

# MINUTES

Metropolitan Policy Committee  
Virtual Meeting via Zoom

August 1, 2024  
11:30 a.m.

**PRESENT:** David Loveall, Chair; Pat Farr (Lane County); Sean VanGordon, Steve Moe (City of Springfield); Lucy Vinis, Randy Groves (City of Eugene); Susan Cox (Lane Transit District); Bill Johnston for Vidal Francis (Oregon Department of Transportation), members.

Brenda Moore, Paul Thompson, Dan Callister, Kelly Clarke, Kate Wilson, (Lane Council of Governments); Rob Inerfeld, Jenifer Willer (City of Eugene); Andrew Larson, Sandy Belson (City of Springfield); Sasha Vartanian, Cassidy Mills (Lane County); Eileen Cunningham, Brian Hurley (Oregon Department of Transportation); Tim Garner (MetroTV); Matt Flodin, Ryan Farncomb (Parametrix); Rob Zako (Better Eugene-Springfield Transit); Brian Chaney, Eric Adams, guests.

## **WELCOME, CALL TO ORDER AND INTRODUCTIONS**

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

## **ADJUSTMENTS TO THE AGENDA/ANNOUNCEMENTS FROM MPC MEMBERS**

Mr. Thompson noted that a revised agenda had been distributed prior to the meeting.

## **COMMENTS FROM THE AUDIENCE**

Rob Zako, Better Eugene-Springfield Transit (BEST), noted that the Public Participation Plan (PPP) would be adopted later in the meeting and commented that when the public had a chance to comment in advance of a decision that was good. However, the MPC was a clearinghouse for information about the receipt, allocation and expenditure of federal funds, which was an important function of public participation and BEST appreciated the emphasis on that in the plan. He also announced that September 30-October 6 was the national Week Without Driving. He said BEST found that to be a heavy ask and instead would be promoting the use of alternative transportation at least one day during that week.

## **APPROVE June 6, 2024, MPC MEETING MINUTES**

Mr. Groves, seconded by Mr. VanGordon, moved to approve the June 6, 2024, meeting minutes as submitted. The motion passed unanimously, 6.0.

## **METROPOLITAN PLANNING ORGANIZATION (MPO) ISSUES**

### **Public Participation Plan (PPP) Adoption**

Mr. Callister reviewed the draft PPP, a copy of which was included in the agenda packet. He said the public comment period concluded on May 12 and appendices documented comments received and their influences on the draft plan. He highlighted changes made since the plan was presented at a public hearing before the MPC. The Transportation Planning Committee reviewed the draft plan at its July 18 meeting and recommended adoption.

Mr. Groves discussed a meeting he and Ms. Vinis had earlier in the week with City of Eugene staff. He said few members of the public were aware of the MPC and its role in transportation in the region. Part of

public participation was informing people about the MPC and its work. One suggestion was that elected officials share that information when meeting with groups or participating in other organizations. A bulleted list of MPC functions would be helpful in maintaining a consistent message and raising awareness.

Mr. Groves, seconded by Mr. Moe, moved to approve Resolution 2024-03 adopting the Public Participation Plan. The motion passed unanimously, 6:0.

### **Requests for Letters of Support**

Ms. Cunningham used a slide presentation describe the Oregon Department of Transportation's (ODOT) Charging and Fueling Infrastructure (CFI) grant program tristate application. The federal grant program provided funding for EV charging and hydrogen fueling infrastructure through a corridor program and a community program. Oregon's application was being made jointly with Washington and California under the corridor program for infrastructure along specific segments of Interstate 5: two segments in Oregon, two segments in Washington and three segments in California. She described the type of infrastructure being proposed and said the \$49 million request if funded would be split among the three states, with \$14 million each going to Oregon and Washington and \$21 million for California. She requested the MPC's support for the application.

Ms. Vinis arrived at 11:50 a.m.

Ms. Vartanian explained Lane County's application for a CFI grant under the community program. The focus, in partnership with the City of Eugene, was to look at locations within the Eugene-Springfield area, as well as opportunities aligned with public spaces, including Lane County parks along highways 126 and 58. She said the estimated cost of the project was \$19 million and the application would request \$15 million in federal funding. Specific locations for infrastructure were being fine-tuned to make the application as competitive as possible. She requested the MPC's support for the application.

Mr. Moe commented that electrification of the corridors was the future.

Mr. Loveall clarified that the applications were for different funding sources within the CFI program.

Ms. Vinis, seconded by Mr. Groves, moved to authorize the MPC chair to sign a letter of support for each application. The motion passed unanimously, 7:0.

### **Climate Friendly Equitable Communities (CFEC) Draft Performance Measures**

Ms. Clarke introduced Mr. Flodin and Mr. Farncomb of Parametrix and Mr. Hurley of ODOT to present information on the CFEC draft performance measures.

Mr. Farncomb said the purpose of the presentation was to ask for feedback on the direction of the performance measures, the purpose of which was to chart a path for meeting the state's greenhouse gas reduction target in 2050. Outcomes included:

- Refreshing the 2015 preferred scenario with strategies and recommendations that reflected current plans
- Develop measures that tracked progress toward emissions reduction targets
- Develop a scenario report to include strategy actions and reporting schedule
- Jurisdictions in the MPO to amend plans to incorporate

Mr. Farncomb said that a major report on performance measures and progress would be required when the Regional Transportation Plan (RTP) was updated. A minor report was due annually. He reviewed the project schedule and indicated work was expected to be completed by the end of 2024 and identified the roles of LCOG, the project management team, the MPC and state agencies. He said there were no specific performance measures required by the state rules for the Central Lane MPO and noted that one performance measure could cover many aspects of the preferred scenario. The MPO had the flexibility to choose performance measures that were best for the region and for which sufficient data was available to track progress.

Mr. Farncomb identified the preferred scenario investment areas and strategies and described the characteristics of good performance measures and reviewed the draft performance measures. He said the next step would be to establish targets for measures. He described the methodology involved in developing targets, which would be done by consultants and jurisdictions' staff. A presentation on targets would be made at the MPC's October meeting.

Mr. VanGordon observed that the proposed measures were complicated and asked if there was a simpler way to measure progress towards targets. He said markets changed naturally and questioned how the impact of policy choices several years in the future could be distinguished from those natural alterations. Mr. Farncomb agreed that measures should not be too complex and guidance would be sought from the MPC as the work continued.

Mr. Loveall concurred with Mr. Groves' suggestion of a bullet point list to get the message out to those MPC members interacted with in the community about the committee's purpose and activities. He hoped to see that at the October meeting. He asked what would occur if the MPO failed to meet its CFEC goals.

Mr. Hurley said ODOT was not the agency responsible for regulating the CFEC process. There were no negative repercussions for failing to meet targets under the state's rules. Jurisdictions were required to report to the Department of Land Conservation and Development (DLCD) when the RTP or TSP was updated on whether the jurisdiction was on track and anticipated changes if the jurisdiction was not on track towards meeting targets.

Ms. Vinis asked that the regular RTP updates include information on how it was aligned with CFEC performance measures. Ms. Clarke said the next presentation would include information on that alignment.

Mr. Thompson reminded the MPC that CFEC performance measures were a state, not federal, requirement and regional jurisdictions had agreed to have the MPC as the CFEC governance structure. The topic would be separate from MPO issues on future agendas. He asked MPC members to consider whether they would like to have a presentation on the topic made to their local governing bodies in the fall. He agreed that while there were currently no repercussions for failure to meet targets, there had been some mention of possible future penalties during the rule-making process.

Mr. Hurley explained that jurisdictions' major reports would be submitted to DLCD for approval, including a public hearing, providing an opportunity for stakeholders to potentially take issue with a jurisdiction's actions.

Mr. VanGordon said his understanding of the rules was that DLCD could do more than just exert political pressure if targets were not met. This was the most complicated issue to occur in transportation and land use planning in a long time and once it was better understood presentations to local governing bodies would be helpful.

## **Report from Oregon Joint Committee on Transportation (JCT) July 17 Eugene Roundtable**

Mr. Loveall invited members to share their observations about the July 17 meeting.

Ms. Vinis appreciated the format and tone of the meeting. It was a low-key open forum and questions helped to shape the conversation, with jurisdictions given the opportunity to express their opinions and hear feedback from the JCT. Jurisdictions emphasized the importance of transportation investments by the state included benefits at the local level and public safety continued to be an abiding concern.

Mr. Moe agreed the event was well managed and all had an opportunity to be heard. The need for adequate transportation funding was a major topic.

Mr. Groves also appreciated that at the conclusion of the meeting state officials repeated what they had heard from attendees, indicating they had heard the concerns that were expressed.

Mr. Loveall commended Ms. Moore for presenting the concerns raised by Mr. Groves about emergency corridors from Eugene to hospitals.

Ms. Moore said that there was agreement during the meeting that there was no single solution to adequate funding for transportation and whatever solution proposed by the legislature would need public support, which would be a challenging task.

Mr. Loveall observed that lack of transportation funding had been the topic of discussion for many years.

### **Regional Transportation Plan (RTP) Update**

Ms. Clarke said the update was a standing agenda item during the RTP update process. Current activities included the existing conditions analysis of data related to the transportation network, the environment and sensitive areas, demographics, population and economics. Information would be presented to the MPC as it became available. The travel model was being updated in order to analyze the baseline and future travel for things such as mode share, congestion and vehicle miles traveled. Contracts for two consultants were being finalized to perform the regional travel barriers and benefits survey and assist with public engagement. The methodology for creating the RTP project list in a manner that was transparent, informative and conformed to the performance-based planning and programming requirements was also being developed.

Ms. Vinis said when developing the project list a consideration should be how to establish the most well-connected and safe transportation system through a filter or prioritization of projects.

Mr. Groves agreed with Ms. Vinis and shared his and Mr. Moe's experience meeting with an engineer to discuss the seismic study and hospital access from other areas.

Mr. Moe stressed the need to establish safe corridors during emergency situations.

### **Other MPO Information**

- **ODOT Update**—Mr. Johnston said the Oregon Transportation Commission (OTC) was meeting today and one agenda topic was approval of ODOT's budget for the 2025-2027 biennium. He announced that Governor Kotek as presented to the OTC a letter confirming her commitment to advocate to the legislature for a transportation funding package in 2025. He also said the OTC would be approving a package of amendments to the 2024-

2027 State Transportation Improvement Program (STIP). The package included all of the amendments the MPC had been reviewing and approving over the past year.

- **Transportation Improvement Program (TIP) Project Changes**—There were no questions.

**NEXT STEPS/AGENDA BUILD**

**UPCOMING MEETINGS**—September 5 - Virtual, October 3 - Virtual, November 7 - Virtual

Mr. Loveall adjourned the meeting at 1:36 p.m.

(Recorded by Lynn Taylor)