Lane Area Commission on Transportation
859 Willamette Street, Suite 500, Eugene, Oregon 97401-2910
541.682.4283 *(office)*

Wednesday, October 12, 2016
5:30 – 7:30 p.m.

Oregon Department of Transportation, Area 5 office
McLane Room (upstairs)
644 A Street, Springfield (directions on page 3)

Call-in (if participating by telephone): 541-682-4087
Contact: Denise Walters, 541-682-4341/dwalters@lcog.org

Purpose: The Lane ACT is an advisory body established to provide a forum for stakeholders to collaborate on transportation issues affecting Lane County (ODOT Region 2, Area 5) and to strengthen state and local partnerships in transportation.

Note: *Times listed below are approximate. Agenda items may be considered at any time or in any order at the discretion of the Chair and/or members of the Commission in order for the Commission to conduct business efficiently. Persons wishing to be present for a particular item are advised to arrive at the start of the meeting in order to avoid missing items of interest.*

A G E N D A

1. Call to order (welcome and introductions) *Quorum=19* **5:30**

2. Review agenda (additions or deletions) **5:35**

3. Consent calendar **5:40**

The following items are considered routine by the LaneACT and will be enacted in one action by consensus. There will be no separate discussion of these items. If discussion is desired, that item will be removed from the Consent Calendar and will be considered separately.

a. Approve September 14, 2016 Minutes ***(quorum required)***

4. Comments from the audience **5:45**

Anyone wishing to provide a general comment about the LaneACT must sign-up on the Public Comment sheet provided at the meeting.

5. Member Presentation – TBD **5:50**

Action Requested: None. Information only.
Objective: Learn about member issues, opportunities, and current projects.
Presenter: TBD

All meeting locations are wheelchair accessible (WCA). American Sign Language (ASL) interpretation is available with 48-hour notice.

**********BREAK FOR OFAC TO JOIN TABLE********** **6:05**

6. Oregon Freight Advisory Committee (OFAC) Special Discussion **6:15**
Action Requested: Discuss roles, current priorities, and upcoming efforts.
Objective: Information share.
Presenter: Bill Johnston, ODOT; Roseann O'Laughlin, ODOT

7. Trucking Representative Recruitment **7:20**
Action Requested: Provide direction to staff on recruitment process.
Objective: Fill the trucking representative position vacated by Jason Muggy.
Presenter: Denise Walters, LCOG

8. Announcements and information sharing *(please be brief)* **7:25**
a. ODOT update
b. Metropolitan Policy Committee update (minutes attached)
c. Other member updates

Other attachments (for information only)

- 2016-2017 LaneACT calendar
- Monthly attendance report (2016-17)
- Membership list *(July 2016)*

Upcoming meetings

If you are unable to attend the meeting in person, you may call-in at 541-682-4087.

- **October 12–LaneACT –** 5:30 to 7:30 p.m., ODOT McLane Room
- **October 20–Steering Committee** –11:00 a.m. to noon, ODOT conference room
- **November 9–LaneACT –** 5:30 to 7:30 p.m., TBD
- **November 17–Steering Committee** –11:00 a.m. to noon, TBD
- **December 14–LaneACT –** 5:30 to 7:30 p.m., TBD

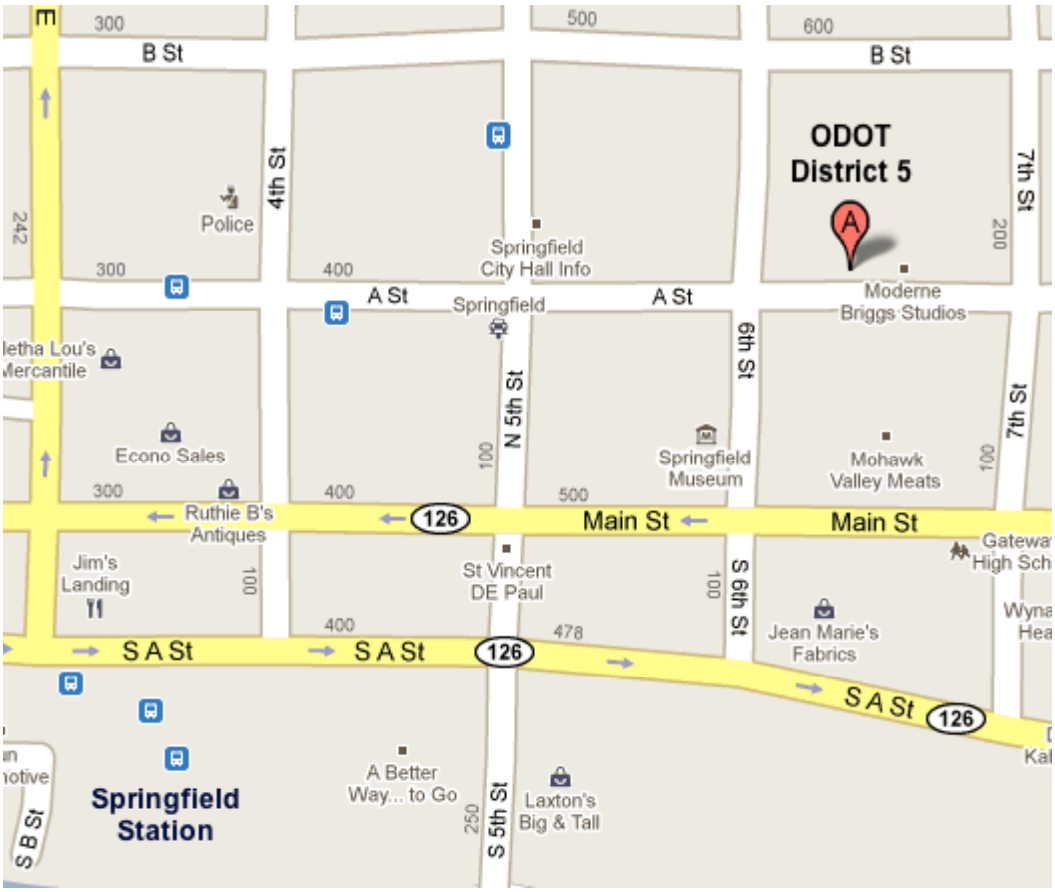
LaneACT will post meeting materials on its webpage at www.LaneACT.org prior to each meeting. To be included on the e-mail notification list, please contact Denise Walters at 541-682-4341 or dwalters@lcog.org.

All meeting locations are wheelchair accessible (WCA). American Sign Language (ASL) interpretation is available with 48-hour notice.

GETTING THERE:

Meeting location

ODOT offices are located in Springfield at 644 A St., between 6th and 7th , next to City Hall.
Bus – Exit at Springfield Station. Walk two blocks north to A St. then two blocks east to 6th.
Bicycle parking – There are racks in front. Additional racks at Springfield City Hall.
Auto parking – Free two-hour parking along Main Street and most surrounding streets.



All meeting locations are wheelchair accessible (WCA). American Sign Language (ASL) interpretation is available with 48-hour notice.

M I N U T E S

Lane Area Commission on Transportation
McLane Room—Oregon Department of Transportation, Area 5—644 A Street
Springfield, Oregon

September 14, 2016
5:30 p.m.

PRESENT: Sid Leiken, Lane County, ***Chair***
Jerry Behney, Coburg
Jake Boone, Cottage Grove
Dave Stram, Creswell
Jamie Mills, Dunes City (via teleconference)
Alan Zelenka, Eugene
Mike Miller, Florence (via teleconference)
Steve Paulson, Lowell
Jim Coey, Oakridge
Hilary Wylie, Springfield
Ric Ingham, Veneta
Chief Warren Brainard, Confederated Tribes
Nancy Rickard, Port of Siuslaw
Don Nordin, Lane Transit District
Frannie Brindle, Oregon Department of Transportation (ODOT)
Brenda Wilson, Central Lane Metropolitan Planning Organization (MPO)
Jeff Paschall, Lane County Transportation Advisory Committee
Charles Tannenbaum, Highway 26 East
Rob Zako, Environmental Lane Use Designated Stakeholder
George Grier, Other Stakeholder (via teleconference)
Eugene Organ, Other Stakeholder
Shelley Humble, Other Stakeholder
Jennifer Jordan, Other Stakeholder

ABSENT: Junction City; Westfir; Jason Muggy, Trucking Designated Stakeholder; Scott Parkinson, Rail Designated Stakeholder; Holly McRae, Bicycle & Pedestrian Designated Stakeholder; Ryan Pape, Other Stakeholder

OTHERS: Jae Pudewell, Bill Johnston, Jamey Dempster, Arla Miller, Marsha Hoskins, Oregon Department of Transportation; Tim Elsea, David Reesor, Becky Taylor, Lane County; Gary Mounce, Michelle Amberg, Creswell; Denise Walters, Lane Council of Governments; Mark Johnson, Heather Lindsay, Kelly Hoell, Lane Transit District; Ruth Linoz, South Lane Wheels; Ken Rivernider, Emerald Valley Chapter of the Blind; Judy Morse.

1. Call To Order/Welcome and Introductions

Mr. Leiken called the meeting to order and welcomed everyone to the meeting. Those present introduced themselves.

Mr. Leiken introduced Tim Elsea as the new Lane County Public Works Director.

2. Review of Agenda

There were no changes to the agenda.

3. Consent Calendar

A. Approve Minutes (August 10, 2016)

Consensus: The minutes of the August 10, 2016, meeting were approved as submitted.

4. Comments From the Audience

Judy Morse, Eugene, advocated for bus service to Florence once or twice a day on weekdays and weekends. She said it would allow those without cars to visit the coast and the fewer cars on the highway the better. She shared an anecdote about being able to use transit to visit the beach when she lived in California. She said a small group could visit Florence to discuss bus service and she was willing to participate. She suggested a trial run of Florence service to determine if there was sufficient demand.

Ken Rivernider, Eugene, also spoke to the need for affordable, dependable, regularly scheduled and accessible transit service between Eugene and Florence. He said user groups would likely include seniors in Florence with medical appointments in Eugene; people with disabilities; those who wanted to enjoy sporting or other events in Eugene or visit the casino at Florence; people concerned with driving on Highway 126; those who did not have a car, both in Eugene and Florence; Lane Community College and local high school students. He said it would also be useful to offer bus service to the coast to the many visitors to Eugene/Springfield. He said the largest user group would likely be commuters going to and from work. He said there was a significant need for the route because of access, choices, freedom and quality of life.

Mr. Zako requested that the Steering Committee consider scheduling at a future meeting a discussion by Lane Transit District, the City of Florence and the Confederated Tribes about transit options between Eugene and Florence.

5. Member Presentation – Lane County

Mr. Reesor provided a printed version of his slide presentation, Lane County Transportation Opportunities & Challenges, to commissioners. He stated that Lane County encompassed 4,722 square miles and included 12 incorporated cities, 1,440 miles of roadway and 417 bridges. Mr. Leiken pointed out that Lane County had far more bridges than any other county in the state.

Mr. Reesor highlighted some of the key transportation challenges facing the county: declining resources, maintenance and preservation, traffic safety, disaster preparedness, and support for economic development. He said the transportation system had been well-maintained to date, but without additional revenue that could change. He said traffic fatalities were high on the rural road system and the county was developing a safety action plan. Disaster preparedness, such as for a Cascadia earthquake, was also a concern. He said transportation was important to the success of businesses and future funding was needed to support active business growth.

Mr. Reesor said there had been a 69 percent decline in Federal Forest payments to the Road Fund since FY2007-08, impacting the county's Capital Improvement Program (CIP). He said $1.00 in maintenance

costs prevented $12.00 of road rebuilding costs in the future. The county's current CIP approximately 99 percent of the funding was dedicated to pavement preservation, bridge rehabilitation, and similar projects. He used several projects to illustrate how the county was tacking tough problems by leveraging funds and working with partners.

Ms. Brindle said that while Federal Forest revenues had declined, she had seen a significant increase in Federal Lands Access Program (FLAP) funding. Lane County had a lot of forest land and should apply for FLAP funds for any eligible projects to help offset the loss of other resources.

Mr. Reesor said that Lane County had submitted five FLAP applications earlier in the year for maintenance, preservation and safety projects and was waiting to hear the results. He described the Row River Trail Improvements project that created an undercrossing for bicycles and pedestrians that greatly improved safety for all users. He said the project received FLAP funds.

Mr. Reesor concluded his presentation by highlighting current and future opportunities for partnerships and collaboration with jurisdictions and agencies, including projects, planning activities and advocating for transportation funding. He invited ACT members to contact the county with any other ideas for working together.

Ms. Rickard asked how many bridges were on Highway 126 between West Eugene and Florence. Ms. Brindle said she would provide that information.

Ms. Rickard also commended the Sweet Creek Trail project and said it was an enjoyable day trip.

6. Joint Legislative Committee on Transportation Preservation and Modernization – Letter of Testimony

Mr. Leiken said the agenda packet contained a draft of a letter from the Metropolitan Planning Organization (MPO) to the Joint Interim Committee. He asked members to review the letter and offer any comments or suggestions for changes.

Mr. Paulson said he would like to see tolls as part of the discussion. He said the gas tax increase of 10 cents per gallon was too modest and he would prefer to see at least 18 cents, applicable to gas and diesel. Ms. Wilson said the ACT had previously discussed a 15-20 cents increase, indexed to inflation, implemented immediately and with one cent being dedicated to jurisdictional transfers.

Mr. Leiken determined there were no objections to revising the letter to include the higher amounts as previously discussed.

Ms. Brindle suggested adding a sentence to the third paragraph about increasing bus services to areas in the county.

Mr. Leiken determined here were no objections to including references to increased bus service and tolls.

Regarding Item 2 Transit Funding, Mr. Nordin said mistakes were made in the 1990s by the legislature and should be corrected, possible with changes to the Constitution.

Mr. Zako supported the letter. He commented that most potential funding sources could help with roads, which was needed, but could not be used for other purposes.

Mr. Leiken said the Oregon Truckers Association and AAA had established positions on the amount of increase they would support. He suggested those who were AAA members could let Craig Campbell, the AAA lobbyist, know they supported a larger increase. He felt it was important for the ACT to let the legislature know it supported a larger increase to fund important projects. Other counties planned to take the same approach.

Consensus: The draft letter was approved with the suggested amendments.

7. 2016-17 LaneACT Work Program

Mr. Johnston said the current work plan had expired in June 2016 and since the LaneACT was a relatively new organization annual updates were recommended. He said a copy of the work plan with proposed changes was included in the agenda packet. He asked if the ACT would also like to include items such as rotating presentations from members, special grant processes, information on healthy communities or other topics.

Mr. Zako suggested adding the topic of safety to the section on Advisory and Coordination Activities.

Mr. Johnston said the much of the work plan addressed the ACT's routine business, along with education, coordination and advisory functions and governance. He said staff would prepare a final version of the work plan for the ACT's review, along with a biennial report on the ACT's activities over the past two years.

8. Rural Transit

Jamey Dempster, ODOT regional transit coordinator, said ODOT's Public Transit Division had recently awarded funds and Lane Transit District (LTD) had received three awards for discretionary projects; projects were a pilot transit service between Yachats and Florence, volunteer coordination program and half-fare eligibility.

Kelly Hoell, LTD development planner, gave a brief overview of the services LTD provided inside of its service district and in partnership with communities outside the service district. She said a recent visioning session defined the five main points of LTD's services:

- provide reliable transit services that address the needs of the community
- provide a viable alternative to the automobile through high quality transportation options, programs and services
- provide leadership in the development of the region's transportation system
- practice safety and maintain safe and accessible vehicles, services and facilities
- practice sound fiscal and sustainability management

Ms. Hoell reviewed the services and programs described in the handout entitled *Lane Transit District Services and Programs*. She used a map to illustrate LTD's service boundaries and services to outlying communities. She said while LTD was authorized to operate in all of Lane County, the current model of providing service was based on the collection of payroll and self-employment taxes from within the service boundaries. The community was engaged in an Annual Route Review to adjust routes to ensure maximum productivity and coverage within the district.

Ms. Hoell described three partnerships LTD had developed to address specific issues outside of the service boundaries: Rhody Express providing in-town connectivity in Florence, South Lane Wheels providing service in and around Cottage Grove and Creswell, and Diamond Express providing inter-city service

between Oakridge and Eugene/Springfield. She said each partnership was unique and LTD owned the vehicles and provided technical assistance, but did not operate the buses. She explained the operations of each partnership and said they represented LTD's solution to providing rural service.

Becky Taylor, Lane County transportation planner, said the county was updating its Transportation System Plan (TSP) and during that process she kept hearing from the public that one of the biggest concerns was the transportation system was the lack of transportation options, particularly transit. She shared a number of stories relating to how this lack created barriers for many people. She said the results of her research were included in her *Rural Transit Coverage Assessment*, which was included in the agenda packet. She said the report included an analysis of strengths, weaknesses, opportunities and threats.

Mr. Dempster said while ODOT was engaged in public transit with providers across the state, its main focus was on rural areas and special transportation services for seniors and people with disabilities. His areas of responsibility also included compliance, long-range planning strategies, coordination, compliance and problem-solving. He reviewed the *Public Transportation Funding Sources Summary* contained in the agenda packet, along with a table of funding within Lane County. He said much of ODOT's funding was allocated by formula and then combined with available local discretionary funding. He said there were private transit operators across the state and some were also contracted by ODOT to provide subsidized services. He said that formula allocations and long-standing partnerships meant most dollars were already accounted for and rebalancing or adding services locally required collaboration, strong partnerships and long-term planning to achieve priorities. He provided examples of funding partnerships that had been successful in fostering accessibility and connectivity.

Mr. Coey said it was recently determined that the Central Lane MPO was eligible for Congestion Mitigation and Air Quality (CMAQ) funding, which amounted to a significant amount of money. He said LTD was adding another weekday bus to Oakridge service, but the question was how to get weekend service to facilitate seasonal recreational tourism. He understood that CMAQ funds could be used for that purpose and asked how that funding could be obtained. Mr. Dempster said ODOT staff were discussing the matter and would be in touch.

Mr. Nordin commented that if Florence, Oakridge and other incorporated cities joined LTD's service area and paid the payroll tax they would receive regular transit service.

In response to a question from Ms. Rickard, Mr. Dempster said there was a Florence/LTD partnership to provide in-town transit service to Florence and ODOT had recently awarded a discretionary grant to LTD, Florence and other partners to explore connectivity along Highway 101 between Florence and Yachats.

Ms. Brindle suggested including the Port of Siuslaw in discussions about Highway 101 connectivity. She described a number of ODOT safety improvement along Highway 126 in and around Veneta and encouraged expansion of transit service to the west.

Mr. Zako said it would be helpful to have a map that identified non-LTD services and illustrated connectivity and gaps around the county. He hoped that the discussion of this issue would continue as part of the bigger picture of the transportation system.

Ruth Linoz, South Lane Wheels, commented that one of the funding partners not mentioned was Medicaid. She said Medicaid had funding for transportation, but the Medicaid and Federal Transit Administration funding did not work well together and placed limitations on how those federal assets could be used. She hoped there could be an exploration of how Medicaid funds could be better used to serve senior and disabled population demands.

9. SuperACT Update

Mr. Leiken reported that the SuperACT at its recent meeting had developed a 100 percent list of prioritized Statewide Transportation Improvement Program (STIP) Enhance projects from the 150 percent project list. He said ODOT's scoping of projects had estimated the cost of the Veneta project, which was the LaneACT's highest priority, at about 45 percent higher than the initial cost. He and other MPO representatives attending the meeting had suggested that a Yamhill County bus replacement project be considered for ODOT funding specifically dedicated for bus replacement rather than using STIP funds, thus freeing additional STIP funds for Veneta. When that solution did not work out, he agreed to leave the Veneta project on the 100 percent list at the original cost estimate so that all four of the LaneACT's 150 percent projects moved to the 100 percent list. Those were:

- Veneta: Veneta-Elmira Multi-Use Pathway
- Springfield: Filling the Gaps
- Florence: US 101 Multi-Modal Improvements
- Eugene: Roosevelt Path

Mr. Leiken said the Veneta project was not fully funded based on ODOT's scoping results, but he planned to testify to the Oregon Transportation Commission (OTC) and ask them to consider moving the Yamhill County bus replacement project from STIP Enhance funding to the dedicated bus replacement funding. He said MPO representatives would continue to discuss the proposal with ODOT. He noted that those projects, along with others funded from different ODOT sources, would bring about $7 million into Lane County. He commended ODOT and MPO staff for a team effort that brought good results.

Mr. Ingham expressed Veneta's appreciation for everyone's efforts to see the city's project funded.

10. Oregon Freight Advisory Committee (OFAC)

Mr. Johnston said the OFAC had requested time on the commission's October 12th agenda to meet with ACT members and share information about OFAC's activities and respond to questions. He briefly reviewed the list of suggested topics for discussion with OFAC that was included in the agenda packet. He said another topic of interest might be how macro-economic issues affected the region. He invited suggestions for other topics.

Mr. Leiken asked staff to encourage Scott Parkinson, the ACT's Rail Designated Stakeholder, to attend the October 12th meeting.

Ms. Brindle said the ODOT regional solutions team was working with Senator Lee Beyer, convener of the OFAC, on a trans-load facility in the Willamette Valley. Jae Pudewell, ODOT, added that the legislature had allocated $100,000 for study of a facility. He said the purpose was to move freight traffic out of the metro area, with a focus on containers.

In response to Mr. Johnston's question regarding a federal and state initiative to develop alternate corridors, Mr. Pudewell said Highway 97 had been declared an important freight route and was also on the resiliency list as an interim north-south corridor if a Cascadia event impacted Interstate 5.

Mr. Johnston said the OFAC also wanted a tour of the area and that would be an opportunity to showcase freight issues in various communities.

Mr. Paulson said that highways and roads were built to accommodate cars, which was a different price than building them to accommodate cars and heavy trucks. He said a topic of discussion could be whether enough revenue was being obtained from motor carriers to cover the incremental difference between building a transportation system for cars and a system for cars plus trucks.

11. Announcements and Information Sharing

a. ODOT Update: ARTS

Ms. Brindle said ODOT was moving out of its current building in Springfield and into a new facility that would be constructed on Laura Street. She said the move was scheduled for February 2017, although ground was not yet broken. The new facility would include a large conference room. She said that Representative DeFazio had agreed to allow unspent earmark funds to remain in the state and ODOT would use $1.2 million for the Coburg Interstate Exchange project design process. She said an additional $80,000 would be added to bike/pedestrian funds for planning and sidewalk improvements in Cottage Grove. A summer of 2015 chip seal project on Highway 58 between Dexter and Oakridge had failed and that section was currently receiving a full asphalt pave, due to be completed by the end of September 2016. She announced that Shelley Humble had been working with the Aviation Committee on how to spend additional funds available to ODOT from aviation fuel taxes.

Ms. Humble explained several of the purposes for which funds could be used and said grant applications had opened online on September 13 and would remain open through October 18-20. Ms. Brindle added that the ACT would be presented with aviation grant applications from Lane County. The ACT would not prioritize the applications, but would answer two questions for each application: 1) regional significance, and 2) compliance with airport master plan.

b. Metropolitan Policy Committee Update

There were no questions or comments.

c. Other Member Reports

Mr. Zako announced that TravelOregon was holding a series of three workshops promoting bicycle tourism in East Lane County. Mr. Coey said an informational flyer would be distributed to ACT members; the workshop dates were October 20, November 17, and December 13.

Mr. Ingham thanked ODOT for providing funds for Veneta's TSP.

Mr. Stram said he had recently returned from Scotland and that country's transportation system had very few stoplights, but thousands of roundabouts, which moved traffic efficiently.

The next LaneACT meeting was scheduled for October 12, 2016.

The meeting was adjourned at 7:40 p.m.

(Recorded by Lynn Taylor)

Lane Area Commission on Transportation
895 Willamette Street, Suite 500, Eugene, Oregon 97401-2910
541.682.4283 *(office)*

October 12, 2016

TO: Lane Area Commission on Transportation (LaneACT)

FROM: Bill Johnston – ODOT Area 5 Planner (Springfield)
Roseann O'Laughlin – ODOT Freight Planning Unit (Salem)

SUBJECT: Agenda item 6: Oregon Freight Advisory Committee – special discussion

Action requested: No action is required. This is an informal exchange of information between the LaneACT and the OFAC.

Background

The Oregon Freight Advisory Committee (OFAC) serves to advise the Oregon Transportation Commission on freight-related policies and programs.

As part of an ongoing outreach effort, the OFAC occasionally likes to meet with different ACTs around the state to exchange information and stay abreast of local and regional concerns. The OFAC has requested time on this month's LaneACT agenda for this purpose.

Overview of discussion

Approximately 15 OFAC members will be at the meeting, along with some additional ODOT staff from Salem. Some of the OFAC members will be invited to sit at the table and lead the discussion. (There's not enough room for all of the members.)

We've budgeted one hour and 15 minutes (1:15) for this special discussion. An agenda of topics to discuss will be provided at the meeting.

In preparation for this discussion, recall that the LaneACT (at the September 14 meeting) considered a draft list of questions prepared by staff. Those questions, along with your comments from that discussion, have been forwarded to the OFAC so they can be addressed at the October 12 meeting.

Attachments

None. An agenda for the discussion will be provided at the meeting.

Lane Area Commission on Transportation
895 Willamette Street, Suite 500, Eugene, Oregon 97401-2910
541.682.4283 *(office)*

DATE: October 12, 2016

TO: Lane Area Commission on Transportation (LaneACT)

FROM: Denise Walters, Lane Council of Governments

SUBJECT: Agenda Item 7: Stakeholder Recruitment Discussion

Background
There is currently one Designated Stakeholders (Trucking) position vacant as a result of Jason Muggy's resignation. For the last trucking representative recruitment, at its December 2015 meeting, LaneACT directed staff to conduct a modified process wherein ACT members were asked to reach out within their communities to identify individuals who could represent trucking and freight interests.

Discussion
Staff requires direction as to whether or not to use a similar process as established in December 2015 or if LaneACT would like to do a more formal recruitment. The Steering Committee directed staff to reach out to the Oregon Trucking Association for potential candidates. To date staff has heard no response.

The Trucking Designated Stakeholder's term expires June 30, 2017.

Requested Action
Provide staff direction on trucking representative recruitment process.

Attachment:
- None.

M I N U T E S

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

September 1, 2016
11:30 a.m.

PRESENT: Alan Zelenka, Chair; Kitty Piercy (City of Eugene); Christine Lundberg, Sean VanGordon (City of Springfield); Sid Leiken, Pat Farr (Lane County); Jerry Behney (City of Coburg); Frannie Brindle (Oregon Department of Transportation), Gary Wildish, Gary Gillespie (Lane Transit District); members; Becky Taylor for Steve Mokrohisky (Lane County), Gino Grimaldi (City of Springfield), Jon Ruiz (City of Eugene), A.J. Jackson (Lane Transit District); Petra Schuetz (City of Coburg); *ex officio* members.

Brenda Wilson, Paul Thompson, Howard Schussler, Ellen Currier, Kelly Clarke (Lane Council of Governments); Edward McGlone, Kelly Hale (Lane Transit District); Jeff Kernen (City of Coburg); Reed Dunbar (City of Eugene); Tom Boyatt, Liz Cotterfield (City of Springfield); Tim Elsea (Lane County); Bill Johnston (Oregon Department of Transportation); Michelle O'leary (River Road), Pat Hocken (Better Eugene-Springfield Transit),

WELCOME AND INTRODUCTIONS

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

CALL TO ORDER

Mr. Zelenka called the meeting to order.

APPROVE AUGUST 4, 2016, MEETING MINUTES

Ms. Piercy, seconded by Mr. Wildish, moved to approve the August 4, 2016, meeting minutes as submitted. The motion passed unanimously, 8:0.

Mr. Behney and Mr. VanGordon arrived at 11:35 a.m.

ADJUSTMENTS TO THE AGENDA/ANNOUNCEMENTS FROM MPC MEMBERS

There were no adjustments to the agenda.

Tim Elsea, recently hired as Lane County Director of Public Works, briefly introduced himself to MPC member.

COMMENTS FROM THE AUDIENCE

There was no one wishing to speak.

METROPOLITAN PLANNING ORGANIZATION (MPO) ISSUES

Amendment to FY15-18 Metropolitan Transportation Improvement Program (MTIP)

Mr. Thompson stated there had been no changes to the proposed amendment since the MPC's public hearing on the matter at its August 4, 2016, meeting. He said the agenda packet included correspondence from Representative Peter DeFazio and Better Eugene-Springfield Transit (BEST); the August 22 letter from BEST was received after staff had summarized issues raised about the amendment. He said the MPC was being asked to approve the amendment.

Mr. Zelenka invited staff to address the following points raised in correspondence.

Clarify the primary purpose: better transit or safer streets
Extend the project study area beyond Nugget Way to Lane Community College
Eliminate roundabout design concepts
Ensure inclusive public participation subject to Title VI requirements
Provide a revised project process outline

Mr. Boyatt said the City of Springfield did not approach projects as single purpose as modes mixed within the right-of-way where the impacts of developing and delivering modal improvements had multiple impacts among modes and on abutting land uses. He said an improvement for one mode could have safety impacts on other modes and for that reason the Governance Team for the multi-jurisdictional project with Lane Transit District (LTD) had not picked a specific purpose, but rather were looking at it more broadly in terms of all activities within the right-of-way such as transit, freight mobility, walking, biking, safety, water quality and impacts on adjacent land uses.

Mr. Boyatt said the project did extend to Lane Community College. Nugget Way was an error on the application. He said was perplexed by the suggestion to eliminate roundabout design concepts before they had been thoroughly studied for improvements to safety, mobility, air quality and possibly a smaller footprint than an expanded intersection would have.

Mr. Zelenka asked about pedestrian and bicycle safety with respect to roundabouts. Mr. Boyatt said it was a different intersection form and it took some time for people to get used to them, but data across the country supported the fact that they were safer. Cyclists could move through the roundabout as a vehicle or use the stutter-flash crossing as a pedestrian would. Pedestrians only had to cross only one direction of travel. He offered to make a presentation to the MPC on roundabout designs. He said a roundabout was not a given at every intersection; they would be context specific and decisions made after the roundabout was studied side-by-side with the intersection form.

Ms. Piercy commented that as roundabouts became more common much had been learned and the level of confidence in them increased. She said that both better transit and safer streets were wanted for all projects and it shouldn't be necessary to choose one or the other. She felt it was good to have those issues raised to stimulate discussions and cause planners and policy-makers to think about them.

Ms. Brindle said the roundabout design had been thoroughly vetted by traffic engineers and the Oregon Department of Transportation (ODOT) was much more adaptable to roundabouts now based on its experiences around the state. She said engineers had also made suggestions for bicycle and pedestrian safety.

Mr. Boyatt said a comprehensive list of all public outreach activities related to the corridor would be provided to the MPC. He said the concern seemed to be that the project was working closely with business and property owners along the corridor at the expense of seeking input from the rest of the community. He said the list would affirm that staff was engaged in a wide range of community outreach efforts and the project had been well publicized. He said the intensive work with stakeholders along the corridor was essential to the project's success. He said staff was working on revising the project timeline.

Ms. Lundberg stated that the project was never just a transit corridor study; it had always addressed safety issues. She said there had been a visioning process for the corridor, which had multiple uses and required a multi-faceted approach. She said the City needed to move many pieces forward in collaboration with other government entities to create a much better corridor for businesses, residents and visitors. She had already received positive comments from the public about the reduction in speed. She felt that roundabouts were safe, but could be intimidating when first in use and would require public education to familiarize the public with them. She said the funding requested in the amendment would allow the project to continue to have a conversation with the entire community to assure that the end result would be supported and of benefit to everyone. She had discussed the matter with Rep. DeFazio and he was comfortable with the project's status.

In response to a question from Mr. Leiken, Ms. Brindle said that ODOT was much more open to roundabouts on state system intersections because of evidence that they worked well operationally and could be designed for multi-modal use. She said some modeling would be necessary to assure that freight carriers were accommodated in the design and project outreach should include freight in the process.

Mr. Boyatt noted that educational videos on the use of roundabouts and pedestrian beacons were available on the City's website.

Mr. Wildish thanked the City and LTD for their ongoing outreach to the community and stakeholders and BEST for providing input and suggestions.

> Ms. Piercy, seconded by Mr. Gillespie, moved to approve Resolution 2016-07 amending MTIP to program Surface Transportation Program (STP) funds for the Main/McVay Transit Study. The motion passed unanimously, 10:0.

State Transportation Improvement Program (STIP) Enhance Non-Highway Funding Priorities

Mr. Thompson summarized the prioritization process of project applications that narrowed those applications to in a 150 percent priority list. He said projects were then scoped by ODOT and the results for Area 5 were included in the agenda; scoping could result in an increase or decrease to the estimated project costs. Once scoping was completed Area Commissions on Transportation (ACTs) were asked to determine whether priorities had changed or other adjustments should be made before the SuperACT meeting to determine which projects to recommend to the Oregon Transportation Commission (OTC) for 100 percent funding.

Mr. Thompson said the agenda also contained a list of all Region 2 proposals by area and ODOT's straw proposal of projects for 100 percent funding as a starting point for discussions. He noted that three Lane County projects were recommended for funding. He distributed a document entitled *The STIP Enhance Non-Highway 100 Percent Funding Recommendation Straw Proposal* and asked the MPC whether it wished to have Mr. Leiken, as its representative, to advocate for funding for the area's fourth priority: City of Springfield: Filling The Gaps - Safe Walking Routes to Schools.

Mr. Thompson said the straw proposal was equitable in terms of the number of projects per area, but not necessarily in terms of populations or the amount of funding, and some of the recommended projects had lower local match percentages than the Springfield project. He noted that the Yamhill County Transit Area project for bus replacement would only maintain existing service with a new vehicle, not expand service, while the Springfield project would provide new service through new sidewalks, safety enhances, new connections to transit. He said the OTC had directed $15 million of STIP funding over the next three years into a new program specifically for bus replacement; applications would be solicited in October and the funds were dedicated to the type of project Yamhill County Transit Area was proposing. He said it made sense to advocate for taking a project out of competition for flexible funds and directing it to funding for that specific purpose, leaving flexible funds for projects that did not have other funding sources available.

Ms. Piercy said a solution where all won was the best approach; the issue of equity was a less appealing argument.

Ms. Lundberg said the goal was to select projects for the entire region. Making the community safer for children and improving connectivity would have the greatest impact and if funding for the Yamhill Transit bus replacement was available from another sources it made sense to advocate for redirecting it and recommending the Springfield project for funding.

Mr. Leiken pointed out that scoping had increased the cost of the City of Veneta's project by almost 45 percent and questioned why. He said the Springfield project had the greatest impact for the investment. When the LaneACT prioritized projects it attempted to maintain an equitable balance between rural and urban projects. He said Lane County's Territorial Highway project had been removed from STIP funding consideration and directed to another funding source and he wanted to know if Veneta wanted to move forward, given the cost increase. Mr. Thompson replied that the scoping information, although not ODOT's straw proposal, was available to the LaneACT at its August meeting and the Veneta project's cost increased was discussed. He said some concern about the increase was expressed and questions posed about whether Veneta would accept the increased cost, increased match required, and the potential of future cost increases. He the Veneta representative had confirmed the City was prepared to accept the project's higher cost and move forward with it. The LaneACT as a whole stated it had not changed its view of ranking and priorities for the five Lane County projects.

Mr. Leiken commented that it would be challenging to gain SuperACT support for the project since the cost had significantly increased and difficult questions would be raised.

Mr. Thompson said jurisdictions had disputed the lower costs scoped for some projects and ODOT indicated the scoping estimates were a starting point for discussion and jurisdictions could advocate that they felt their projects would cost more than the ODOT estimate.

Mr. Behney remarked that the Springfield project was compelling and received strong support from the LaneACT.

Mr. Wildish asked how areas 3 and 5 compared in population and whether that could influence the prioritization of projects by the SuperACT. Mr. Johnston said Area 3 had a larger population than Area 5, as well as more road miles, culverts and bridges as it was more urbanized and intensely developed.

Ms. Brindle felt Mr. Thompson's suggestion to move the Yamhill County Transit bus replacement to a funding source dedicated to that purpose was good. She reminded the MPC that the straw proposal was merely a starting point for discussion, not a recommendation, and prepared by ODOT at the SuperACT's

request. She said in the case of a City of Newport project that also had a significantly higher cost after scoping, the suggestion was to stay with the original funding request instead of the scoping amount, so the project could move forward with initial components. That was also an option for Veneta.

Mr. Leiken said if Veneta was willing to stay with the original project cost it would be easy to advocate for the Springfield project at the SuperACT meeting.

Mr. Zelenka summarized that the strategy would be to clarify what Veneta was willing to do and propose an alternative funding source for the Yamhill County Transit bus replacement in order to make funds available for the Springfield project. He determined there were no objections to the strategy.

Congestion Mitigation and Air Quality (CMAQ) Funding

Ms. Wilson stated that letters from the MPC and individual jurisdictions' letters had been presented to the OTC and Ms. Lundberg gave testimony at the OTC meeting on the two issues involved: 1) involvement of all CMAQ jurisdictions in a discussion of future allocation of CMAQ funds, and 2) the determination that both the Central Lane MPO and Salem/Keizer MPO had been eligible for CMAQ funding at least since 2013 and the need to make them whole for those lost amounts. She said that amounted to approximately $10 million for Central Lane MPO. She said the OTC chair indicated she understood there were two issues and they needed to be addressed separately and directed ODOT staff to begin a conversation on the second issue.

Ms. Lundberg remarked that the matter would not move forward unless Central Lane and Salem/Keizer MPOs pushed to make that happen. She asked the MPC to advocate for resolution, particularly with Rep. DeFazio. She said one suggested solution was to 2019 funding, which was not programmed at this point, and make both MPOs whole. She said the ODOT proposal would not begin a discussion of future funding redistribution until after the 2018 funding cycle.

Mr. Thompson distributed a handout entitled *Congestion Mitigation and Air Quality (CMAQ) Funding* that outlined actions to date and recommended strategies. He said ODOT staff had proposed a process for changing the current distribution of CMAQ funding that was focused on 2019. He was encouraged that the OTC chair had stated ODOT needed to address both the issue of funding distribution as well as making Central Lane and Salem/Keizer MPOs whole. He reviewed the four recommended strategies for continuing to pursue obtaining CMAQ funding due to the Central Lane MPO.

1. Continue to contact state and federal legislators, governor's office, and others
    a. Ask for communication and support to the OTC
    b. Ask for communication to OTC
2. Continue to work with the Salem/Keizer MPO on a unified approach and message
3. Consider working with all CMAQ parties to find a solution to "float all boats"
4. Propose specific ways that ODOT can provide the funding due to Central Lane and Salem/Keizer
    a. Use other funds for one-time payments
    b. Direct all future CMAQ funds for approximately FY19 and FY20 to Central Lane and Salem/Keizer
    c. Direct larger share of future CMAQ funds over several years until Central Lane and Salem/Keizer are made whole
    d. Consider legislative ask for funding to address air quality concerns more fully than is currently possible with the inadequate CMAQ funds

Ms. Piercy agreed with the strategies, particularly the need to begin working immediately with legislators. She stressed the importance of having legislators in agreement on the need to resolve both issues.

Mr. Leiken said the OTC was open to working on a solution and that the local legislative delegation was essential to solving the problem.

Ms. Lundberg agreed that legislators were necessary in the fight for funding. She felt it was possible to find a good solution for all.

Mr. Gillespie suggested including the Salem/Keizer legislative delegation in the effort to resolve the matter.

Ms. Wilson asked if the MPC wanted to identify some specific remedies for making Central Lane and Salem/Keizer from among items a-d on the list.

Mr. Zelenka favored item c to direct a larger share of funding over time, rather than cutting off funding to other CMAQ areas.

Ms. Piercy expressed hesitation in picking a specific remedy until more discussion with the parties involved. She emphasized that the MPO understood that other MPOs had important projects in their communities and wanted them to be able to move forward, but the Central Lane also wanted what was fair for its area. The search was for a fair resolution.

Mr. Farr agreed with Ms. Piercy that the approach to other MPOs should not be adversarial.

Ms. Wilson asked if any of the a-d items were not acceptable.

Mr. Farr thought item d should be dropped as it was likely out of reach.

Mr. VanGordon agreed that item d should be dropped. He said that item c should specify a timeframe for making Central Lane and Salem/Keizer whole and suggested a hybrid version that combined items b and d.

Ms. Piercy said item b as written should be dropped as it would be strongly opposed by the other MPOs.

Mr. Thompson suggested item c could be revised to request a larger share of CMAQ funds for a four-five year period with the justification that the other MPOs had received Central Lane and Salem/Keizer's share for the past several years.

Ms. Wilson summarized that the MPC was in agreement with being made whole, eliminating the request for additional air quality funds because it confused the issue and providing suggestions for how to make Central Lane and Salem/Keizer whole. She said there was also agreement with taking a diplomatic approach.

Mr. Farr left the meeting at 12:55 p.m.

Oregon Legislature's Joint Committee on Transportation and Modernization

Mr. Thompson briefly reviewed the draft letter from the Central Lane MPO to the committee, highlighting the incorporation of comments on passenger rail, prioritizing seismic preparedness and increased funding, including at least a 10 cent gas tax increase. He said the MPC might want to suggest a larger increase based on comments he heard during the committee's stop in Eugene.

Mr. Leiken said other transportation organizations were willing to propose a 13 cent increase and that could be a good starting point for a discussion. Mr. Thompson said he had also heard that same amount from organizations.

Mr. Leiken suggested being bolder and proposing a larger increase somewhere between 13 and 20 cents.

Ms. Lundberg commented that the legislature was beginning to recognize the enormous need and backlog of projects, as well as the difficulties small communities faced in obtaining funding. She suggested moving the gas tax increase to the beginning of the letter as it was the one legislative action that could make the most difference. She supported dedicating one cent for orphan highways. She also supported asking for a larger gas tax increase such as 16 cents.

Mr. Gillespie also agreed with asking for more than a 13 cent increase.

Mr. Thompson said the Oregon Transportation Forum proposal include an incremental gas tax increase over time. He felt asking for 16 cents and incrementing the gas tax to inflation was a reasonable proposal and suggested adding a request to dedicate one cent for orphan highways to item 6 in the letter.

Ms. Piercy concurred with the suggestion to move the request for a gas tax increase to the beginning of the letter.

Mr. Wildish said the highway system needed help and projects had been deferred for too long. He said large amount of funds was required up front and liked the idea of a 15-20 cent increased that was indexed to allow it to grow. The issue had to be address now, rather than waiting for another legislative session.

Mr. Zelenka determined there were no objections to a 15-20 cent increase with indexing, one cent dedicated to orphan highways and support for passenger rail.

Follow-up and Next Steps

- **ODOT Update—**Ms. Brindle said that ODOT was using leftover federal earmark funds for match on the Coburg Interchange project. She said unspent funds from a Cottage Grove project were being added to leverage funds to complete sidewalk and safety improvements in Cottage Grove. She said the Joint Committee on Transportation and Modernization would be in Newport on September 15 and their focus would be coastal bridges and seismic issues. She said aviation funds in the amount of $1.5 million were available for grants to airports. ODOT wanted input from ACTs and MPCs on proposals for use of those funds.

  Mr. Behney thanked ODOT for making funds available for the interchange project.

- **STIP Non-Highway Enhance—**No additional report.

- **Legislative Update—**Mr. Thompson reported there was some indication the Governor might be proposing a transportation package. He would provide an update when more information was available.

- **Springfield Main Street Safety Update**—Ms. Lundberg said response to the lower speed limit on Main Street was positive. The City Council would be discussing the All Roads

Transportation Safety (ARTS) grant and the Main/McVay project and the City was moving ahead on all of its safety initiatives.

Mr. Johnston added that ODOT, Springfield and LTD staff would be meeting to discuss the corridor study, including issues such as a median concept and access management.

- **Rail Update**—Ms. Piercy reported that rail funding was included in the budget.

- **OMPOC Update**—Mr. Thompson announced that the OMPOC was meeting October 7 in Bend and the meeting would focus on what was wanted in the 2017 legislative transportation package, along with a list of what other organizations were seeking.

- **LaneACT**—Ms. Brindle said the ACT was meeting on September 14 and the full agenda included presentations from member jurisdictions on transportation needs, projects and opportunities. Other agenda items included rural transit, the letter to the Joint Committee on Transportation and Modernization, and the annual work plan.

Other Business

Mr. Thompson announced that the OTC would meet in Eugene on November 18, 2016, and MPC members might wish to attend.

The next meeting was scheduled for October 6, 2016, at the Springfield City Hall Library Meeting Room.

The meeting was adjourned at 1:20 p.m.

(Recorded by Lynn Taylor)

Lane Area Commission on Transportation

2016-2017

July 13, 2016 Recess	***August 10, 2016*** • STIP Enhance (update) • OReGO (update) • *Connect*Oregon (update) • Joint Legislative Committee lunch & tour (debrief) • Presentation format for featured jurisdiction (discuss concept)	***September 14, 2016*** • Transit Plan • FY '16-'17 Work Plan • Prepare for discussion with Oregon Freight Advisory Committee • Member Presentation: Lane County
October 12, 2016 • Joint Meeting Oregon Freight Advisory Committee • Member Presentation: TBD	***November 9, 2016*** • Lane County Safety Plan • MPO Safety Plan • COAR Application Scoring • Appoint Nominating Committee • OTC Biennial Report • 2016-17 Work Plan • Member Presentation: Confederated Tribes of Coos, Lower Umpqua and Siuslaw Indians	***December 14, 2016*** • Election of officers • Cascadia Rising Debrief • ODOT Region 2: Emergency Response • COAR Application Scoring • Member Presentation: Florence
January 11, 2017	**February 8, 2017**	**March 8, 2017**
April 12, 2017	**May 10, 2017**	**June 14, 2017**

The topics listed are tentative and subject to change.

Other future topics (schedule to be determined)

- ADA regulations, PROW and DOJ
- Tom Bowerman: OSU statewide values and beliefs survey
- Main Street Program in rural Oregon, economic opportunities and transportation, TGM Program annual cycle
- Oregon Scenic Byways Program update
- Regional Safety and Security Plan update
- Zero-emission electric vehicles, LRAPA
- Beltline ramp meters
- Designated stakeholder development: statewide significance
- Susan Morgan, OTC Commissioner
- Crude oil transport safety issues
- Transportation funding overview
- OHA/ODOT MOU follow-up
- Karmen Fore, Governor's Sustainable Communities and Transportation Policy Advisor
- Bob Russell, Oregon Trucking Association: fair-share contribution for truck freight

LaneACT Attendance 2016-2017

Stakeholder	JUL'16	AUG'16	SEP'16	OCT'16	NOV'16	DEC'16	JAN'17	FEB'17	MAR'17	APR'17	MAY'17	JUN'17
Coburg		X	X									
Cottage Grove		X	X									
Creswell		X	X									
Dunes City		X	X									
Eugene		X	X									
Florence		X	X									
Junction City		X										
Lowell		X	X									
Oakridge		X	X									
Springfield	R	X	X									
Veneta	E	X	X									
Westfir	C		X									
Lane County	E	X	X									
Port of Siuslaw	S	X	X									
Lane Transit District	S	X	X									
CTCLUSI		X	X									
ODOT Area 5		X	X									
Central Lane MPO		X	X									
Lane County TrAC		X	X									
Highway 126 E		X	X									
DS Trucking - Muggy												
DS Rail - Parkinson		X										
DS Bike/Ped - McRae		X										
DS Envir LU - Zako		X	X									
OS - Eugene Organ		X	X									
OS - George Grier		X	X									
OS - Ryan Pape'		X	Ex									
OS - Jennifer Jordan			X									
OS - Shelley Humble		X	X									
TOTAL	No Meeting	27	25									

Lane Area Commission on Transportation
859 Willamette Street, Suite 500, Eugene, Oregon 97401
541.682.4283 *(office)*

Membership 2016

Last Update October 1, 2016

Jurisdiction	Member	Email	Phone	Address
Lane County				
Primary Rep	Sid Leiken Commissioner [LaneACT Chair]	sid.leiken@co.lane.or.us	541.682.4203	125 E 8th Avenue, PSB Eugene, OR 97401
Alternate Rep	Jay Bozievich Commissioner	jay.bozievich@co.lane.or.us	541.682.3719	125 E 8th Avenue, PSB Eugene, OR 97401
Coburg				
Primary Rep	Jerry Behney Councilor	rdy876@gmail.com	541.683.6544	32738 E. Dixon Street Coburg OR 97408
Alternate Rep	Ray Smith Councilor	coburgray@gmail.com	541.485.3498	32790 E. Maple Street Coburg OR 97408
Cottage Grove				
Primary Rep	Thomas Munroe Mayor	mayor@cottagegrove.org	541.942.5501	400 E. Main St. Cottage Grove OR 97424
Alternate Rep	Garland Burback Councilor	councilorburback@cottagegrove.org	541.337.3702	PO Box 1498 Cottage Grove OR 97424
Creswell				
Primary Rep	Dave Stram Mayor	dstram@creswell-or.us	541.895.2531	PO Box 276 Creswell OR 97426
Alternate Rep	Michelle Amberg City Administrator	mdamberg@creswell-or.us	541.895.2913	PO Box 276 Creswell OR 97426
Dunes City				
Primary Rep	Maurice Sanders Councilor	maurice.sanders@dunecity.com	541.997.3338	PO Box 97 Westlake OR 97493
Alternate Rep	Jamie Mills City Recorder	recorder@dunescityor.com	541.997.3338	PO Box 97 Westlake OR 97493
Eugene				
Primary Rep	Claire Syrett Councilor	claire.m.syrett@ci.eugene.or.us	541.682.8347	125 East 8th Avenue 2nd Floor, PSB Eugene OR 97401
Alternate Rep	Alan Zelenka Councilor	alan.zelenka@ci.eugene.or.us	541.682.8343	125 East 8th Avenue 2nd Floor, PSB Eugene OR 97401

Florence				
Primary Rep	Joe Henry Mayor	joe.henry@ci.florence.or.us	541.999.2395	250 Hwy 101 Florence OR 97439
Alternate Rep	Mike Miller Public Works Manager	mike.miller@ci.florence.or.us	541.997.4106	250 Hwy 101 Florence OR 97439
Junction City				
Primary Rep	Mike Cahill Mayor	mcahill@ci.junction-city.or.us	541.998.2153	PO Box 250 Junction City OR 97448
Alternate Rep	Jim Leach City Council	leaco@comcast.net	541.998.8489	385 Timothy Street Junction City OR 97448
Lowell				
Primary Rep	Steve Paulson Councilor	steve.paulson@ci.lowell.or.us	541.937.5004	PO Box 490 Lowell, OR 97452
Alternate Rep	Don Bennett Mayor	donbennett47@q.com	541.937.2312	540 Sunridge Lane Lowell OR 97452
Oakridge				
Primary Rep	Jim Coey Mayor	jbryan522@msn.com	704.400.4605	PO Box 122 Oakridge, OR 97463
Alternate Rep	Rick Zylstra City Councilor	rzylstra37@gmail.com	541.782.2256	48426 Sunnynook Oakridge, OR 97463
Springfield				
Primary Rep	Hillary Wylie City Councilor	hwylie@springfield-or.gov	541.852.2147	339 South E Street Springfield OR 97477
Alternate Rep	Christine Lundberg Mayor	mayor@springfield-or.gov	541.520.9466	2031 Second Street Springfield OR 97477
Veneta				
Primary Rep	Sandra Larson Mayor	slarson@ci.veneta.or.us	541.935.2191	PO Box 458 Veneta OR 97487
Alternate Rep	Ric Ingham City Administrator	ringham@ci.veneta.or.us	541.935.2191	PO Box 458 Veneta OR 97487
Westfir				
Primary Rep	Matt Meske Mayor	westfircity@gmail.com		PO Box 296 Westfir OR 97492
Alternate Rep				
Confederated Tribes				
Primary Rep	Chief Warren Brainard	wbrainard@ctclusi.org	541.297.1655	1245 Fulton Avenue Coos Bay OR 97420
Alternate Rep	Jeff Stump	jstump@ctclusi.org	541.888.9577	1245 Fulton Avenue Coos Bay OR 97420

Port of Siuslaw				
Primary Rep	Nancy Rickard Board Commissioner	n.rickard@portofsiuslaw.com	541.997.4961	3105 Munsel Lake Road Florence OR 97439
Alternate Rep	Steven Leskin Port Manager	manager@portofsiuslaw.com	541.997.3426 (W)	PO Box 1220 Florence OR 97439
Lane Transit District				
Primary Rep	Don Nordin Board Member	don.nordin@ltd.org dnordin@efn.org	541.942.7895 (C) 541.942.5257 (H)	346 Elk Drive Cottage Grove OR 97424
Alternate Rep	A J Jackson General Manager	aurora.jackson@ltd.org		PO Box 7070 Eugene OR 97401
ODOT Area Manager				
Primary Rep	Frannie Brindle Area 5 Manager	frances.brindle@odot.state.or.us	541.726.5227 (W)	644 A Street Springfield OR 97477
Alternate Rep	Bill Johnston Area 5 Planner	Bill.W.JOHNSTON@odot.state.or.us	541.747.1354 (W)	644 A Street Springfield OR 97477
Central Lane MPO				
Primary Rep	Paul Thompson Transportation and Infrastructure Program Manager	pthompson@lcog.org	541.682.4405 (W)	859 Willamette St., Suite 500 Eugene OR 97401
Alternate Rep	Brenda Wilson Executive Director	bwilson@lcog.org	541.682.4395 (W)	859 Willamette St., Suite 500 Eugene OR 97401
LC TrAC				
Primary Rep	Jeff Paschall Member	jpaschall@springfield-or.gov	541.726.1674	225 5TH Street Springfield OR 97477
Alternate Rep				
Highway 126 East				
Primary Rep	Charles Tannenbaum	caroltan@q.com	541.736.8575	40882 McKenzie Hwy Springfield OR 97478
Alternate Rep	Dennis Ary	dary@orcasinc.com	541.896.3059 (H) 541.953.8584 (C)	90399 Mountain View Ln Leaburg OR 97489

Designated Stakeholders					
Trucking	VACANT				Term Expires June 30, 2017
Rail	Scott Parkinson	scott@argtrans.com	541.334.4314 (W) 541.687.4795 (H)	PO Box 10456 Eugene OR 97440	Term Expires June 30, 2019
Bicycle & Pedestrian	Holly McRae	hollymcrae@yahoo.com	541.345.1718	2584 Friendly Street Eugene OR 97405	Term Expires June 30, 2017
Environmental Land Use	Rob Zako	robzako@gmail.com	541.343.5201 (H) 541.346.8617 (W)	1280-B East 28th Ave Eugene OR 97403-1616	Term Expires June 30, 2019
Other Stakeholders					
	George Grier	ggrier@efn.org	541.726.6131	1342 ½ 66th Street Springfield OR 97478	Term Expires June 30, 2017
	Eugene Organ	eorgan@lilaoregon.org	541.683.6556 (H) 1.866.790.8686 (W)	2850 Pearl Street Eugene OR 97405	Term Expires June 30, 2017
	Ryan Papé	rpape@pape.com	541.915.7286 (H) 541.868.8912 (W)	PO Box 407 Eugene OR 97440	Term Expires June 30, 2019
	Shelley Humble	shumble@creswell-or.us	541.895.2913 (W) 541.953.9197 (C))	PO Box 276 Creswell OR 97405	Term Expires June 30, 2017
	Jennifer Jordan	jennifer.jordan@co.lane.or.us	541 682 3781 (W)	151 W 7th Ave, Suite #410 Eugene OR 97401	Term Expires June 30, 2017