



**MEETING:** TRANSPORTATION PLANNING COMMITTEE

**DATE:** Thursday, March 17, 2022

**TIME:** 10:00 am- 12:00 pm

**LOCATION:** Remote via phone

**CONTACT PERSON:** Paul Thompson, 541-682-4405

**Meeting information:**

<https://zoom.us/j/93007368475?pwd=dGtCUmtOelpZT0ZIRHdHUUdQVG14QT09>

[+1 \(669\) 900-9128](tel:+16699009128)

**Meeting ID:** 930 0736 8475

**Passcode:** 520413

## **TPC A G E N D A**

1. Call to order, introductions, agenda review
2. Comments from the public
3. Review and approve February TPC Minutes
4. Safe Lane Coalition Report 10 mins
5. Transportation Options Update 10 mins
6. Funding Priorities Discussion 30 mins
7. Draft Unified Planning Work Program (UPWP) Fiscal Year 2023 Addendum 10 mins
8. 2022 Carbon Reduction Funds Discussion 30 mins
9. April Metropolitan Policy Committee Agenda 5 mins
10. Information Share & Other: as needed/as time allow

**NAME OF MEETING:** LCOG Transportation Planning Committee

**DATE OF MEETING:** February 17, 2022

**TO:** Ellen Currier

**RECORDED BY:** Lydia Dysart

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**ROUTING INFORMATION**

(03/02/2022 lld)  
(Date and initials)

## MINUTES

LCOG Transportation Planning Committee  
Remote meeting via Zoom

February 17, 2022  
10:00 a.m.

**PRESENT:** Andrew Martin, Vice Chair; Eric Adams, Sandy Belson (substitute for Emma Newman), Theresa Brand, Frannie Brindle, Daniel Callister, Kelly Clarke, Ellen Currier, Rachel Dorfman, Rob Inerfeld, Bill Johnston, Drew Pfefferle, Cosette Rees, Thomas Schwetz, Syd Shoaf, Paul Thompson, Sasha Vartanian, Kate Wilson, Megan Winner, Julia Wooley.

### 1. Call to Order, Introductions, Agenda Review

Mr. Martin opened the meeting of the LCOG Transportation Planning Committee (TPC) at 10:02 a.m. Everyone present introduced themselves.

### 2. Safe Lane Coalition Report

Mr. Pfefferle said that the Coalition was currently updating its marketing materials. New regional ads were being created to put up on their social media and website. New postcards and window clings would also be designed to share with the community. He said that they were making sure to do more work to include areas outside of the Eugene-Springfield area.

Mr. Pfefferle stated that they were waiting for the idea for their Safety Plan so they could go forward with the request for proposal (RFP) for their marketing services DUI and speed reduction campaigns.

Mr. Inerfeld asked what the target audiences for the RFP was. Mr. Pfefferle replied that the State wanted them to focus on businesses and organizations that had fleets and drivers. The other target audience was the community, specifically parents who had children who were learning to drive.

Mr. Inerfeld inquired into how people would take the class. Mr. Pfefferle responded that they recommended the Oregon Friendly Drive online class. For business and organizations, they would prefer for someone to come in and teach.

### 3. Transportation Options Update

Ms. Currier shared that they had spent the last few weeks hiring the Transportation Options (TO) specialist who would support Eugene, Springfield, and Coburg. The Safety Routes to School assistant position had been filled. That person would work out of 4J but was available to all districts.

They were working on purchasing bike cleats through the Regional Bike Enhancement grant. LCOG was working with the University of Oregon, the City of Eugene, and Cascadia Mobility to do a bike rack data collection project. Ms. Currier hoped that they survey could eventually be extended to outside Eugene.

TO Advisory Committee finalized the projects that they would submit to the Statewide TO contract. Beside the standard Get There Safely project, there were a few pilot programs that had been included.

Ms. Brindle mentioned that recently at ODOT they had people working with the World Athletics Championship. She wanted to know if Ms. Currier was involved with those conversations. Ms. Currier replied that she was not, but Ms. Clarke and Ms. Woolley were. Ms. Woolley said she had gone to some meetings with Mr. Shoaf. Ms. Brindle was glad to hear that they were involved.

Mr. Inerfeld asked if there was an overview of the Regional Bike Enhancement grant. Ms. Currier replied that she would send him the overview of what the money would go going to. Most of the money was going to the bike rack in Coburg and the Safe Routes to School program.

#### **4. Metropolitan Transportation Improvement Program**

Mr. Callister said that three of the amendments needed TPC approval, but none needed MPC approval. First was an amendment for the East Trail 3 phase 2 federal recreation project. The project came to him from ODOT to be included in the STIP. Second was an amendment to the UPWP which would split \$100,000 (Urban STBG) from the 20605 project to create new CLMPO Travel Model Services (FFY22) project. All remaining savings from the 20605 projects would be added to the 21843 projects. Third was a jurisdictional transfer for Springfield for \$12,000,000.

**MOTION:** Mr. Inerfeld moved, seconded by Ms. Vartanian, to approve the MTIP amendments. The motion passed unanimously.

#### **5. Mapping Out the Next Four Years**

Ms. Clarke shared the list of planning projects from a few different organizations. Staff had worked out when they anticipated each project would be done over the next four years and how they would intersect with each other. The information would be presented to MPC.

Mr. Thompson wanted them to add a functional classicization update to the spreadsheet. They were required after the MPO boundary adjustment, and they should track that information.

Mr. Inerfeld mentioned that they had talked about adding an update to the Lane Livability Consortium Equity and Opportunity Mapping that was online. It was a great resource. He wanted the MPO to track updates made to it.

#### **6. Review MPC Funding Priorities for 2024-2027**

Mr. Callister said that they were looking for a TPC recommendation to MPC. They wanted to update the Regional Primary Funding Considerations. The change would align the document with the RTP.

Mr. Thompson proposed that they include in the new application a statement to encourage projects that addressed some of the MPOs long range performance measures.

Mr. Inerfeld was supportive of the direction suggested.

Mr. Thompson stated that they did not actually need a motion unless there were any objections. He said that Mr. Callister could include in the memo that TPC had discussed the approach to the funding application.

Ms. Vartanian asked if they anticipated that the MPC would weigh the projects. Mr. Callister told her that he would not bring that up without having TPC talk about it first. Ms. Clarke added that the MPC had requested that they not be made to weigh the projects.

Mr. Schwetz mentioned that it can be overwhelming for staff to plan out such an extensive timeline. Having projects be prioritized in some way would be helpful in that process. Mr. Thompson understood that point but argued that planning could get complicated with funding timelines. He stated that some type of prioritization could be done once they were implementing funding.

## **7. TMA Joint Letter to OTC Regarding IIJIA Funding**

Mr. Thompson told the TPC that during their rounds of input to OTC about IIJIA funding they had received public comment. There was another public comment period for that day which was full. On top of that they had received hundreds of additional comments. He said that the letter was finalized the night before. The final product was not that different from the draft that TPC saw at their last meeting.

## **8. March MPC Agenda**

Mr. Thompson said that most of the MPC agenda was what TPC just discussed (Mapping out the next four years, funding priorities, and joint TMA letter).

Ms. Currier said that the Safe Routes to School team would be presenting the MPC sometime in the Spring. They would update MPC on their strategic plan.

## **9. Information Share**

Mr. Thompson wanted to start by talking about scenario planning. He wondered if they should wait until the logo was updated to move forward and if that would impact their funding level. If waiting ended up pushing out their plan, he wanted to know if that would compromise the 2015 data. Ms. Belson replied that Salem was anxious to start the work. They had not discussed if the data would be too old to use moving forward. Mr. Inerfeld thought they should add in a step to make sure they knew what they would need to do. Ms. Belson stated that in general she felt that it was okay for them to wait.

Ms. Vartanian said that the previous night they had their second series of public open houses for 30<sup>th</sup> avenue active transportation. The event was well attended. The comment period opened for the draft plan.

Mr. Schwetz said that the LTD Board met to approve the first update to their service policy in 20 years. The Board passed the updated.

Mr. Inerfeld shared that he and Ms. Brindle had attended a meeting of the River Road community organization where they talked about the Belt Line project. They had two people speak in favor and two people spoke in opposition. Mr. Inerfeld thought that the event went over well.

Mr. Callister said that ODOT would pull back on FSLP in the next cycle. They should not anticipate FSLP. Mr. Inerfeld noted that they went through a process with ODOT to find out how much money was left in some programs. He thought they were not abiding by the new agreement. Mr. Thompson clarified that the new agreement stated that ODOT would provide funding when it was available. At that time there was no FSLP funding available.

Mr. Callister said that they had \$2.3 million dollars in new funding. \$900,000 of that was available for the current fiscal year. The TPC could talk about those fundings more later. He was unsure if they would be able to allocate all that funding in time. They would need to strategize ways to utilize the funds. Mr. Thompson stated that guidance had still not been given for those funds. There was a possibility that if they were not given guidance that the deadline for those funds would be extended.

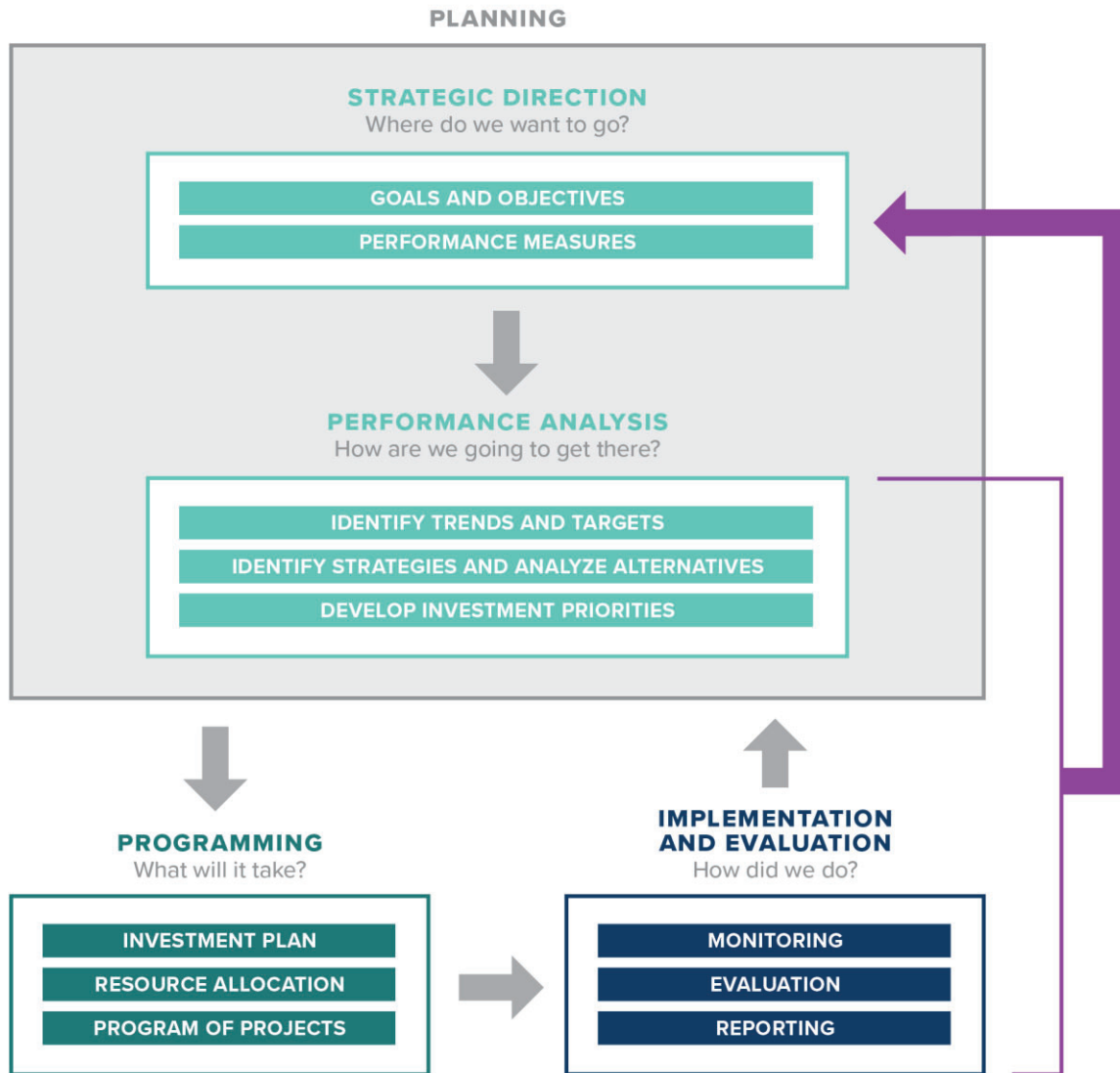
Mr. Thompson said that on February 25, 2022, they would have a review with ODOT and USDOT on the UPWP. Anyone interested was welcome to join the meeting. He did not think attendance was necessary since ODOT had no comments or questions for the UPWP.

## **10. Adjournment**

Mr. Martin adjourned the meeting at 11:45 a.m.

*(Minutes recorded by Lydia Dysart)*

**FIGURE 17. RTP PERFORMANCE-BASED PLANNING AND PROGRAMMING FRAMEWORK**

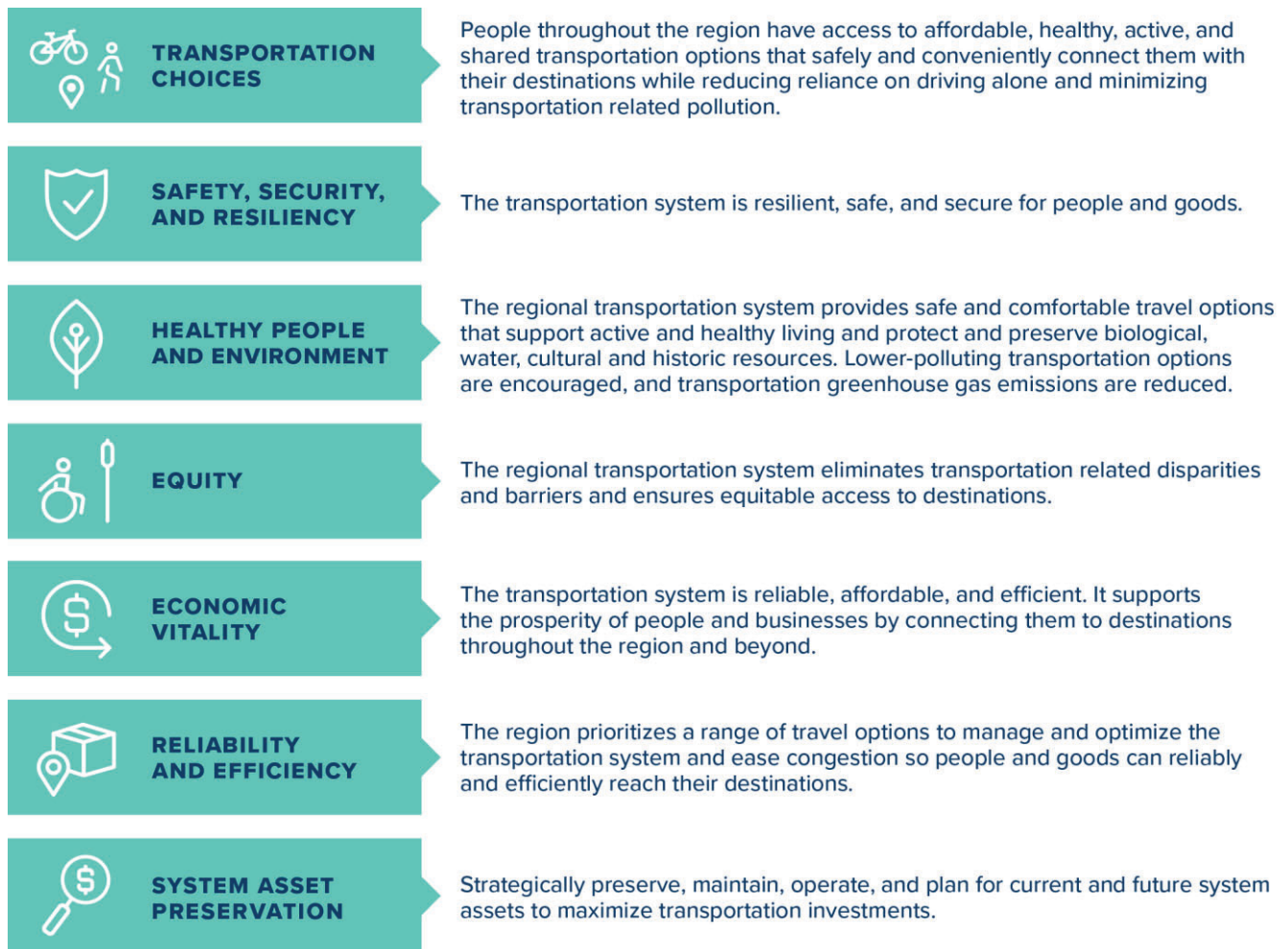


Source: FHWA Performance Based Planning and Programming Guidebook, September 2013.

**RTP GOALS**

Regional goals establish the organizing framework and direction for transportation planning in the CLMPO area. They reflect MPC direction, stakeholder feedback, and public input, and are intended to be consistent with and support local and state plans. The RTP goals are summarized in Figure 18 and are each considered of equal importance so are not presented in order of importance; similarly, they are not intended to be weighted or prioritized in any context throughout the RTP. The RTP goals and objectives provide a foundation for transportation policy, plans, projects, and programs completed within the region. As local and regional circulation patterns are intertwined, continual coordination between local jurisdictions and the region is critical to achieving these regional goals. Look for each goal’s icon from Figure 18 throughout this document to find where it is referenced throughout the RTP.

**FIGURE 18. RTP GOALS**

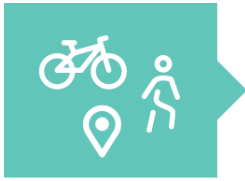


*Note: Goals are not presented in order of importance, nor are they intended to be weighted or prioritized in any context throughout the RTP.*

## **RTP OBJECTIVES**

Objectives for each of the seven RTP goals are further reflection of stakeholder feedback and public input and are intended to be consistent with and support local and state plans. In some cases, specific objectives may support more than one goal. For example, “Complete gaps in regional bicycle and pedestrian networks, including paths” is listed under Goal 1: Transportation Choices, Goal 3: Healthy People and Environment, Goal 4: Equity, and Goal 6: Reliability and Efficiency. In addition, performance measures and the connection to federal planning factors (as detailed in Chapter 1) are provided for each goal, with more details provided in the “Performance Measures” section later in this Chapter.

## GOAL 1: TRANSPORTATION CHOICES



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

OBJECTIVES	PERFORMANCE MEASURES
<ul style="list-style-type: none"> <li>• Increase the percentage of trips made using active and low carbon transportation modes while reducing vehicle miles traveled within our region.</li> <li>• Complete gaps in regional bicycle and pedestrian networks, including paths.</li> <li>• Increase the number of households and areas of employment with access to current and planned frequent transit service, bicycle network, and walk network.</li> <li>• Increase travel options that serve popular destinations.</li> <li>• Eliminate fatal and serious injury crashes for all modes of travel.</li> <li>• 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.</li> <li>• Develop a multimodal transportation system that allows all to access employment, education, and services.</li> <li>• Leverage technological advances, including intelligent transportation systems solutions, to increase efficiency of travel across all modes for all travelers, but particularly for vulnerable populations.</li> <li>• Increase access to outreach, education, incentives, and other tools that increase shared trips and use of travel options.</li> <li>• Support regional travel and tourism with a multimodal transportation system, including passenger rail and intercommunity transit access, that provides visitors and tourists with travel options to access regional destinations.</li> <li>• Support state efforts to transition Oregon to cleaner, low carbon fuels and increase the adoption of more fuel-efficient vehicles and alternative fuel vehicles, including electric and hydrogen vehicles.</li> </ul>	<ul style="list-style-type: none"> <li>• Miles traveled</li> <li>• Mode share</li> <li>• System completeness</li> <li>• Access to transit</li> </ul> <div data-bbox="1092 779 1481 873" style="border: 1px solid black; padding: 5px;"> <p><b>CONNECTION TO FEDERAL PLANNING FACTORS</b></p> </div> <ul style="list-style-type: none"> <li>#4. Accessibility and Mobility</li> <li>#6. Connectivity</li> <li>#9. Resilience</li> </ul>



## GOAL 2. SAFETY, SECURITY AND RESILIENCY



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

OBJECTIVES	PERFORMANCE MEASURES
<ul style="list-style-type: none"> <li>• Eliminate fatal and serious injury crashes for all modes of travel.</li> <li>• Reduce the transportation system’s vulnerability to natural disasters and climate change.</li> <li>• Reduce the transportation system’s vulnerability to crime and terrorism.</li> <li>• Increase the security of transportation system data associated with existing and emerging technologies.</li> <li>• 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.</li> <li>• 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.</li> <li>• Strive to reduce vehicle-related greenhouse gas emissions and congestion through more sustainable street, bike, pedestrian, transit, and rail network design, location, and management.</li> <li>• Reduce the impact of roadway incidents on the regional arterial roadway network and frequent transit routes.</li> <li>• Develop a transportation system that is adaptable and flexible to changing needs and conditions.</li> </ul>	<ul style="list-style-type: none"> <li>• Safety</li> </ul> <div data-bbox="1092 642 1481 737" style="border: 1px solid black; padding: 5px;"> <b>CONNECTION TO FEDERAL PLANNING FACTORS</b> </div> <ul style="list-style-type: none"> <li>#2. Safety</li> <li>#3. Security</li> <li>#9. Resilience</li> </ul>

### GOAL 3. HEALTHY PEOPLE AND ENVIRONMENT



The regional transportation system provides safe and comfortable travel options that support active and healthy living and protect and preserve biological, water, cultural, and historic resources. Lower-polluting transportation options are encouraged, and transportation greenhouse gas emissions are reduced.

OBJECTIVES	PERFORMANCE MEASURES
<ul style="list-style-type: none"> <li>• Increase the percentage of trips made using active and low carbon transportation modes while reducing vehicle miles traveled within our region.</li> <li>• Complete gaps in regional bicycle and pedestrian networks, including paths.</li> <li>• Increase the number of households and areas of employment with access to current and planned frequent transit service, bicycle network, and walk network.</li> <li>• Increase travel options that serve popular destinations.</li> <li>• 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.</li> <li>• Protect natural, cultural, and developed resources from the negative impacts of transportation.</li> <li>• Reduce transportation-related air and water pollutants.</li> <li>• 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.</li> <li>• Strive to reduce vehicle-related greenhouse gas emissions and congestion through more sustainable street, bike, pedestrian, transit, and rail network design, location, and management.</li> <li>• Develop a multimodal transportation system that allows all to access employment, education, and services.</li> <li>• Increase access to outreach, education, incentives, and other tools that increase shared trips and use of travel options.</li> <li>• Reduce percentage of income required to meet household transportation costs.</li> <li>• Support state efforts to transition Oregon to cleaner, low carbon fuels and increase the adoption of more fuel-efficient vehicles and alternative fuel vehicles, including electric and hydrogen vehicles.</li> </ul>	<ul style="list-style-type: none"> <li>• Miles Traveled</li> <li>• Mode Share</li> <li>• System Completeness</li> </ul> <div data-bbox="1092 680 1481 774" style="border: 1px solid black; padding: 5px;"> <b>CONNECTION TO FEDERAL PLANNING FACTORS</b> </div> <ul style="list-style-type: none"> <li>#4. Accessibility and Mobility</li> <li>#5. Environment, energy, conservation, quality of life</li> <li>#6. Connectivity</li> <li>#9. Resilience</li> </ul>

## GOAL 4. EQUITY



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

OBJECTIVES	PERFORMANCE MEASURES
<ul style="list-style-type: none"> <li>• Increase the percentage of trips made using active and low carbon transportation modes while reducing vehicle miles traveled within our region.</li> <li>• Complete gaps in regional bicycle and pedestrian networks, including paths.</li> <li>• Increase the number of households and areas of employment with access to current and planned frequent transit service, bicycle network, and walk network.</li> <li>• Increase travel options that serve popular destinations.</li> <li>• Eliminate fatal and serious injury crashes for all modes of travel.</li> <li>• 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.</li> <li>• Develop a multimodal transportation system that allows all to access employment, education, and services.</li> <li>• Support transportation investments that address the transportation needs of historically excluded communities and provide increased mobility options and access.</li> <li>• Leverage technological advances, including intelligent transportation systems solutions, to increase efficiency of travel across all modes for all travelers, but particularly for vulnerable populations.</li> <li>• Increase access to outreach, education, incentives, and other tools that increase shared trips and use of travel options.</li> <li>• Reduce the percentage of income required to meet household transportation costs.</li> <li>• Increase the transportation options to regional job centers.</li> </ul>	<ul style="list-style-type: none"> <li>• System Completeness</li> <li>• Access to Jobs</li> <li>• Access to Services</li> <li>• Access to Transit</li> </ul> <div data-bbox="1101 779 1481 873" style="border: 1px solid black; padding: 5px;"> <p><b>CONNECTION TO FEDERAL PLANNING FACTORS</b></p> </div> <ul style="list-style-type: none"> <li>#4. Accessibility and Mobility</li> <li>#6. Connectivity</li> </ul>

## GOAL 5. ECONOMIC VITALITY



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

OBJECTIVES	PERFORMANCE MEASURES
<ul style="list-style-type: none"> <li>• Increase the number of households and areas of employment with access to current and planned frequent transit service, bicycle network, and walk network.</li> <li>• Increase travel options that serve popular destinations.</li> <li>• Strive to reduce vehicle-related greenhouse gas emissions and congestion through more sustainable street, bike, pedestrian, transit, and rail network design, location, and management.</li> <li>• Develop a multimodal transportation system that allows all to access employment, education, and services.</li> <li>• Reduce percentage of income required to meet household transportation costs.</li> <li>• Increase access to industry and freight intermodal facilities to facilitate efficient goods movement.</li> <li>• Build an integrated and connected system of regional arterial roadways, freight routes and intermodal facilities, transit, bicycling and walking facilities.</li> <li>• Support regional travel and tourism with a multimodal transportation system, including passenger rail and intercommunity transit access, that provides visitors and tourists with travel options to access regional destinations.</li> </ul>	<ul style="list-style-type: none"> <li>• Miles Traveled</li> <li>• Travel Time</li> <li>• Vehicle Hours of Delay</li> <li>• Congestion</li> <li>• Access to Jobs</li> </ul> <div data-bbox="1094 800 1481 894" style="border: 1px solid black; padding: 5px;"> <b>CONNECTION TO FEDERAL PLANNING FACTORS</b> </div> <ul style="list-style-type: none"> <li>#1. Economic Vitality</li> <li>#9. Resilience</li> <li>#10. Travel and tourism</li> </ul>

## GOAL 6. RELIABILITY AND EFFICIENCY



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

OBJECTIVES	PERFORMANCE MEASURES
<ul style="list-style-type: none"> <li>• Increase the percentage of trips made using active and low carbon transportation modes while reducing vehicle miles traveled within our region.</li> <li>• Complete gaps in regional bicycle and pedestrian networks, including paths.</li> <li>• Strive to reduce vehicle-related greenhouse gas emissions and congestion through more sustainable street, bike, pedestrian, transit, and rail network design, location, and management.</li> <li>• Leverage technological advances, including intelligent transportation systems solutions, to increase efficiency of travel across all modes for all travelers, but particularly for vulnerable populations.</li> <li>• Increase the number of people and businesses with easy access to travel information.</li> <li>• Reduce the impact of roadway incidents on the regional arterial roadway network and frequent transit routes.</li> <li>• Increase access to outreach, education, incentives, and other tools that increase shared trips and use of travel options.</li> <li>• Develop new revenue sources to address current transportation system preservation, maintenance, and operational needs and prepare for future investments to meet increased travel demand.</li> <li>• Increase access to industry and freight intermodal facilities to facilitate efficient goods movement.</li> <li>• Build an integrated and connected system of regional arterial roadways, freight routes and intermodal facilities, transit, bicycling and walking facilities.</li> </ul>	<ul style="list-style-type: none"> <li>• Miles Traveled</li> <li>• Travel Time</li> <li>• Congested Miles of Travel</li> </ul> <div data-bbox="1094 737 1481 831" style="border: 1px solid black; padding: 5px;"> <b>CONNECTION TO FEDERAL PLANNING FACTORS</b> </div> <ul style="list-style-type: none"> <li>#1. Economic Vitality</li> <li>#7. Efficiency</li> <li>#9. Reliability</li> <li>#10. Travel and tourism</li> </ul>

## GOAL 7. SYSTEM ASSET PRESERVATION



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

OBJECTIVES	PERFORMANCE MEASURES
<ul style="list-style-type: none"> <li>• Increase the percentage of trips made using active and low carbon transportation modes while reducing vehicle miles traveled within our region.</li> <li>• Reduce the transportation system’s vulnerability to natural disasters and climate change.</li> <li>• Preserve and maintain transportation system assets to maximize their useful life and minimize project construction and maintenance costs.</li> </ul>	<ul style="list-style-type: none"> <li>• Travel Time</li> <li>• Congested Miles of Travel</li> <li>• Vehicle Hours of Delay</li> <li>• Congestion</li> </ul>
<ul style="list-style-type: none"> <li>• Develop a transportation system that is adaptable and flexible to changing needs and conditions.</li> <li>• Develop new revenue sources to address current transportation system preservation, maintenance, and operational needs and prepare for future investments to meet increased travel demand.</li> </ul>	<p><b>CONNECTION TO FEDERAL PLANNING FACTORS</b></p> <ul style="list-style-type: none"> <li>#8. Preservation</li> <li>#9. Resilience</li> </ul>