise, the Metropolitan Transportation Improvement Program (MTIP) amendment included \$30 million for the Franklin Boulevard project and he did not recall an opportunity to comment on the project or know when the decision was made to move forward. He was not questioning whether those items should be approved, only that there should be a public process.

Mr. Zako said there were special projects in the addendum, some of which were discretionary with many agencies engaged in planning at the same, and it was not clear what some of the planning projects were actually buying. He questioned whether planning should be done just because funding was available or should there be more deliberation about how much the MPC as policymakers and the general public could absorb at one time.

There being no other speakers, Mr. Groves invited questions and comments from the MPC.

Ms. Vinis asked staff to provide an explanation of when a public hearing was required and when it was not. Mr. Thompson stated that the MPO's Public Participation Plan (PPP) provided guidelines for when items coming before the MPC for action required a public hearing. A copy of the PPP was available on the MPO website and contained a table that specifically identified what type of involvement was needed for different types of action. Most items only required a public notice and an opportunity for comment without a public hearing.

Mr. Groves agreed with Ms. Vinis about the importance of public comments on large projects. He asked if public hearings on transportation matters had been delegated to the MPC by the Lane Council of Governments (LCOG) Board. Mr. Thompson explained that public hearings on items such as the UPWP and RTP had been fully delegated to the MPC as the final decision-making body. Regarding the special projects in the UPWP, he clarified that the UPWP serves two purposes: first to establish the MPO's work program and its funding for the fiscal year, and second to serve as a public information document that illustrated to the MPC and the public all of the transportation planning activities, including those outside of the MPO's purview, that would be conducted during that fiscal year. The special projects section was not something that was being approved; it was the information piece. Action by the MPC to adopt the UPWP Addendum does not affect the special projects or their funding.

Mr. Groves closed the public hearing.

Ms. Buch, seconded by Ms. Vinis, moved to approve Resolution 2022-05 adopting the UPWP Addendum and programming funding. The motion passed unanimously, 7:0.

Regional Primary Funding Considerations

Mr. Callister requested approval of Regional Primary Funding Considerations to direct the MPO's selection process for projects using discretionary federal funds that would be received through 2027. He said the document would establish areas of emphasis on RTP goals and draw a clear and transparent link between goals and projects. He said the goals were general in nature and at the MPC's direction staff had developed criteria based on the 28 objectives in the RTP that would be a more useful tool for the project selection process. He briefly reviewed the objectives and criteria.

Ms. Vinis was pleased with the document and thanked staff for their work. She appreciated that climate change and greenhouse gas emissions were addressed.

Ms. Buch, seconded by Ms. Vinis, moved to approve the Regional Primary Funding Considerations to direct the Central Lane MPO project selection process. The motion passed unanimously, 7:0.

Coronavirus Response and Relief Supplemental Appropriation Act (CRRSAA) Funding

Mr. Thompson noted that the MPC had previously approved receiving CRRSAA dollars as relief funding. Since that time the funds had been received and could be distributed. The recommendation was to distribute the funds for two primary purposes: first, regional broadband planning and development of a strategic plan and second, distribute the balance to the four general purpose governments of Coburg, Eugene, Springfield and Lane County. He said the MPC's Transportation Planning Committee (TPC) unanimously approved the proposed distribution and also established a five percent minimum level for Coburg so the city would receive sufficient funds to be useful.

Ms. Wilson said with the release of additional federal funding to states for the strategic build out of broadband, the MPO needed to be prepared to apply for and implement that funding in the region. The CRRSAA funds would allow for the hiring of a consultant to create a broadband strategy that would help the region be eligible to apply for federal funding that would be released over the next several years. She reviewed the proposed distribution set forth in the agenda materials and said an example of a request for proposals (RFP) issued by another council of governments was also included. She stressed the importance of readily available broadband to the region's economic vitality and resiliency and urged the MPC's support.

Mr. VanGordon joined the meeting at noon.

Ms. Buch was excited about the opportunity to develop a regional broadband strategy that would make the region competitive for broadband funding and urged the MPC's support.

Mr. Moe said that in the past the nation was connected by the interstate highway system. Broadband was establishing a new nationwide connection and Lane County should be a part of that.

Mr. VanGordon observed that every jurisdiction and organization seemed to be working on broadband and asked how those efforts would be coordinated in a regional plan. Ms. Wilson said developing a regional

strategy would facilitate collaboration among those efforts, including other counties around Lane County. She said those councils of government also had funding for broadband feasibility studies and this initiative would tie that work together to leverage all available resources and avoid individual results that might be incompatible. She said LCOG had an RFP ready to be released if the MPC approved the proposal.

Mr. VanGordon supported any efforts to bring all concerned to the table.

Ms. Vinis supported the recommendation and appreciated the urgency of the matter. She hoped the MPC would receive updates and information on lessons learned during the planning process.

Mr. Groves also supported the recommendation. He said leveraging and collaboration among regional entities would strengthen connections across boundaries.

Ms. Buck, seconded by Mr. Moe, moved to approve the allocation of CRRSAA funding as presented. The motion passed unanimously, 8:0.

Safe Routes to School (SRTS) 2021-2025 Strategic Plan

Ms. Mazze introduced SRTS coordinators Kevin Fletcher and Rachel Tochen. She used a slide presentation and video to provide an overview of the SRTS program structure and implementation and review the 2021-2025 Strategic Plan. She said the Bethel, Eugene and Springfield school districts participated in SRTS and financial support was provided through MPC discretionary funds. She emphasized that the program was moving away from enforcement to engagement. She explained how the plan focused on the six "E's" of the SRTS program: Equity, Engagement, Education, Encouragement, Evaluation and Engineering.

Ms. Vinis and Mr. Groves extolled the benefits of the SRTS program.

Mr. Nordin applauded the SRTS program and staff for their efforts, which promoted active transportation, a reduction of automobile trips in the community and connection to transit.

MovingAhead Locally Preferred Alternative

Mr. Inerfeld said MovingAhead was a project that reflected collaboration between the City of Eugene and Lane Transit District (LTD) to determine the types of investments to make on five of the most important transportation corridors over the next 10 years. He said the project began in 2015 by studying 11 corridors that were subsequently reduced to five corridors based on evaluation and public feedback. Those corridors were Highway 99, River Road, Coburg Road, 30th Avenue to Lane Community College and MLK Boulevard. He explained how community input was used to determine the preferred street design concept for each corridor that would best meet community needs, goals, and plans.

Mr. Martin reviewed the high level street design concepts, which also included three transit options. He described the public process beginning in 2015 and the many issues addressed during that process. He said the Eugene City Council and LTD Board of Directors had adopted a locally preferred alternative and the MPC was being asked to concur with that alternative. He explained that a locally preferred alternative was a key part of the federal environmental permitting and review process and set a high level vision for the corridor, although it was not a final design and did not lock in a specific EmX design. He said once a locally preferred alternative was adopted the next step was to take the conceptual design and make it detailed. Staff would continue to check in with decision-makers in the community as the process moved forward.

Mr. Inerfeld reviewed the locally preferred alternative and next steps in the process:

<u>Corridor</u>	<u>Mode</u>
Highway 99	Enhanced Corridor
River Road	EmX
30th Avenue to Lane Community College (LCC)	No-Build [reconsider this corridor after other agency studies and projects are completed]
Coburg Road	Enhanced Corridor [requiring additional study and community engagement]
Martin Luther King, Jr. Boulevard via downtown	Enhanced Corridor

Mr. Inerfeld said the MPC's adoption of the locally preferred alternative was required because MovingAhead was a regionally significant project.

Mr. Moe asked why Springfield was not part of MovingAhead. Mr. Martin replied that Springfield determined it did not have the staff capacity to move forward with both MovingAhead and the Main Street project and opted to focus efforts on Main Street. He said Springfield could be included in the future if there was community interest to do so.

Mr. VanGordon observed that from a regional perspective he was happy to support MovingAhead as Eugene and LTD developed a vision for their areas. It was valuable to note that it was important to follow the lead of Eugene as it planned for its transportation corridors.

Ms. Vinis, seconded by Mr. Moe, moved to adopt the MovingAhead Locally Preferred Alternative. The motion passed unanimously, 8:0.

Follow-up and Next Steps

- **ODOT Update**—Mr. Gamble introduced himself and said he would be representing the Oregon Department of Transportation (ODOT) on the MPC as the interim Area 5 manager following Frannie Brindle's retirement. He described ODOT's role in the Oregon 2022 Track and Field World Championships. He said ODOT would take the transportation lead in a \$40 million project funded through the Governor's Office. He listed some of the activities involved in preparing for the event.
- **MTIP Administrative Amendments**—There were no questions.
- **Next Meeting/Agenda Build**—June 2 Virtual Meeting, July 7 Virtual Meeting, August 4 Virtual Meeting.

Regarding the issue of public hearings discussed earlier in the meeting, Ms. Vinis recognized that there had been major public engagement initiatives on items such as MovingAhead, but that project had previously not come before the MPC. She asked for discussion at a future meeting on when it was appropriate to hold a hearing even if one was not required by the MPC's PPP. Mr. Thompson said an update of the PPP was scheduled and staff would be discussing the subject of public participation in depth with the committee at future meetings.

Mr. Groves adjourned the meeting at 12:57 p.m.

(Recorded by Lynn Taylor)

July 7, 2020

DELIVERED VIA EMAIL

Metropolitan Policy Committee
c/o Paul Thompson
Lane Council of Governments
859 Willamette, Suite 500, Eugene, OR 97401

Re: Need to act now to reduce greenhouse gas emissions from transportation

Dear members of the Central Lane MPO policy body:

We are writing to you as policymakers responsible for our regional transportation system.

We know that Oregon is already experiencing statewide impacts of a changing climate:

In August 2018, Portland and the Willamette Valley experienced some of the worst air quality on the planet owing to smoke from wildfires near and far. Ranchers in southern and eastern Oregon reported significant economic losses caused by lack of water from a low winter snowpack and a hot and dry summer. Climate change touches all corners of Oregon, but our frontline communities are most vulnerable. These include the economically disadvantaged and those who depend on natural resources for their livelihood: rural residents including Native Americans.¹

Oregon is no longer gaining ground in its greenhouse gas emissions reduction efforts. Emissions from electricity and gas use stayed flat or declined while transportation emissions are rising.²

We know what we need to do.^{3, 4} Indeed, we in Oregon have since the late 1980s.⁵ Now scientists are telling us we are almost out of time.⁶ We need to roll up our sleeves and act.

Regionally, we need to transform to a multi-modal, low-carbon transportation system:

- **Transportation actions:** Make it more attractive for people to carpool, ride the bus, bicycle, use an e-scooter, walk, telecommute, etc. and less attractive to drive alone.
- **Land use actions:** Encourage compact mixed-use development in central areas and close to major transit corridors to result in fewer or shorter motor vehicle trips.

At your last meeting, you discussed your desire for more funding for such transportation actions and that Central Lane MPO doesn't have authority to take land use actions.^{7, 8}

One can always lament the lack of money. But especially in this time of COVID-19 with budgets stretched thin, it is risky to expect more funding any time soon. Rather we need to do as much as we can with the funding we have.

Moreover, while Central Lane MPO as a body might not be authorized to *decide* land use, you can certainly *discuss* land use, aiming to coordinate separate actions taken by cities and Lane County. Indeed, under federal law MPOs are required to undertake a "continuing, cooperative, and comprehensive (3-C)" planning process.⁹ In particular, federal regulations explicitly call on MPOs to consider land use as it relates to transportation.¹⁰

Although there are many actions we could take, we urge you to prioritize these four:

1. **Compact urban development:** Public transit cannot cost-effectively serve urban sprawl. And investments in active transportation serve only those who live, work or shop close enough to take advantage of them. Although Central Lane MPO cannot *decide* on where or how to do transit-oriented development, missing middle housing or ADUs, you can and must *discuss* the need for such development as part of a “continuing, cooperative, and comprehensive (3C)” planning process, communicating with your separate councils and boards. Moreover, cities and Lane County can make such decisions—without the need for any more funding.
2. **Parking:** When we reduce the number of motor vehicle trips, we will need less parking. Begin planning for that now by reducing or eliminating minimum parking requirements and by charging parking for more of its full impacts reducing the supply and increasing the cost of developable land on our community. Moreover, revenues from parking can be reinvested in other transportation options.
3. **Active transportation:** We have heard that at current funding levels it could take decades to build out planned pedestrian and bicycle infrastructure. We don’t have that long. Invest all available resources in supporting safe and practical active transportation, considering tactical urbanism^{11,12} to implement improvements faster. When offered funding to support people driving more, say thanks but no thanks, as it would take us in the wrong direction.
4. **Integrated planning and measuring:** The next update of the Regional Transportation Plan (RTP) must *address*—if not necessarily *decide*—not only transportation but also land use and climate change, as the three issues are inextricably interrelated. Moreover, the plan must provide for regular measurement to know how successful we are in meeting greenhouse gas reduction targets.¹³

We the undersigned call on you to not just talk the talk but to walk the walk—quickly.

We will be watching and supporting you in this shared journey.

In haste,

Phil Barnhart

President, Emerald Valley Electric Vehicle Association (EVEVA)
State Representative (2001–2019)

Alexis Biddle

Director, Better Eugene-Springfield Transportation (BEST)
Urban Advocate, 1000 Friends of Oregon
Alternate Member, LaneACT

Shawn Boles

Eugene City Councilor (1988–2096)
Member, Eugene Sustainability Commission (2008–2016)

Tom Bowerman

Eric Burdette

Director, Better Eugene-Springfield Transportation (BEST)
Graduate Student, UO Master of Public Administration

Julie Daniel

Advisor, Better Eugene-Springfield Transportation (BEST)
Member, Eugene Active Transportation Committee
Executive Director, BRING Recycling (1997–2015)

Mike Eyster

Advisor, Better Eugene-Springfield Transportation (BEST)
Member, LTD Strategic Planning Committee
President, Lane Transit District (former)

Clare Haley

Co-President, UO LiveMove (2020–2021)
Graduate Student, UO Master of Community and Regional Planning

Patty Hine

President, 350 Eugene

Kaarin Knudson, AIA

Project Lead, Better Housing Together
Advisor, Better Eugene-Springfield Transportation (BEST)
Design Studio Faculty and Instructor, UO College of Design
Principal and Partner, Larco Knudson Sustainable Urban Design

Deb McGee

Director, 350 Eugene

Matt McRae

Advisor, Better Eugene-Springfield Transportation (BEST)
Climate Policy Strategist, Our Children's Trust
Commissioner-Elect, Eugene Water and Electric Board

Todd Miller

Co-Chair, Friendly Area Neighbors Transportation Team
Member, Better Eugene-Springfield Transportation (BEST)

Terry Parker

Director, Better Eugene-Springfield Transportation (BEST)
Member, 350 Eugene
Member, League of Women Voters of Lane County

Corrie Parrish, MCRP

Planner II, Vicus Planning
President, UO LiveMove (2018–2020)

Steve Piercy

Member, Safe Streets Committee, Better Eugene-Springfield Transportation (BEST)

Leah Rausch, MCRP

Vice-Chair, LTD Strategic Planning Committee

Marc Schlossberg, PhD

Advisor, Better Eugene-Springfield Transportation (BEST)

Professor, Planning, UO Public Policy & Management (PPPM)

Co-Founder/Co-Director, UO Sustainable Cities Institute (SCI)

Webb Sussman

Chair, Lane Citizens Transportation Advisory Committee (retired)

Member, Greater Eugene Area (Bicycle) Riders (GEARs)

Member, Transportation Options Committee, Better Eugene-Springfield Transportation (BEST)

RJ Theofield, MCRP

Hatfield Resident Fellow, Portland State University

Vice-President, UO LiveMove (2019–2020)

Aliza Whalen

Co-President, UO LiveMove (2020–2021)

Graduate Student, UO Master of Community and Regional Planning

Sue Wolling

Advisor, Better Eugene-Springfield Transportation (BEST)

Member, Eugene Sustainability Commission (former)

Rob Zako, PhD

Executive Director, Better Eugene-Springfield Transportation (BEST)

Environmental Land Use Stakeholder, LaneACT

Member, LTD Strategic Planning Committee

Research Assistant, UO Sustainable Cities Institute (SCI) (semi-retired)

Planner, Oregon Dept. of Land Conservation & Development (2010–2012)

Kelsey Zlevor

Chair, Eugene Sustainability Commission

Steering Committee Member, Downtown Neighborhood Association

Planner, Cameron McCarthy Landscape Architecture and Planning

¹ *Fourth Oregon Climate Assessment Report*, Oregon Climate Change Research Institute, January 2019, www.occri.net/ocar4.

² *2018 Biennial Report to the Legislature*, Oregon Global Warming Commission, www.keeporegoncool.org/reports.

³ *Central Lane Scenario Planning Final Report*, June 2015, www.lcog.org/367/Central-Lane-Scenario-Planning.

⁴ *Oregon Statewide Transportation Strategy (for Reducing Greenhouse Gas Emissions)*, March 2013, www.oregon.gov/ODOT/Planning/Pages/STS.aspx.

⁵ In 1988, Gov. Neil Goldschmidt created the Oregon Task Force on Global Warming (OTFGW), charging representatives from 12 state agencies to review current scientific knowledge, to assess global warming impacts on Oregon, and to report on how state agencies proposed to respond. In 1989, the Legislature adopted Senate Bill 576, directing state agencies to develop a strategy for reducing greenhouse gas emissions by at least 20% below 1988 levels by 2005. In 1990, OTFGW reported that climate change was a “serious threat” and recommended nine general actions the state should take. In addition, ODOT proposed five actions, including actions to make the transportation system more energy-efficient and to coordinate land use with transportation; and DLCD proposed six actions, including actions to support compact urban growth and energy-efficient forms of transportation. See *Report to the Governor and Legislature*, OTFGW, June 1990, digital.osl.state.or.us/islandora/object/osl:12803.

⁶ “The Intergovernmental Panel on Climate Change (IPCC) released a shocking report *Global Warming of 1.5°C*. An equally accurate but more evocative title could have been *We’re Almost Out of Time*.” The Brookings Institution, 10/16/18, www.brookings.edu/opinions/were-almost-out-of-time-the-alarming-ipcc-climate-report-and-what-to-do-next.

⁷ Metropolitan Policy Committee, 6/4/20, Item 6b: LCDC Report, www.lcog.org/AgendaCenter/ViewFile/Agenda/_06042020-670?html=true.

⁸ Metropolitan Policy Committee, 6/4/20, Minutes, www.lcog.org/AgendaCenter/ViewFile/Item/3158?fileID=11671

⁹ 23 U.S.C. §134(c)(3), www.law.cornell.edu/uscode/text/23/134.

¹⁰ “The MPO shall consult, as appropriate, with State and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation concerning the development of the transportation plan. ...” 23 CFR §450.324(g), www.law.cornell.edu/cfr/text/23/450.324.

¹¹ “European countries have also embraced tactical urbanism, an action-based approach using short-term, low-cost, and scalable interventions, to promote alternatives to public transportation and private cars.” COVID-19 made cities more bike-friendly—here’s how to keep them that way, World Economic Forum, 6/19/20, www.weforum.org/agenda/2020/06/covid-19-made-cities-more-bike-friendly-here-s-how-to-keep-them-that-way.

¹² A Tactical Urbanist Response to COVID-19, TransAlt, 4/8/20, medium.com/@TransAlt/a-tactical-urbanist-response-to-covid-19-3f15f81f47c7.

¹³ LCDC has set a target for the Central Lane area to reduce greenhouse gas emissions from light vehicles by the year 2040 by 20% per capita below 2005 levels. See OAR 660-044-0025: Greenhouse Gas Emissions Reduction Targets for Other Metropolitan Areas, oregon.public.law/rules/oar_660-044-0025.



May 24, 2022

To: Metropolitan Policy Committee
From: Daniel Callister
Subject: Item 6.a: Amendment to FFY 2021-2024 Metropolitan Transportation Improvement Program (MTIP), Bike Share Operating Support

Action Recommended: Conduct Public Hearing; Approve Resolution 2022-06 amending the MTIP and programming new federal funds for Bike Share Operating Support

Issue Statement

The City of Eugene requests an MTIP amendment to utilize MPO discretionary federal funds in support of planning and operating the bike share system.

Discussion

The Central Lane MPO's discretionary funds are typically programmed on a regular schedule following a formal call for projects. With the new federal transportation bill, additional federal funding has been made available to the MPO for use during the current TIP cycle. These funds will be part of a call for projects currently underway.

The City of Eugene is requesting \$65,000 of these federal funds (plus \$7,440 in match provided locally) to support a gap in PeaceHealth Rides operational funding for 2022 and 2023. This funding will also enable planning for future bike share system expansion, increase outreach, and identify additional bike share partners. Continued growth in bike share ridership is critical to reaching city goals around mode share and greenhouse gas emissions. Due to the urgency of the need, this request is being made outside of the formal call for projects.

Public Involvement

TPC reviewed the proposal at their May 19, 2022 public meeting and recommended an expedited public review process to include a public hearing at the June 2nd MPC meeting and recommended MPC approve this request at that same meeting. This amendment request was published for public review and comment on thempo.org and advertised on social media May 19, 2022 and will remain open until the public hearing on June 2nd. As of May 24th no comments from the public have been received.

Attachments

1. Resolution 2022-06
2. Exhibit A: Bike Share Funding Application Summary
3. Bike Share Funding Application (full)

RESOLUTION 2022-06

**AMENDING THE CENTRAL LANE METROPOLITAN PLANNING ORGANIZATION
2021-2024 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM**

WHEREAS, the Lane Council of Governments (LCOG) has been designated by the State of Oregon as the official Metropolitan Planning Organization (MPO) for the Central Lane region; and

WHEREAS, the LCOG Board has delegated responsibility for MPO policy functions to the Metropolitan Policy Committee (MPC), a committee of officials from Eugene, Springfield, Coburg, Lane County, Lane Transit District, and ODOT; and

WHEREAS, federal regulations require that transportation projects using several categories of federal funds and projects that are regionally significant for air quality purposes be included in a Metropolitan Transportation Improvement Program (MTIP); and

WHEREAS, 23 CFR §450.326(a) requires that the MTIP be updated every four years and be kept current to reflect decisions regarding the programming of federal funds; and

WHEREAS, the 2021-2024 MTIP was approved by US Department of Transportation on September 30, 2020; and

WHEREAS, the proposed amendments set forth in **Exhibit A** have been determined to not affect the existing air quality conformity determination or trigger the need for a new air quality conformity determination; and

WHEREAS, the proposed amendments do not affect fiscal constraint of the MTIP; and

WHEREAS, a public review and comment period has been conducted, and the Metropolitan Policy Committee has approved the public review process,

NOW, THEREFORE, BE IT RESOLVED:

That the Metropolitan Policy Committee amends the Central Lane MPO 2021-2024 Metropolitan Transportation Improvement Program, as set forth in Exhibit A, attached to and incorporated within this resolution by reference.

PASSED AND APPROVED THIS 2nd DAY OF JUNE 2022, BY THE METROPOLITAN POLICY COMMITTEE.

ATTEST:

Randy Groves, Chair
Metropolitan Policy Committee

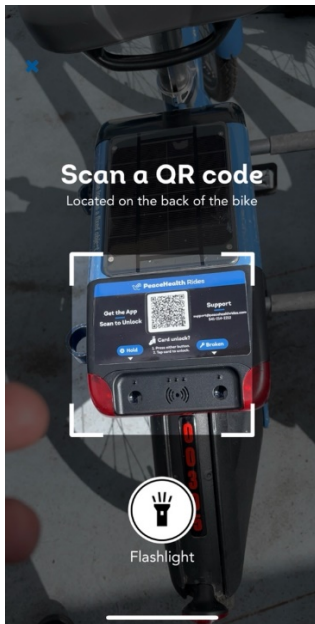
Brendalee Wilson, Executive Director
Lane Council of Governments

PROJECT SUMMARY

Project No. _____

Bike Share Planning & Operations

Project Visual:



Project Description:

Funding from the Central Lane MPO is requested to support a gap in PeaceHealth Rides operational funding for 2022 and 2023. This funding will also enable planning for future bike share system expansion, increase outreach, and identify additional bike share partners. Continued growth in bike share ridership is critical to reaching city goals around mode share and greenhouse gas emissions.

Since launching on April 19, 2018, people have taken the now nonprofit operated PeaceHealth Rides fleet of 300 bikes on more than 600,000 trips, which covers over 700,000 miles, or about 3 times the distance to the moon.

Each trip has averaged just over one mile, a critical middle distance that studies show is often too far to walk, and too inconvenient to ride transit.

Project Quick Facts

Location	Eugene		
Project Limits (to/from)			
Length in feet		Estimated Project Cost	
Functional Class		Est. Total Project Cost	\$72,440
Completion/Purchase Year	2022 & 2023	Federal Funds Requested	\$65,000

Contact Information

Sponsoring Agency	City of Eugene		
Contact Name & Title	Shane Rhodes, Transportation Options Program Manager		
Contact e-mail	srhodes@eugene-or.gov	Phone	541-682-5094

For questions regarding the programming of CLMPO's discretionary federal funds contact Daniel Callister at (541) 666-9571 or dcallister@lcog.org



FUNDING APPLICATION for Discretionary Federal Funds through CLMPO

The *Application Instructions* is a companion document to this application and provides section-by-section instructions, additional details, and helpful hyperlinks to assist applicants as they complete the application.

Section 1: Applicant Information			
Date:	5-18-2022		
Sponsoring Organization:	City of Eugene		
Contact Person & Title:	Shane Rhodes		
Contact e-mail:	srhodes@eugene-or.gov	Phone:	541-682-5094

Section 2: Project Information <i>(see instructions)</i>			
Project Title:	Bike Share Planning & Operations		
Project Benefit:			
Location:	Eugene		
Project Limits:	Current bike share operating area; generally, Valley River Center and Whiteaker on the west to Walnut Street on the east and Autzen Stadium on the north to 29 th Avenue on the south.		
Length in Feet:			
Functional Class:			
Traffic Volume (yr):			
Bike/Ped Volumes (yr):	600 rides per day	STIP Key Number:	
On the NHS? (yes/no):		Project includes bike/ped facility? (yes/no):	
State Senate District(s):	<input type="checkbox"/> 4 <input type="checkbox"/> 6 <input type="checkbox"/> 7	State Rep. District(s):	<input type="checkbox"/> 7 <input type="checkbox"/> 8 <input type="checkbox"/> 11 <input type="checkbox"/> 12 <input type="checkbox"/> 13 <input type="checkbox"/> 14
Project Description:			

Funding from the Central Lane MPO is requested to support a gap in PeaceHealth Rides operational funding for 2022 and 2023. This funding will also enable planning for future bike share system expansion, increase outreach, and identify additional bike share partners. Continued growth in bike share ridership is critical to reaching city goals around mode share and greenhouse gas emissions.

Section 3: Eligibility	Yes	No	N/A
Is the project within the Central Lane MPO boundaries? See Instructions if uncertain.	x		
General Federal Aid Eligibility: Does the project meet the general requirements for federal aid projects as outlined in Title 23, U.S.C.?	x		
RTP: Is the project listed in, consistent with, or able to be added to the financially constrained Regional Transportation Plan (RTP) during project time frame?	x		
RTP project number: <input type="text"/>			
State/Local Plans: Is the project identified in an adopted state or local plan?			
Describe:			
Sufficient Funding: Is the total of requested funds plus local match and other committed funds sufficient to complete the project?	x		

Provide information if the answer is "No" or "N/A" for any of the above eligibility questions:

This application does not require applicants to identify a specific funding program for their proposed project. Due to the numerous funding programs, each with its own set of eligibility criteria, each application that meets the general eligibility criteria will be prioritized according to its merits. A staff committee will work in consultation with project sponsors to identify a suitable funding program or combination of programs for successful projects.

Section 4: Project Budget and Funding Request Summary:					
-All amounts must reflect year of expenditure dollars (correcting for inflation)					
-Federal funds require 10.27% match from non-federal sources.					
Estimated Total Project Cost		\$72,440			
Project Phase	Estimated FFY to Obligate	Federal Funds Requested	Required Match (10.27%)	Additional Committed Funding (incl. Fed.)	Estimated Total Cost
<i>Planning*</i>		\$	\$	\$	\$
<i>Design/Prelim. Engineering</i>		\$	\$	\$	\$
<i>Right of Way</i>		\$	\$	\$	\$
<i>Utility Relocation</i>		\$	\$	\$	\$
<i>Construction</i>		\$	\$	\$	\$
<i>Other</i>		\$65,000	\$7,440	\$	\$72,440
Total request of federal funds:		\$ 65000	\$7,440	\$	\$72,440
Enter amounts and sources of "Additional Committed" funding:	\$	Source:			
	\$	Source:			
	\$	Source:			
	\$	Source:			
*State and Federal agencies will not typically approve a project with both a Planning and a Design/Engineering phase under a single Key Number. If your project includes funding for both phases, please explain why.					
Provide other funding information, as relevant:					

Section 5: Regional Primary Funding Considerations

The 2045 RTP identifies 7 general goals and 28 specific objectives to achieve those goals. The following subset of objectives was identified by the MPO as the primary funding considerations for this call for projects:

- Eliminate fatal and serious injury crashes for all modes of travel.
- Preserve and maintain transportation system assets to maximize their useful life and minimize project construction and maintenance costs.
- Eliminate barriers that people of color, low-income people, youth, older adults, people with disabilities and other historically excluded communities face meeting their travel needs.
- Reduce the transportation system's vulnerability to natural disasters and climate change.
- Improve public health by providing safe, comfortable, and convenient transportation options that support active living and physical activity for all ages and abilities to meet daily needs and access services.
- Increase the percentage of trips made using active and low carbon transportation modes while reducing vehicle miles traveled within our region.
- Strive to reduce vehicle-related greenhouse gas emissions and congestion through more sustainable street, bike, pedestrian, transit, and rail network design, location, and management.
- Complete gaps in the regional bicycle and pedestrian networks, including paths.

Describe how the proposed project supports the primary funding considerations listed above (up to three):

Bike share in Eugene has proven to be very popular since launch in 2018. Now marketed and operated by a local nonprofit, Cascadia Mobility, bike share is as popular as ever, averaging over 600 trips per day. Recent technology upgrades, improved maintenance and redistribution, and improved community connections are some of the reasons bike share is well positioned to continue to increase ridership.

The work Cascadia Mobility will do to continue bike share operations and assist Eugene and Springfield explore system expansion, increase outreach, and identify additional partners helps to achieve the following goals:

- Eliminate barriers that people of color, low-income people, youth, older adults, people with disabilities and other historically excluded communities face meeting their travel needs.

Access to transportation is a key social determinant of health. Through targeted education, outreach and partnership with community based organizations and health organizations that serve disadvantaged populations, plus a discounted rate plan available for low income clients of partner community based organizations, Cascadia Mobility is working to lower barriers to access to bike share.

- Improve public health by providing safe, comfortable, and convenient transportation options that support active living and physical activity for all ages and abilities to meet daily needs and access services.

Bike share is an easy, fun, and affordable way to get around. Bike share lowers the barrier for access to a bike, any time. The more people we can get riding bike share, the closer we come to achieving this objective.

- Increase the percentage of trips made using active and low carbon transportation modes while reducing vehicle miles traveled within our region.

Encouragement programs for bike share, expanded partnerships, and increased system size will all lead to improved network connection and an increase in the percentage of trips made by bike.

Additional Project Benefits
Describe any other project benefits worth consideration by those reviewing this application.

Bike share makes use of bike infrastructure and lowers the bar for access to bikes. Bike share helps “normalize” biking by making bikes accessible to all. The more people see bikes, the more people are likely to bike, the more bike infrastructure is needed. Bike share is a catalyst to expand use of active transportation and the infrastructure that supports it.

Section 6: Performance Measures:		
Indicate which performance measure(s) this project supports. See Instructions for more details.		
a. Roadway Safety		
<input type="checkbox"/> Serious Injuries and Fatalities per vehicle-mile traveled	<input type="checkbox"/> Number of Serious Injuries and Fatalities for non-motorized users	
<input type="checkbox"/> Number of Serious Injuries and Fatalities		
b. Pavement and Bridge Condition on the NHS		
<input type="checkbox"/> Condition of Interstate Pavements	<input type="checkbox"/> Condition of NHS Bridges	
<input type="checkbox"/> Condition of Non-Interstate NHS Pavements		
c. Performance of the NHS		
<input type="checkbox"/> Percent of reliable person-miles on Interstate	<input type="checkbox"/> Truck Travel Time Reliability on Interstate	
<input type="checkbox"/> Percent of reliable person-miles on NHS		
d. Transit Asset Management		
<input type="checkbox"/> Percent of vehicles that exceed useful life benchmark	<input type="checkbox"/> Percent of facilities < 3 on the TERM scale	
e. CMAQ Performance Measures		
<input type="checkbox"/> Total Emissions Reductions (PM10)	<input type="checkbox"/> Annual hours of peak hour excessive delay	
<input type="checkbox"/> Percent of non-SOV travel		
Section 7: Air Quality Status		
	Yes	No
a. Is the project exempt from air quality conformity analysis? see 40 CFR Sec. 93.126	x	
b. If exempt, under what category is the project exempt? (e.g. Safety – Railroad/Highway Crossing)		
Other – Activities which do not involve or lead directly to construction – planning activities conducted pursuant to Titles 23 and 49 U.S.C.		

Section 8: Submittal Approval	
Project Sponsor Authority Information	
The Authorizing Authority identified below approved the submittal of this application on behalf of the Project Sponsor. Project sponsors will be required to sign an Intergovernmental Agreement (IGA) with ODOT prior to receiving any project funds. The IGA with the state will detail the requirements for the use and management of requested funds.	
Authorizing Authority Name:	City of Eugene
Authorizing Authority Title: (e.g. Mayor, Executive Director, etc.)	Transportation Planning Manager
<input checked="" type="checkbox"/> Submittal was approved by the identified authorizing individual.	
Co-Sponsor Authority Information (if applicable)	
Authorizing Authority Name:	
Authorizing Authority Title:	
<input type="checkbox"/> Submittal was approved by the identified authorizing individual.	

Section 9: Project Summary Sheet
Follow the <i>Application Instructions</i> to complete the project summary sheet form and submit it with this completed application.

Email this completed application in Word format together with the completed Project Summary Sheet to dcallister@lcog.org or by mail to:

Daniel Callister
 Lane Council of Governments
 859 Willamette St. Ste. 500
 Eugene, OR 97401-2910



May 25, 2022

To: Metropolitan Policy Committee
From: Paul Thompson
Subject: Item 6.d: Land Conservation and Development Commission (LCDC)
Climate Friendly and Equitable Communities (CFEC)
Rulemaking Update

Action Recommended: Information and discussion only

Discussion

As part of the continuing effort to inform MPC of planning activities with potential impacts on the work of the MPO, at the June MPC meeting staff will present an update on the Climate Friendly and Equitable Communities rulemaking.

The CFEC rulemaking is a direct result of Governor Kate Brown issuing Executive Order 20-04 in March 2020, directing state agencies to reduce climate pollution. In response, the Land Conservation and Development Commission began work on updating Oregon's Transportation Planning Rules and related administrative rules.

The rulemaking is focused on significantly strengthening Oregon's administrative rules about transportation and housing planning in Oregon's eight urban areas with populations over 50,000 people (Albany, Bend, Corvallis, Eugene/Springfield, Grants Pass, Medford/Ashland, Portland Metro, Salem/Keizer). The goal is to meet climate pollution reduction goals, including reducing vehicle miles traveled (VMT) in single occupancy vehicles, while increasing housing choice and creating more equitable outcomes for community members on the ground.

After twelve meetings with a Rulemaking Advisory Committee, and several additional workgroup meetings, LCDC adopted temporary rules at its May 19, 2022 meeting. It aims to adopt permanent rules at its July 21-22 meeting to add clarity and make additional adjustments to the rules.

Action Recommended: Information and discussion only



May 25, 2022

To: Metropolitan Policy Committee
From: Paul Thompson
Subject: Item 6.e: MPC Summer Meeting Schedule

Action Recommended: Information and discussion only

Discussion

To allow MPC members to plan their schedules for the summer, staff wish to note that a full slate of MPC meetings is anticipated on July 7, August 4, and September 1, 2022.

At this time, the July 7th meeting is scheduled only for business of the Metropolitan Cable Commission, meaning that only MPC members from Eugene, Springfield and Lane County will participate. Cable Commission staff are also open to an alternate meeting date of June 30th.

The August 4th and September 1st MPC meetings will be full MPO meetings, and are necessary to meet the timeline for conducting the process to select projects using the MPO's discretionary funds for inclusion in the FY27 Metropolitan Transportation Improvement Program (MTIP) and ODOT's Statewide Transportation Improvement Program (STIP).

Action Recommended: Information and discussion; direction to staff.

MTIP Amendments
Transportation Planning Committee – Central Lane MPO
May 19, 2022

The following proposals require TPC action. These items will be forwarded to MPC for action as well:

Key# TBD – Eugene

Bike Share Planning & Operations

Description: Funding from the Central Lane MPO is requested to support a gap in PeaceHealth Rides operational funding for 2022 and 2023. This funding will also enable planning for future bike share system expansion, increase outreach, and identify additional bike share partners. Continued growth in bike share ridership is critical to reaching city goals around mode share and greenhouse gas emissions. Amendment: Approve programming of \$72,440 Carbon Reduction Program (CRP) funds through CLMPO's federal discretionary funding process. These funds are currently available for use in federal fiscal year 2022.

Note: Transportation Planning Committee (TPC) is recommending an expedited approval of this amendment which would involve a two-week public comment period, a public hearing at June 2, MPC and final approval of resolution at June 2 MPC.

Public comment period complete June 2, 2022

The following proposals require TPC approval (pending completion of the public review period) and will be forwarded to MPC for their information only:

22351 – Springfield

Walking and biking network improvements (Springfield)

Description: Addressing highest need locations for filling gaps in the walking and biking networks and near schools in Springfield to complete connections and improve safety for all users. Locations are: midblock crossing over Filbert Ln, north of Horace Street; intersection of Thurston Rd at 69th St; 28th St from Main St (McKenzie Hwy) to Olympic St

Funding: \$557,227.24 (HIP)

Amendment: Slip preliminary engineering, right of way acquisition, and utility relocation phases from 2022 to 2023; slip construction phase from 2023 to 2024; remove the locations listed in the project description and replace with the following language reflective of the updated project scope: "Project includes two portable temporary rapid flashing beacons, crossing on Mohawk Blvd south of I St, crossing on 5th St north of Q St, and EWEB path crossing enhancements with refuge islands at 5th and 19th Streets."

Note: the location changes are due to input from the Bicycle Pedestrian Advisory Committee, some original locations being funded by other grant sources and because of changes of context including COVID impacts on traffic related to schools in some locations.

Public comment period complete May 13, 2022

The following proposals were approved by MPO staff, or will be approved upon completion of the public review period (as necessary):

22574 – ODOT**OR528: Jurisdictional transfer (Springfield)**

Description: City of Springfield receives OR528 from the State in return for a payment of \$12M in FY2023, to be used for 42nd Street and other highway improvements and operations.

Funding: \$12,000,000 (S070 – HB2017)

Amendment: Advance project from FFY 2023 to FFY 2022.

Public review not required

21843 – LCOG**Central Lane MPO planning SFY23**

Description: Planning funds for projects identified in state fiscal year 2023 of the Unified Planning Work Program (UPWP). The UPWP is a guide for transportation planning activities to be conducted over the course of each state fiscal year (July 1 to June 30).

Funding: \$2,519,446.89 (PL, 5303, Urban STBG)

20606 – LCOG**Central Lane MPO planning SFY22**

Description: Planning funds for projects identified in state fiscal year 2022 of the Unified Planning Work Program (UPWP). The UPWP is a guide for transportation planning activities to be conducted over the course of each state fiscal year (July 1 to June 30).

Funding: \$1,631,830.15 (PL, 5303, Urban STBG)

Amendment: Split \$150,000 (includes match) of Urban STBG funding from K21843 to K20606 to ensure sufficient funding for Central Lane MPO planning SFY22.

Note: K21843 includes \$1.5M of Urban STBG savings from previous years of this ongoing program.

Public review not required