

MINUTES

Lane Area Commission on Transportation (LaneACT)
McLane Room
Oregon Department of Transportation, Area 5
644 A Street, Springfield, OR 97477

October 14, 2015
5:30 p.m.

- PRESENT:** Jerry Behney, Coburg
Tom Munroe, Cottage Grove
Dave Stram, Creswell
Alan Zelenka, Eugene
Mike Miller, Florence
Mike Cahill, Junction City
Steve Paulson, Lowell
Jim Coey, Oakridge
Hillary Wylie, Springfield
Tim Brooker, Veneta
Sid Leiken, Lane County, *Vice Chair*
Don Nordin, Lane Transit District (LTD)
Ron Caputo, Port of Siuslaw
Nancy Rickard, Port of Siuslaw
Jeff Paschall, Lane County Roads Advisory Committee (LCRAC)
Charles Tannenbaum, Highway 126 East
Frannie Brindle, Oregon Department of Transportation (ODOT)
Paul Thompson, Central Lane Metropolitan Planning Organization (MPO)
Holly McRae, Bicycle and Pedestrian Designated Stakeholder
Rob Zako, Environmental Lane Use Designated Stakeholder
George Grier, Other Stakeholder, *Chair*
Eugene Organ, Other Stakeholder
- ABSENT:** Dunes City, Westfir; Confederated Tribes; Scott Parkinson, Rail Designated Stakeholder; Bill McCoy, Trucking Designated Stakeholder, Shelley Humble, Jennifer Jordan, and Ryan Papé, Other Stakeholders.
- OTHERS:** Jae Pudewell, David Reesor, ODOT; Lydia McKinney, Lane County; Ron Kilcoyne, Tom Schwetz, LTD; Michelle Amberg, Creswell; Reed Dunbar, Rob Inerfeld, Eugene; Erin Reynolds, Florence; Emma Newman, Springfield; Ric Ingham, Veneta; Milo Mecham, Lane Council of Governments (LCOG); Roy Hankins, WHPacific

At each member's place were two documents: *Enhance Proposal Review Process: An Overview, 2018-2021 Statewide Transportation Improvement Program (STIP)* and *ODOT Enhance Pre-Proposal Consultation spreadsheet*.

1. Call to Order (Welcome and Introductions)

Chair George Grier called the meeting of the Lane Area Commission on Transportation (LaneACT) to order at 5:31 p.m. Members and the audience introduced themselves.

2. Review Agenda – Additions or Deletions

There were no changes to the agenda suggested or made. Mr. Grier clarified the two people from the Port of Siuslaw would have one vote when the STIP pre-proposal ranking straw polls were taken.

3. Consent Calendar

A. Approve Minutes (September 9, 2015)

Consensus: The minutes of September 9, 2015, were approved as submitted.

4. Comments from the Audience

No members of the audience signed up to give public comment.

5. Nominating Committee

Mr. Grier described the past process used for nominating LaneACT officers. He emphasized the need for the Nominating Committee members to propose a slate for the Chair and Vice Chair by November 25, 2015, for inclusion in the December packet.

Alan Zelenka joined the meeting at 5:37 p.m.

When Rob Zako asked if there were term limits for officers or traditions to consider, Mr. Grier explained the preference for at least one of the officers to be an elected official. There had also been an effort to balance representation of urban and rural communities. Councilor Wylie added that in the past the Vice Chair had become the Chair. She thought the continuity in leadership important. David Reesor referenced the bylaws and noted there were no term limits for officers.

Mayor Stram volunteered to be on the Nominating Committee, after clarifying participation via teleconferencing was acceptable. He was joined by Councilor Wylie, Mayor Munroe, and Mr. Zako. Mr. Reesor offered to provide logistical support.

6. STIP Pre-Proposal Presentations, Questions, and Answers

Mr. Grier gave an overview of the next two agenda items, noting each presenter had three minutes to explain their pre-proposal for the 2019-2021 STIP. Another three minutes was allotted for questions and answers. He noted all the pre-proposals were included in the agenda packet. The goal was to provide feedback to the applicants to inform their decision as to whether or not to proceed with the final applications, due November 20, 2015. It was a lot of work to complete the application and the funds were extremely limited (\$9.2 million for all of Region 2). Mr. Grier distributed a handout entitled, *Connect Oregon VI and Enhance Non-Highway Fact Sheet*. He highlighted some of the projects being considered were eligible for funding from both programs.

Mayor Stram presented the City of Creswell's Highway 99 Modernization pre-proposal. He described the current zig-zag layout of Highway 99 through Creswell as confusing, congested, and in need of multi-modal improvements (e.g., Americans with Disability Act (ADA) compatible sidewalk and ramps). Mayor Stram referenced the planned University of Oregon golf course to be built near Creswell. He expected traffic, and associated problems, to increase as a result. When Paul Thompson asked what the STIP amount requested was, Michelle Amberg explained the amount had not been set. ODOT was still working on estimates as Highway 99 was an ODOT facility. Frannie Brindle added ODOT might provide the required match were the proposal submitted.

Reed Dunbar reviewed the City of Eugene's Roosevelt Path Extension pre-proposal. The project, from Maple Street to Highway 99, connected the existing Roosevelt path to the Highway 99 path currently under construction. ODOT staff anticipated a winter 2016 completion of the Highway 99 path, including the bridge. Were the extension built, Jessen, Beltline, and Fern Ridge Paths would be connected, providing multi-use connectivity for enhanced urban mobility. Responding to questions from Councilor Paulson, Mr. Dunbar explained the project was in Eugene's draft Transportation System Plan (TSP). Without the STIP funding of \$700,000, he anticipated a significant delay. When Mr. Zako and Mayor Cahill asked about safety issues and statistics, Mr. Dunbar said the statistics would be included in the final application.

Mr. Dunbar also presented the City of Eugene's High Street Protected Bike Lane (Phase I) pre-proposal. The facility envisioned included a two-way protected bikeway (cycle track) on High Street from 19th to 5th Avenue and bicycle signals at the existing signalized intersections. The STIP pre-proposal was for the first phase of the project, from 19th to 13th Avenue. Answering questions from Councilor Wylie and Eugene Organ, Mr. Dunbar clarified the intent was to have a curb that separated the cycle track, not just the bollards shown in the illustration. The cycle track was available to people using wheelchairs. Noting the City of Eugene had submitted two pre-proposals, Mr. Dunbar said the Roosevelt Path Extension was the agency's higher priority.

Mike Miller described the City of Florence's Highway 101/Oregon 124 to Siuslaw Valley Bridge pre-proposal. He detailed the connectivity, safety, public health, accessibility, economic vitality, and environmental stewardship components of the project. Mr. Miller

highlighted the safety improvements for bicyclists and pedestrians and the local partnership among the Florence Urban Renewal Agency, the City of Florence, and the Downtown Revitalization Team with ODOT's current pavement preservation. When Councilor Paulson asked why ODOT had not included the bicycle and pedestrian improvements in their project scope, Ms. Brindle explained the fiscal constraints. Commissioner Leiken observed the application had an impressive 25 percent match. Responding to Mr. Grier's question about enhanced connectivity, Mr. Miller described how bicycling was improved when intersections with acute angle were re-aligned.

Lydia McKinney presented Lane County's Territorial Road Enhancements pre-proposal. She described the history of the Territorial Road project in general and the specific STIP application to complete the design work on the road between Gillespie Corners and the town of Lorane. Ms. McKinney highlighted the economic development aspects (tourism, wineries, and farm and forest freight) and the need to be "shovel ready" should additional federal transportation funds become available. At Mr. Grier's suggestion, Ms. McKinney agreed to reference previous work done by EcoNorthwest to better quantify the economic development impact. When Mr. Zako asked if planning projects qualified for STIP funding, Mr. Reesor assured him they did.

Tom Schwetz provided information on LTD's Franklin Boulevard Corridor pre-proposal. He reviewed the existing Franklin Boulevard EmX facility. The bi-directional lane now constrained the travel time and frequency of the EmX buses. Responding to Councilor Zelenka, Mr. Schwetz said eliminating the bi-directional lane resulted in a decrease in travel time from 10 minutes to 5 to 7.5 minutes. He concurred with Mr. Grier that upcoming Track and Field events would increase passenger demand on the heavily used Franklin Boulevard EmX. When Commissioner Leiken asked if construction would negatively impact Matthew Knight Arena events, Mr. Schwetz explained LTD would use strategies such as night construction to mitigate the impact. Mr. Tannenbaum asked if the UO planned to contribute to the project. Mr. Schwetz said they had previously donated land to the EmX route. He did not anticipate they would do so again.

Emma Newman described the City of Springfield's Filling in the Gaps—Safe Walking Routes to Schools, pre-proposal. The proposal was a package of seven sidewalk infill projects that completed key walking routes to six Springfield elementary and middle schools. She emphasized the safety, health, and environmental aspects of the proposal. No additional right-of-way was required. When Ms. Brindle asked if bicycle connectivity was enhanced, Ms. Newman referred to the Centennial segment. When Councilor Paulson asked if the project could recoup savings from the public schools for students walking versus taking the school bus, Ms. Newman explained that was not part of the match. She concurred with Mr. Grier that the number of students potentially benefitting from the project was data that needed to be included in the final application. Commissioner Leiken asked if TEAM Springfield knew of the proposal (TEAM Springfield was comprised of the City of Springfield, Springfield Public Schools, Springfield Utility Board, and the Willamalane Parks and Recreation District). Councilor Wylie assured him TEAM Springfield had been involved.

Ms. Newman also presented the City of Springfield's Moe Mountain Path pre-proposal. The proposed path connected the existing Eugene Water and Electric Board (EWEB) multiuse path and the existing McKenzie Levee Path. She referenced the map in the agenda packet and explained the majority of the Moe Mountain Path was on Willamalane property. Union Pacific had indicated their willingness to work with the City of Springfield to better utilize the currently unused railroad spur. When Mr. Zako asked how the almost 50% match was being provided, Ms. Newman explained the expenditure was authorized through TEAM Springfield. When asked by Councilor Behney which proposal the City of Springfield deemed more important, Ms. Newman said the Filling in the Gaps was more urgent.

Ric Ingham detailed the City of Veneta's Veneta/Elmira Multi-Use Pathway pre-proposal. He said the project would build a ten-foot wide asphalt path on Territorial Highway and establish a north/south bicycle and pedestrian connection between existing City of Veneta sidewalk and recently constructed sidewalk near Elmira schools. It was designed to use primarily ODOT right-of-way (the remainder was to be acquired from, or donated by, a willing owner, the Oregon Country Fair). It meandered a bit to avoid environmentally sensitive areas. He highlighted the health, safety, connectivity (including improved access to mass transit), and economic development aspects. When asked by Holly McRae about lighting, Mr. Ingham explained pathway illumination was Phase 3 of the project. Responding to Commissioner Leiken's question as to if the project was eligible for STIP funding, Mr. Reesor said yes.

7. STIP Pre-Proposal Ranking

Mr. Grier reminded committee members the purpose of the ranking was to help applicants decide if they should commit the staff resources needed to complete the final application in light of the limited funds available. Mr. Reesor added the results of the ranking did not preclude any applicant from applying. At Mr. Zako's request, Mr. Grier reviewed the SuperACT process prior to the Oregon Transportation Commission's (OTC) final decision. He emphasized the importance of statewide significance when projects reached the SuperACT phase.

Councilor Paulson observed some of the pre-proposals were on state highways. Why did they qualify as "enhance non-highway" projects? Mr. Reesor explained it was the multimodal focus on the project that was important, not the physical location.

When Councilor Brooker brought up the MPO, Mr. Grier explained the working agreement between LaneACT and the MPO. In December, LaneACT members could not change the relative ranking of projects determined by the MPO.

Mr. Grier called a short recess in the meeting from 6:50 p.m. to 6:58 p.m. and asked LaneACT members to use that time to decide which projects they would rank high, medium, or low. There was no requirement that members distribute the projects equally among the levels.

After the recess, Councilor Paulson asked for more clarification regarding “statewide significance.” Councilor Wylie cited the Florence proposal as one which had statewide significance. However, she cautioned committee members to balance statewide significance with the need to honor both rural and urban communities’ needs. Mr. Grier described how the regional economic impact of a Port of Toledo proposal was significant at the last *ConnectOregon* SuperACT meeting. Mr. Thompson and Commissioner Leiken also emphasized the importance of economic development.

Mr. Grier conducted the straw poll, asking LaneACT members to display a High, Medium, or Low card for each of the projects under discussion. The results were:

Project	# High	# Medium	# Low
Creswell: Highway 99	5	9	7
Eugene: Roosevelt Path Extension	13	4	4
Eugene: High Street Protected Bike Lane	1	13	7
Florence: Hwy 101/OR 126 Enhancements	16	5	0
Lane County: Territorial Road Enhancements	10	10	1
LTD: Franklin Boulevard Corridor	2	4	15
Springfield: Filling in the Gaps	14	6	1
Springfield: Moe Mountain Path	0	12	9
Veneta: Veneta/Elmira Multi-Use Path	13	7	1

Mr. Grier suggested the five projects with the greatest number of High votes be considered the “top five.” There were no objections stated to his proposal.

Ms. Brindle reviewed the top five, noting they represented approximately \$3.6 million in STIP requests.

- Florence: Hwy 101/OR 126 Enhancements (\$750,000)
- Springfield: Filling in the Gaps (\$500,000)
- Eugene: Roosevelt Path Extension (\$700,000)
- Veneta: Veneta/Elmira Multi-Use Path (\$800,000)
- Lane County: Territorial Road Enhancements (\$900,000)

Mr. Zako asked how best to get feedback on ways to improve the project application to the relevant agencies. After a couple of options were discussed, Ms. Brindle recommended people send their comments to Mr. Reesor, who would compile the feedback and forward it to the applicants. He suggested LaneACT members send their comments to him by October 21, 2014.

8. Announcements and Info Sharing

Mr. Grier noted the October Steering Committee and November LaneACT meetings were cancelled. The Steering Committee was scheduled to meet next on November 19, 2015. The next LaneACT meeting was to be held December 9, 2015. He requested any new LaneACT members wishing to participate in an orientation session contact Mr. Reesor.

Ms. Brindle announced the City of Springfield was recruiting members for its Bicycle and Pedestrian Advisory Committee. She also shared that Bill McCoy had resigned from LaneACT as the Trucking Designated Stakeholder.

Commissioner Leiken described upcoming activity in the federal House of Representatives for funding and reauthorization of a six-year extension of the Moving Ahead for Progress in the 21st Century (MAP-21) transportation package.

Mr. Caputo announced the commissioners for the Port of Siuslaw had posted for a new Port Manager. The information was on their website (<http://portofsiuslaw.com>).

Mr. Nordin referenced the newly appointed General Manager for LTD, Aurora Jackson.

Ms. McRae invited people to attend the upcoming Disaster Relief Trials on October 17, 2015, to see how cargo bikes could be used in disaster situations.

Councilor Paulson said the City of Lowell had recently hired a new administrator, Jared Cobb.

Mr. Thompson noted two upcoming events of note. On October 23, 2015, LCOG was holding the first meeting on the county-wide Transportation Safety Action Plan. In November, the OTC was scheduled to discuss statewide transportation priorities at its strategic planning session November 12-13, 2015.

Mr. Grier added he, along with other ACT chairs, was participating in the discussions with the OTC. He asked LaneACT members to e-mail him their ideas.

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

(Recorded by Beth Bridges)