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

Wednesday, June 10, 2015
5:30 – 7:30 p.m.

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

Conference call: 541-682-4087
Contact: Mary McGowan, 541-682-3177, MMcGowan@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 (Region 2, Area 5) and to strengthen state and local partnerships in transportation.

A G E N D A

1. CALL TO ORDER (Welcome and Introductions) *Quorum=20* **5:30 p.m.**

2. REVIEW AGENDA – ADDITIONS or DELETIONS

3. CONSENT CALENDAR
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 Minutes *(May 13, 2015)*

4. COMMENTS FROM THE AUDIENCE **5:35 p.m.**
Anyone wishing to provide a general comment about the LaneACT must sign up on the Public Comment sheet provided at the meeting.

5. Work Plan Adoption (Quorum Required) **5:40 p.m.**
Action Requested: Approve the 2015-2016 Work Plan.
Objective: Review revisions to the Work Plan.
Presenter: Mary McGowan, LCOG

6. Stakeholder Nominating Committee **5:50 p.m.**
Action Requested: Discuss and recommend course of action.
Objective: Provide staff direction to review Stakeholder applications.
Presenter: Mary McGowan, LCOG

7. LaneACT Public Participation Plan **5:55 p.m.**
Action Requested: Review and provide feedback to staff.
Objective: Conduct the biennial review of the Public Participation Plan.

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

Presenter: Mary McGowan, LCOG

8. Oregon Bicycle and Pedestrian Plan Update **6:05 p.m.**
Action Requested: Discuss and provide feedback to staff.
Objective: Receive overview of draft policies and strategies.
Presenter: Savannah Crawford, ODOT

9. Lane County Transportation System Plan **6:35 p.m.**
Action Requested: None. Information only.
Objective: Receive overview of the planning process.
Presenter: Becky Taylor, Lane County

10. Legislative Update **7:00 p.m.**
Action Requested: None. Information only.
Objective: Discuss transportation fuding considerations.
Presenter: David Reesor, ODOT

11. STIP Update **7:10 p.m.**
Action Requested: None. Information only.
Objective: Receive update on programming and timeline.
Presenter: David Reesor, ODOT

12. WHAT'S COMING UP **7:20 p.m**

13. ANNOUNCEMENTS AND INFO SHARING *(please be brief)* **7:25 p.m.**

a. ODOT Update
b. Metropolitan Policy Committee Update (minutes attached)

NEXT MEETINGS

PLEASE NOTE: You may join any of the following meetings by conference call at 541-682-4087.

- Steering Committee – June 18, 2015, 4:00 to 5:00 p.m., ODOT Conference Rm.
- **LaneACT – July 8, 5:30 to 7:30 p.m., ODOT Conference Rm.**
- Steering Committee – July 16, 2015, 4:00 to 5:00 p.m., ODOT Conference Rm
- **LaneACT – August 12, 5:30 to 7:30 p.m., ODOT Conference Rm.**
- Steering Committee – August 20, 2014, 4:00 to 5:00 p.m., ODOT Conference Rm.

OTHER INFO-ONLY ATTACHMENTS

- 2015-2016 LaneACT Calendar
- Monthly Attendance Report
- Membership List *(June 1, 2015)*

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 Mary McGowan at 541-682-3177, MMcGowan@lcog.org.

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

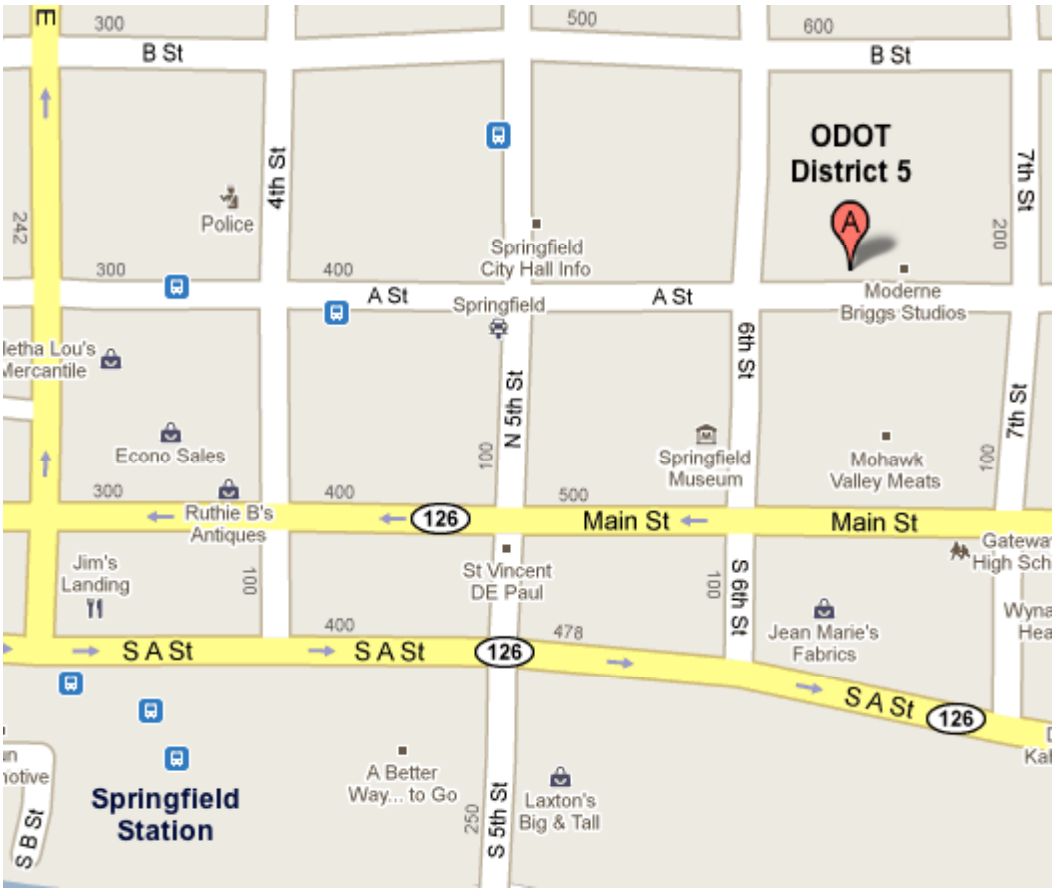
GETTING THERE:

ODOT Area 5: Located at 644 A Street between 6th and 7th Streets, next to Springfield City Hall.

Bus: Take the bus to the LTD Springfield Station. From there walk two blocks north to A Street then two blocks east to 6th Street.

Bicycle Parking: There are bicycle racks in front and additional racks at Springfield City Hall.

Auto Parking: There is free two-hour parking along Main Street and most surrounding streets.



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

M I N U T E S

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

May 13, 2015
5:30 p.m.

PRESENT: Tom Munroe, Cottage Grove
Michelle Amberg, Creswell
Maurice Sanders, Dunes City (teleconferenced)
Clair Syrett, Eugene
Mike Miller, Florence (teleconferenced)
Mike Cahill, Junction City
Rick Zylstra, Oakridge
Hillary Wiley, Springfield
Tim Brooker, Veneta
Sid Leiken, Lane County, *Vice Chair*
Jeff Paschall, Lane County Roads Advisory Committee (LCRAC)
Jeff Stump, Confederated Tribes (teleconferenced)
Gary Wildish, Lane Transit District (LTD)
Ron Caputo, Port of Siuslaw (teleconferenced)
Dennis Ary, Highway 126 East
Frannie Brindle, Oregon Department of Transportation (ODOT)
Paul Thompson, Central Lane Metropolitan Planning Organization (MPO)
Bill McCoy, Trucking Designated Stakeholder
Holly McRae, Bicycle and Pedestrian Designated Stakeholder
George Grier, Other Stakeholder, *Chair*
Jennifer Jordan, Other Stakeholder
Eugene Organ, Other Stakeholder

ABSENT: Coburg; Lowell; Westfir; Martin Callery, Rail Designated Stakeholder; Mia Nelson, Environmental Land Use Designated Stakeholder; and Shelley Humble, Ryan Papé and Gary McNeel, Other Stakeholders.

OTHERS: Michelle Godfrey, David Helton, Jae Pudewell, David Reesor, ODOT; Lydia McKinney, Lane County; Ron Kilcoyne, LTD; Gary Baker, Dunes City; Rob Inerfeld, Eugene; Tom Boyatt, Springfield; Ric Ingham, Veneta; Mary McGowan, Lane Council of Governments (LCOG).

Available at the reception table was a tabloid flyer, *WhyDriveWithEd—Reason #7.* At each member's place was a copy of the powerpoint presentation for Agenda Item 8 entitled, *Eugene Airport.*

1. Call to Order (Welcome and Introductions)

Chair George Grier called the meeting of the Lane Area Commission on Transportation (LaneACT) to order at 5:32 p.m. Members and the audience introduced themselves.

2. Review Agenda – Additions or Deletions

Mr. Grier reversed the order of Agenda Items 7 and 8.

3. Consent Calendar

A. Approve Minutes (March 11, 2015)
B. City of Springfield TIGER 7 Letter of Endorsement

Ms. McGowan corrected the list of those Present to include Ryan Papé.

Consensus: The Minutes of March 11, 2015 were approved as corrected. The City of Springfield TIGER 7 Letter of Endorsement was approved as submitted.

4. Comments from the Audience

There were no members of the audience wishing to address the committee.

5. Stakeholder Recruitment

Ms. McGowan listed the stakeholder positions whose terms expired at the end of June 2015: Mia Nelson, Environmental Lane Use; Martin Callery, Rail; Ryan Papé, Other Stakeholder; and Gary McNeel, Other Stakeholder. Of the four, Mr. Papé had asked to serve for another four years. Mr. McNeel was considering the same and would make a decision before the recruitment effort initiated. Ms. Nelson and Mr. Callery were not interested in continuing as members of LaneACT.

Paul Thompson arrived at the meeting at 5:37 p.m.

Ms. McGowan asked if LaneACT members wanted to re-appoint those interested in continuing or if they should be asked to re-apply. Responding to a question from Councilor Syrett, Ms. McGowan explained re-application involved completing the requisite form.

Mr. McCoy and Mayor Brooker spoke in favor of re-appointment. Mr. McCoy said both people had been active, contributing LaneACT members. Mayor Brooker observed the by-laws allowed re-appointment and he agreed with Mr. McCoy's observations.

Consensus: Mr. Papé was re-appointed to a four-year Other Stakeholder term. Mr. McNeel was re-appointed to a four-year Other Stakeholder term, should he so desire.

Turning to the designated stakeholder positions, Ms. McGowan referenced the *Draft Recruitment Plan* included in the agenda packet. She outlined the steps and timeline. Stakeholder applications were open May 25, 2015 and due on June 22, 2015. Appointments were slated for the August 12, 2015 agenda.

Mr. Grier encouraged LaneACT members to help recruit people to fill the positions. When Mr. McCoy asked if Mr. Callery was also resigning from the other ACT, Mr. Grier confirmed he was. Mr. Callery had also resigned from the Rail modal committee.

Replying to Mr. Leiken's question if Mr. Callery had a recommendation for his replacement, Mr. Grier said he had. Mr. Grier planned to contact those suggested.

Consensus: Ms. McGowan was to implement the Recruitment Plan as drafted.

6. LaneACT Work Plan

Ms. McGowan reviewed the background for the annual work plan. She referenced the current work plan, attached for reference to her memo in the agenda packet. Ms. McGowan discussed the four key areas to organize the plan: commission education; advisory and coordination activities; commission governance; and public involvement. She asked LaneACT members if there were topics of interest to include in the work plan.

Ms. McRae requested an update on the Scenario Planning project facilitated by LCOG.

Councilor Syrett suggested a briefing on LTD's MovingAhead initiative. She also thought foundational briefings, e.g., transportation funding options, would be helpful. Councilor Syrett planned to attend the upcoming orientation session and might have more specific suggestions thereafter.

Mr. Organ said a briefing on the revised American with Disabilities Act (ADA) regulations, expected in September 2015, was a topic of interest. He also recommended a follow-up session to the previous joint meeting between LaneACT and public health representatives.

Mr. Paschall observed the topics raised aligned with those discussed at the LCRAC.

Mr. Grier referred members to the *LaneACT Calendar*. It was included in each agenda packet and updated monthly at the Steering Committee meeting. He suggested Commission members review the topics listed there and send any other ideas to Ms. McGowan for inclusion in the revised work plan. She was to bring the revised work plan to the June LaneACT meeting for final review and approval.

8. City of Eugene Airport

Tim Doll, City of Eugene Airport Manager, gave a powerpoint presentation entitled, *Eugene Airport, May 13, 2015*. The Eugene Airport, classified as a small hub airport by the Federal Aviation Administration (FAA) because of the number of enplanements, was owned and operated by the City of Eugene. The five airlines operating from the airport offered nonstop service to nine other cities. He anticipated the 2014 record number of enplanements, 449,037, to be exceeded in 2015. There were also general aviation services, including Lane Community College's flight and maintenance programs and Synergy Air, which built Vans aircrafts. Mr. Doll described recently completed improvements at the airport, including the entry sign, terminal ticket lobby remodel, and long term parking expansion. Current projects, scheduled to be completed by May 2016, included an expanded security checkpoint, relocated B gate hold room and escalators, expanded baggage claim area, and additional restrooms and rental car offices on the landside. All improvements were paid for by FAA grant money, Passenger Facility Charges (PFCs), and other airport revenue. The airport had recently released a Request for Proposal (RFP) for hotel development on Awbrey Lane and Highway 99. He discussed the five parcels of land available for aviation-related industrial development. Mr. Doll referenced the Airport Advisory Committee and acknowledged Councilor Syrett's previous participation on it.

When Ms. Brindle requested more information on airport runway capacity and passenger mix, Mr. Doll explained the two existing runways met the airport's needs for the next twenty years. Most (70%) of the passengers were from the Eugene/Springfield metropolitan area. Others came from as far away as Coos Bay or Florence.

Responding to Mr. Grier's questions regarding freight travel at the airport, Mr. Doll said approximately 1.2 million pounds of freight were moved each year, primarily by FedEx and United Parcel Services (UPS). The most shipped commodities were mushrooms and flowers.

Councilor Wiley commended Mr. Doll on the improvements at the airport. She recalled past community feedback requesting LTD service to the airport. Would the addition of a hotel and more industry make LTD service a more viable option?

Mr. Doll noted the improvements had resulted in a decline in the number of local people choosing to use the Portland International Airport (from 60+% to 47%). He added the hotel also served people visiting patients at the newly opened Junction City Hospital.

Mr. Wildish said LTD was investigating adding service to airport, primarily to provide a mass transit option to the over 1,700 people who worked there.

Councilor Syrett said it was important for the Eugene Airport to meet modern Federal Aviation Administration (FAA) standards. The airport was a significant economic development driver for the region.

7. Transportation Growth Management

Mr. Helton, ODOT Senior Transportation Planner with the Transportation and Growth Management (TGM) program, said he had returned to LaneACT to review the application for their annual grants for integrated transportation and land use planning and cite specific examples of past projects. A copy of the grant application form and process instructions was included in the agenda packet. The material was also available on the TGM website (http://www.oregon.gov/LCD/TGM/Pages/grants.aspx). Mr. Helton emphasized the grant applications were due June 12, 2015. Jurisdictions were able to apply even if they had not taken advantage of the pre-application opportunity. Applications were required to include a resolution or letter of support from the governing body of the applying jurisdiction(s). He stressed the need to start now in order to obtain the required letter.

Mr. Helton stated most grants were between $100,000 and $250,000. The planning projects funded took around a year to complete. He gave a high-level overview of the criteria: provide transportation choices, create communities, support economic vitality, save public and private costs, and promote environmental stewardship. Project proposals needed to demonstrate innovation, timeliness, and urgency and show the project sponsor had the capacity to manage it.

To better illustrate the types of applications funded by the TGM grant program, Mr. Helton reviewed three previous projects: the City of Eugene's South Willamette Street Transformation; the City of Springfield's Main Street Corridor Vision Plan, and the Transportation System Plan (TSP) Update for the City of Florence. He emphasized the public participation programs used and the readability and diagrams/illustrations within the plans produced.

Responding to a question from Mr. Grier, Mr. Helton explained Federal Highway gas tax revenue was used to fund the TGM grants.

When Mr. Grier asked if any of the LaneACT jurisdictions planned to submit a TGM grant application, he received affirmations from Ms. Amberg (City of Creswell, multi-modal planning), Mr. Stump (Confederated Tribes, Coos Head Area Master Plan in Coos County), Ms. McKinney (Lane County, bicycle and pedestrian connectivity on the McVey/30th corridor), and Mr. Inerfeld (City of Eugene, land use planning associated with the MovingAhead corridors). Mr. Helton added he was also in discussions with the City of Florence (transit system planning), LTD (Safe Routes to School), and the City of Oakridge (TSP Update). Mr. Grier requested those involved provide updates to LaneACT in the future.

9. Oregon's Road Usage Charge Program

Michelle Godfrey, ODOT Public Information Officer, gave a powerpoint presentation entitled, *Oregon's Road Usage Charge Program.* A copy of the presentation had been included in the agenda packet. She cited Senate Bill 810, passed in 2013. It directed the implementation of a fully operational per-mile charging program for up to 5,000 light vehicles on July 1, 2015. As background, Ms. Godfrey reviewed the funding challenges. Federal funds were unreliable. Construction costs were up, doubled since 1993. Due to a more efficient fleet, fuel sales and gas tax revenue were down. Ms. Godfrey discussed how the new program worked, including how it addressed privacy concerns and fairness issues. Ms. Godfrey highlighted the public-private partnerships involved. She recommended people visit the website, www.MyOReGo.com and use the online tool to calculate what they currently paid in fuel tax and what they would pay under the road usage charge program. Ms. Godfrey invited people to volunteer for the program.

Responding to a question from Councilor Syrett, Ms. Godfrey explained the user's billing frequency depended on the account manager firm selected. The State of Oregon's collection systems were available should a user be in arrears.

When Mr. McCoy asked about how out-of-state miles were accounted for, Ms. Godfrey replied they were either automatically deducted if the user used a Geographic Positioning System (GPS) to collect the data or s/he had to document out-of-state travel and submit a request for reimbursement. Mr. McCoy also questioned how the State protected users' privacy and if the program was subject to a referendum. Ms. Godfrey detailed privacy protections, including data records destruction and firewalls within the information systems. She affirmed Oregonians could affect the program via a ballot measure. Ms. Godfrey noted the legislature had to vote to expand the program.

Mayor Munroe asked if the fuel tax would go away? What about fuel tax revenue from other uses, e.g., boats or lawn mowers? Ms. Godfrey expected the gas tax to stay. For the time being, it was the only way to collect fuel tax revenues from non-resident drivers. Drivers of older vehicles, without GPS or data ports, had to rely on more cumbersome data collection methods and may prefer to continue paying via the gas tax. Mayor Munroe added the electric grid capacity was insufficient to power an all-electric fleet.

Mr. Wildish asked how fuel usage was calculated from distance traveled. He thought it more accurate to measure fuel consumption. Ms. Godfrey clarified the account manager systems used the average of the vehicle manufacturer's estimated city and highway miles per gallon to compute consumption.

Mr. Ary asserted damage to the road was a function of weight. One reason hybrid cars got great gas mileage was that they weighed less and therefore paying less in fuel tax was justified. Ms. Godfrey explained all vehicles under 10,000 pounds had essentially the same impact on the roads. Heavy vehicles, e.g., trucks, did more damage. But in Oregon the weight/mile tax truck operators paid covered the damage. In the current system, owners of less fuel efficient vehicle (for example, pick-up trucks) subsidized the impact on the roads of the hybrids. It wasn't fair. She asked Mr. Ary if he, a Prius owner, saved more in gas costs than the proposed increase in fees. He said yes.

Commissioner Leiken, a member of the Road User Fee Task Force, explained why he supported the Road Usage Charge Program. It was strategic as it recognized why the fuel tax approach was outdated. He endorsed the public/private partnership approach. Commissioner Leiken also described the multi-state collaboration underway.

10. Highway 126 W Safety Task Force Update

Ms. Brindle referenced her memo in the agenda packet that described the background of the Oregon Highway 126 West Task Force. It was chaired by Lane County Commissioner Jay Bozievich and was comprised of representatives from local communities and professionals from the "4-E's" (engineering, education, enforcement/ adjudication, emergency response). She recognized LaneACT members Mr. McCoy and Mayor Brooker for their work on the task force. The task force reviewed accident data and previous safety studies prior to issuing new findings. The data indicated the most common collision type was fixed object due to roadway department. The task force focused on safety countermeasures for roadway departure and speeding. Ms. Brindle outlined the key recommendations within each of the 4-Es. Engineering improvements included breakdown lane/slow vehicle turnouts, enforcement vehicle launch pads, an additional passing lane, rumble/"mumble" strips, and guard rails. Enforcement efforts focused on targeted driver enforcement and the use of speed trailers, radar speed signs, and dynamic curve warnings. Education recommendations included the Every 15 Minutes program and better driver education for teens. Improved cell phone coverage to eliminate the current dead zone was required for better Emergency Response.

Mr. McCoy and Mayor Brooker emphasized the need for enforcement vehicle launch pads and vehicle turnouts. Enforcement efforts were constrained because there was no place for police to pull over offenders.

Councilor Sanders advocated for the passing lane as the highest priority. He said drivers grew impatient when following vehicles that were too slow and they made unwise decisions about when to pass. He also wanted the targeted traffic enforcement campaign to include those causing traffic impediments, e.g., slow-moving drivers.

11. What's Coming Up

Ms. McGowan invited new LaneACT members to an orientation session on May, 26, 2015 at 10:30 a.m.

Mr. Grier announced the next LaneACT Steering Committee meeting was scheduled for May 21, 2015, 4:00 to 5:00 p.m. He invited interested LaneACT members to attend.

12. Announcements and Info Sharing

Mr. Wildish detailed the dates and areas under discussion at the upcoming MovingAhead workshops: May 19, 2015, Highway 99 Corridor; May 19, 2015, River Road Corridor; May 26, 2015 and May 28, 2015, Northeast Corridors (Coburg Road, MLK Boulevard/Centennial Boulevard, Valley River Center); and May 27, 2015, 30th Avenue/LCC Corridor.

Councilor Wiley described the many improvements made on Main Street in Springfield, including crosswalks, stop light enhancements, and increased enforcement. She said the City of Springfield had requested ODOT lower the speed limit. Councilor Wiley thought drivers were more aware of the potential dangers and had voluntarily slowed down.

Commissioner Leiken reminder people May 19, 2015 was the last day to cast their ballot on the vehicle registration fee measure

Mr. Grier asked LaneACT members to review their contact information and send any updates or corrections to Ms. McGowan. He also requested people let Ms. McGowan or he know if they were unable to attend a regularly scheduled meeting.

The meeting was adjourned at 7:29 p.m.

(Recorded by Beth Bridges)

Lane Area Commission on Transportation
895 Willamette Street, Suite 500, Eugene, Oregon 97401-2910
541.682.4425 *(office)*

June 2, 2015

TO: Lane Area Commission on Transportation (LaneACT)

FROM: Mary McGowan, Lane Council of Governments

SUBJECT: Agenda Item 5: 2015-2016 Work Plan Adoption

Recommended Action: Review and Adopt the LaneACT 2015-2016 Work Plan

Background

At the May 13th, 2015 LaneACT meeting the committee reviewed the current Work Plan and discussed additions and revisions for the 2015-2016 Work Plan. The purpose of the LaneACT Work Plan is to:

- Identify and communicate key priorities of the LaneACT;
- Serve as a guide to build agendas and focus discussion at LaneACT meetings; and
- Allow for reflection of work accomplished and other achievements of the LaneACT.

The current Work Plan is based upon previous feedback from LaneACT members on priorities, the LaneACT bylaws, and mandatory requirements of the LaneACT. The LaneACT has identified four key areas to organize work, including:

- ***Commission Education:*** develop information and education sessions at LaneACT meetings that address key legislation, funding, programs, and processes.
- ***Advisory and Coordination Activities:*** develop common understanding of, and consensus around regional needs and interests, as well as, enhancing transportation and livability for the region through collaboration and partnerships.
- ***Commission Governance:*** conduct the on-going work necessary to support the commission
- ***Public Involvement:*** commit to open, public involvement process, which allow citizens and transportation stakeholders the opportunity to participate in decision-making.

If approved, the 2015-2016 Work Plan will go into effect immediately. The following is a list of revisions that were included in the 2015-2016 Work Plan:

Commission Education

- Discussions surrounding transportation safety (e.g. transport of hazardous materials, Main Street improvements, etc.)

- General Transportation Funding Overview and Other Funding Opportunities (Connect Oregon, All Roads Transportation Safety System (ARTS), Federal Lands Access Program, etc.).
- Updates on local planning projects (e.g. local Transportation System Plans underway in the region, airport and rail planning, Scenario Planning, MovingAhead, etc.).
- Updates on transportation regulatory guidance (e.g. Right of Way regulations for Americans with Disabilities Act).
- Updates on public health and transportation related efforts (e.g. ODOT and Oregon Health Authority—Memorandum of Understanding).

Recommended Action: Review and Adopt the LaneACT 2015-2016 Work Plan

Attachment
Attachment 1 LaneACT 2015-2016 Work Plan

Lane Area Commission on Transportation (LaneACT)
Annual Work Plan
July 2015 – June 2016

The purpose of the Lane Area Commission on Transportation is identified in its bylaws, which state: *Lane Area Commission on Transportation (LACT) is an advisory body established to provide a forum for stakeholders to collaborate on transportation issues affecting Oregon Department of Transportation (ODOT) Region 2, Area 5 ("Area") and to strengthen state/local partnerships in transportation.*

At least annually, the LaneACT membership develops and adopts a Work Plan. The purpose of the Work Plan is to:

- Identify and communicate key priorities of the LaneACT;
- Serve as a guide to build agendas and focus discussion at LaneACT meetings; and
- Allow for reflection of work accomplished and other achievements of the LaneACT.

The LaneACT has identified four key areas to organize their work. A brief overview of the background and intent of these work areas follows:

1. *Commission Education:* The LaneACT, in its advisory capacity, must become familiar with a variety of local, state and federal transportation plans, policies, projects and funding mechanisms. As a result, this area of work is focused on developing information and education sessions at LaneACT meetings that address key transportation legislation, funding, programs, and processes.

2. *Advisory and Coordination Activities*: The LaneACT will be most effective in providing regional input into State and Federal transportation planning, programming and funding decisions when it operates with a unified voice. As a result, this area of work is focused on developing common understanding of and consensus around regional needs and interests, as well as enhancing transportation and livability for the region through collaboration and strengthening of partnerships in transportation.

3. *Commission Governance*: In order to operate effectively as a commission and, as a result, further the mission of the LaneACT, the LaneACT is committed to conducting the on-going work necessary to support the commission.

4. *Public Involvement*: The LaneACT is committed to an open, public involvement process, which allows all citizens and transportation stakeholders the opportunity to participate in transportation decision-making. The LaneACT is committed to conducting the on-going work necessary to implement and monitor its public involvement activities.

*Mandatory Task

The following provides a more detailed description of the work to be conducted over the next year within each of these broad categories:

Commission Education

LaneACT will receive continued education on the following transportation funding programs, and processes:

- Statewide Transportation Improvement Program (STIP)
- ODOT Modal Plans (Highway, Freight, Rail, Bicycle/Pedestrian, Safety Action, etc.)
- Grant Programs (i.e. Transportation Growth Management, etc.)
- General Transportation Funding Overview and Other Funding Opportunities (Connect Oregon, All Roads Transportation Safety System (ARTS), Federal Lands Access Program, etc.)
- Updates on new legislation and policies as they relate to ODOT activities.
- Updates on changes within ODOT as it transitions into a multimodal agency.
- Update on ODOT's safety priorities for the region.
- Updates on development of new performance measures under state and federal transportation legislation.
- Updates on new legislation and policies as they relate to local project design and development (e.g. NEPA reform, etc.)
- Federal transportation project design and delivery process.

LaneACT will also receive information and education that expands the understanding of transportation activities occurring in the region, including the following:

- Updates on local planning projects (e.g. local Transportation System Plans underway in the region, airport and rail planning, Scenario Planning, MovingAhead, etc.).
- Updates from local transportation facility operators, such as the Eugene Airport and other similar facilities.
- Updates on transportation regulatory guidance (e.g. Right of Way regulations for Americans with Disabilities Act).
- Discussions surrounding transportation safety (e.g. Vision Zero, transport of hazardous materials, and Main Street improvements, etc.).
- Updates on public health and transportation related efforts (e.g. ODOT and Oregon Health Authority—Memorandum of Understanding).
- Demographic, funding and other trends and their impact on transportation.
- Other local projects/initiatives/processes as they relate to the LaneACT.

Advisory and Coordination Activities

LaneACT will be responsible for the following advisory activities:

- Advise the OTC on state and regional policies affecting the Lane County regional transportation system.
- Review and provide recommendations on the following short and long-term funding opportunities:

    - 2015-2018 STIP*, including priorities for STIP Enhance project funding.*
    - Special funding opportunities and programs.*
    - Priorities for state transportation infrastructure and capital investments*
- Discuss and advise the OTC on new funding mechanisms.
- Provide a report to the OTC at least once every two years.

The LaneACT will continue its efforts to coordinate on transportation issues, as follows:

- Identify opportunities to further discussion and action on key focus areas identified in the LaneACT's Lightning Round discussions, which included funding, safety, and economic development. Work to continually update the region's priorities and identify ways that this work can be further incorporated into the operations of the LaneACT.

- Coordinate with Oregon Health Authority and other public health focused entities regarding public health issues and transportation.

- Review and provide recommendations on transportation policies, including Local Transportation System Plans and ODOT Plans, when applicable.

- Advocate Lane County area regional transportation issues to the public, neighboring regions, area legislators, and other interested organizations.

- Provide a forum for communicating, learning, and understanding transportation issues as they affect the area's economic opportunities and livability.

- Provide a local forum for sharing information, understanding, coordinating, and gaining consensus around transportation priorities, plans, policies, projects and funding.

- Provide a forum to explore opportunities to coordinate on project development and delivery to achieve enhanced, coordinated investments and maximize leveraging.

- Provide a local forum to engage the private sector and explore the potential for public-private partnerships.

- Coordinate with Federal Highways Administration (FHWA) to determine ways to streamline project development and delivery with respect to environmental assessments and impact statements.

- As applicable, consider all modes and aspects of the transportation system, including air, marine, rail (freight and passenger), road, transit, bicycle, pedestrian, and pipelines. In addition, consider how the connectivity between the modes can be improved.

- Build a greater understanding of the current state of the system. In addition, review and monitor the condition of the Area's transportation system, using appropriate benchmarks.

*Mandatory Task

- Recommend short- and long-term transportation investment priorities based on state and local plans and addressing identified needs of the Area's transportation system while balancing local, regional and statewide perspectives.

- Communicate and coordinate regional recommendations, priorities and activities, and collaborate with other organizations and interests, including as applicable the Central Lane Metropolitan Planning Organization (CLMPO), other ACTs, the OTC, ODOT advisory committees, the Governor's Regional Solutions Team, regional partnerships and investment boards, state legislators, Oregon's congressional delegation, and other agencies and stakeholders.

Commission Governance

LaneACT will provide the following tasks as outlined in the Bylaws:

- Elect Officers upon the calendar year
- Every two years, or as necessary conduct a Citizen Stakeholder Recruitment Process and reappoint/appoint designated and other stakeholders.
- Provide orientation for new members
- Provide training and mentors for new members, as needed
- Review working documents and by-laws as needed
- Review LaneACT calendar and provide guidance regarding Commission Education
- Prepare a biennial report to OTC

Public Involvement

LaneACT will provide the following tasks as outlined in its Public Participation Plan:

- Engage key stakeholders and the general public with a process consistent with state and federal laws, regulations and policies
- As part of the regular review and report to the OTC, review the Public Participation Plan and its effectiveness

*Mandatory Task

Lane Area Commission on Transportation
895 Willamette Street, Suite 500, Eugene, Oregon 97401-2910
541.682.4425 *(office)*

June 2, 2015

TO: Lane Area Commission on Transportation (LaneACT)

FROM: Mary McGowan, Lane Council of Governments

SUBJECT: Agenda Item 6: Stakeholder Nominating Committee

Recommended Action: Discuss and recommend course of action.

Background

The LaneACT has initiated a recruitment process to fill three stakeholder positions. There are currently two Designated Stakeholder positions (Environmental Land Use and Rail) and one Other Stakeholder position that expire June 30th, 2015.

The recruitment process is open until June 22nd and includes the following distribution of application materials:

- Email recruitment ad with links to cover sheet and application (English and Spanish)
  - LaneACT Interested Parties List
  - MPO Interested Parties List
  - Request members and agencies to forward e-mail to their contacts, as appropriate
  - Email networking with Environmental Justice organizations
- Web posting of ad, cover, and application
  - LaneACT website (www.LaneACT.org)
- Notice on MetroTV Calendar
- Press release to media list
- Post flyers (English and Spanish)
  - Community gathering spaces (request assistance of LaneACT members)
- Social Media
  - Post on social media outlets (request assistance of LaneACT members)

Discussion

Staff seeks direction from the LaneACT on the Stakeholder selection process. It should be noted, for the 2013 and 2014 stakeholder recruitment processes the LaneACT appointed the Steering Committee as the Stakeholder Nominating Subcommittee. The Subcommittee agreed on a process to select a candidate to recommend to the LaneACT; and then reviewed and discussed applications received and made a final selection to recommend to the LaneACT.

Per the LaneACT Bylaws, the LaneACT may form other standing or *ad hoc* committees as needed. Committees may develop options and make recommendations, but policy decisions must be made by the voting members of LaneACT.

The Stakeholder Nominating Subcommittee responsibilities would include:

- Agree on a process to rank and select candidates to recommend to the LaneACT at the August 12th, 2015 meeting.
- Review and discuss applications received.
- Select candidates to recommend to the LaneACT.

Lane Area Commission on Transportation
895 Willamette Street, Suite 500, Eugene, Oregon 97401-2910
541.682.4425 *(office)*

June 2, 2015

TO: Lane Area Commission on Transportation (LaneACT)

FROM: Mary McGowan, Lane Council of Governments

SUBJECT: Agenda Item 7: Public Participation Plan

Recommended Action: Review and provide feedback to staff.

Background

Area Commissions on Transportation (ACTs) are required by the Oregon Transportation Commission (OTC) to have some form of formal public involvement outline/plan, per the OTC Policy on Formation and Operation of ACTs.

The LaneACT fulfills this requirement by including a public involvement component within the LaneACT Bylaws, which states:

> *"LaneACT will develop a Public Participation Plan. At least once every two years as part of its regular Report, LaneACT shall review the effectiveness of its public participation efforts.*
>
> *In order to fulfill its advisory role in prioritizing transportation problems and solutions and recommending projects, LaneACT will involve the public and stakeholders in its decision-making process, as prescribed in its Public Involvement Plan. As LaneACT considers local, regional and statewide transportation issues, it will provide public information and involve the public in its deliberations. To comply with federal environmental justice requirements, the public involvement process will include a strategy for engaging minority and low-income populations in transportation decision-making.*
>
> *LaneACT will look for opportunities to engage representatives of key interests as voting members, non-voting members, or invited guests, as appropriate."*

Discussion

As part of the biennial review of the Public Participation Plan (PPP), staff would like to discuss opportunities to enhance public involvement, with respect to:

- ***Key topics for public involvement:***
    - Statewide Transportation Improvement Program (STIP) development
    - Informing the community
    - Funding opportunities
    - Regional and statewide transportation issues
- **Audiences to be reached** (e.g. public agencies, stakeholders, general public)
- **Equity in decision-making** (e.g. Environmental Justice)
- **Stakeholder recruitment**
- **Requirements for meetings and executive sessions** (e.g. public comment, meeting notice, location etc.)
- **Roles and responsibilities included operating agreements** (e.g. Bylaws)

Next Steps

Based upon LaneACT feedback, staff will incorporate revisions to the PPP for consideration at the August meeting.

Recommended Action: Review and provide feedback to staff.

Attachment

Attachment 1 Public Participation Plan

Lane Area Commission on Transportation
Public Participation Plan

Adopted 8-10-2011
Edited March 13, 2013

LaneACT meetings will comply with the requirements of the Oregon Public Meetings Law, ORS 192.610 to 192.690. "Meeting" means the convening of a governing body of a public body for which a quorum is required to make a decision or deliberate toward a decision on any matter." ORS 192.610(5). Meetings include information-gathering sessions, working lunches and electronic meetings. All LaneACT meetings will be open to public attendance and any member of the public may attend any meeting of the LaneACT. – ***OTC Policy on Formation and Operation of an ACT: Public Involvement***

INTRODUCTION

Meaningful citizen participation in transportation planning is challenging given the multiple layers of plans, complex financial systems, extensive procedures, and various time lines controlled by local, state, and federal agencies.

Public involvement incorporates public concerns, needs, and values into governmental decision making. Public involvement goes beyond just informing the public through one-way communication, but also provides two-way communication to solicit the public's ideas, issues, and concerns to assist in making better decisions that have public support.

The LaneACT has developed this Public Participation Plan (PPP) to enhance two-way communication with citizens, provide an open decision-making process, be responsive to citizen input, and ensure broad public participation during key LaneACT work tasks.

PURPOSE

Transportation systems do more than meet travel demand; they have a significant effect on the physical and socioeconomic characteristics of the areas they serve, including public health and safety. Transportation planning must be viewed in terms of regional and community goals and values such as protection of the environment, effect on the regional economy, and maintaining the quality of life that area residents enjoy.

The LaneACT is committed to an open, public involvement process, which allows all citizens and transportation stakeholders the opportunity to participate in transportation decision-making.

The LaneACT public involvement strategy has five goals:

- To involve stakeholders in developing the Statewide Transportation Improvement Program (STIP);
- To inform the public about the STIP process and how they can participate;
- To educate the public on regional and statewide transportation issues, projects, and funding procedures;

- Engage key stakeholders and the general public with a process consistent with state and federal laws, regulations and policies; and

- To provide a local forum for sharing information, understanding, coordinating, and gaining consensus around transportation plans, policies, projects and funding.

KEY TOPICS FOR PUBLIC INVOLVEMENT

The LaneACT has four key areas for stakeholder and public outreach:

STIP Development

A primary function of Area Commissions across the state is to provide for stakeholder and citizen input on the STIP. The OTC relies heavily on LaneACT to involve stakeholders through STIP development, and to provide a forum for public input and comment on projects proposed in the STIP.

What is LaneACT

Our ACT members also feel a responsibility to inform local governmental agencies, our stakeholders and the public about the ACT's purpose, our membership, and our structure and processes. It is important for all citizens to understand the ACT's key role in providing a forum for regional transportation decision-making.

Funding Opportunities

Funding for transportation improvements, at both the state and local level, is of significant concern for our members and stakeholders. In addition to proving a forum for regional discussion of funding programs and setting regional priorities for funding investments, the LaneACT works closely with ODOT to assist our local agencies in identifying and competing for grants.

Regional and Statewide Transportation Issues

The LaneACT serves as the central dissemination point for information on regional and statewide transportation issues. In addition, we provide a public forum where transportation issues are discussed and the diverse viewpoints of our constituents are heard. Based on the feedback and input received from stakeholders, the LaneACT advises the OTC on policies and programs affecting our areas.

AUDIENCE

Relationship of LaneACT to Other Organizations and Interests

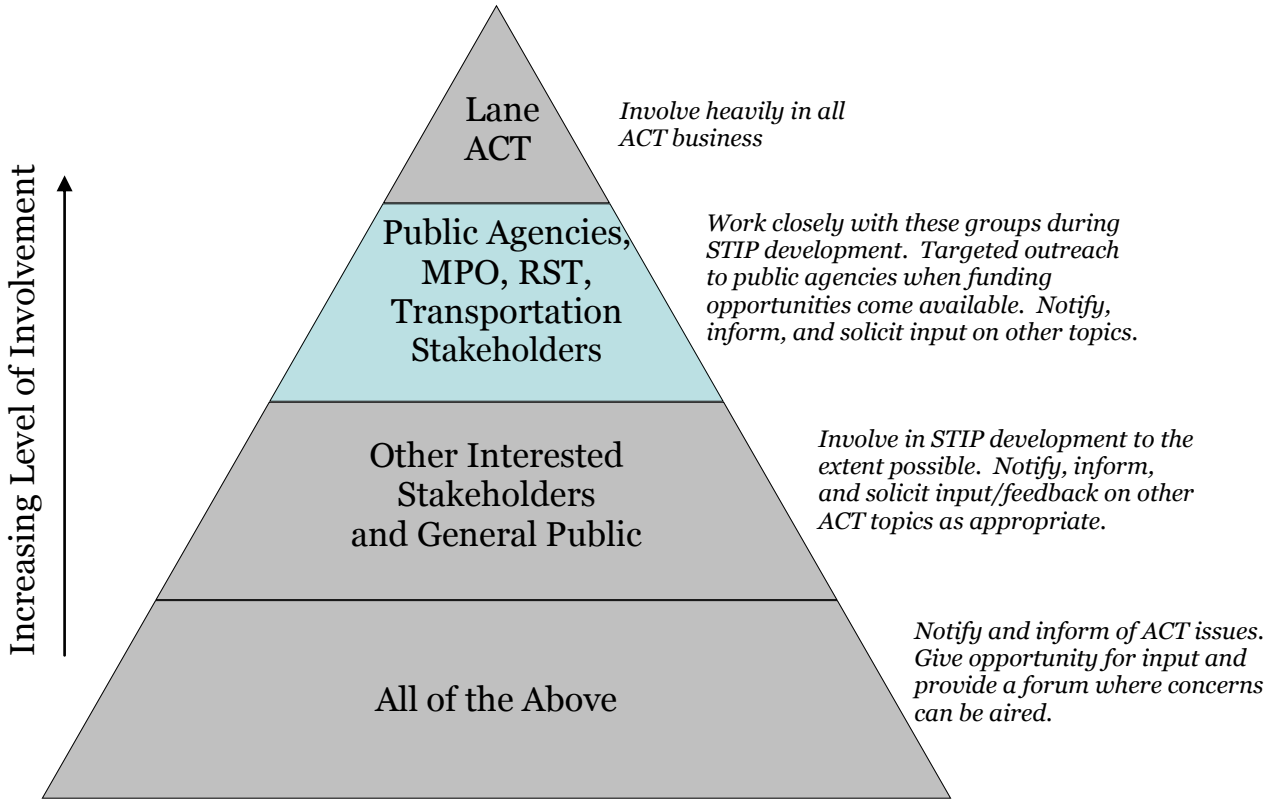
The LaneACT has many community allies in the form of other established organizations and civic groups. Effective communication between the LaneACT and these interests is essential to ensure regional transportation decisions and investment priorities match other regional decision making processes for community services and economic development.

Lane Area Commission on Transportation

Target Audiences and Level of Engagement

Our target audiences and their levels of interest and involvement can be defined by the following graph. At the top are those most vested in regional transportation issues and decisions, such as our LaneACT members. Near the base of the graph are those who are affected by transportation issues and investment decisions, but who may not have the time or inclination to participate in day to day decision making. Our public involvement strategy acknowledges that different levels of outreach and stakeholder engagement are needed, depending on the topic and interest levels of various audiences.

Finding the Right Level of Public Involvement



<u>ENVIRONMENTAL JUSTICE</u>

The LaneACT Bylaws state:

> *"To comply with federal environmental justice requirements, the public involvement process will include a strategy for engaging minority and low-income populations in transportation decision-making."*

The purpose of considering environmental justice in the transportation planning and decision-making process is to:

1. Avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority and low-income populations.

2. Ensure the full and fair participation by all potentially affected communities in the planning and decision-making process.

3. Prevent the denial of, reduction in or significant delay in the receipt of benefits by minority and low-income populations.

Strategy

- LaneACT members and staff shall network through key groups representing minority and low-income populations.

- Encourage participation for groups representing populations of transportation disadvantaged in relation to public health.

- Offer materials in languages other than English, when applicable.

- Provide advertisement (i.e., Stakeholder Recruitment) displays in publications that serve minority and low-income populations.

- Provide verbal messaging (i.e., Stakeholder Recruitment) to media outlets that serve minority and low-income populations.

- Post LaneACT notices at community gathering places for minority and low-income populations.

STAKEHOLDER RECRUITMENT

As part of LaneACT public participation responsibilities, the LaneACT Bylaws require at least four (4) Designated Stakeholder members to represent Trucking, Rail, Bicyclists and Pedestrians, and Environmental Land Use. In addition, LaneACT shall appoint between four (4) and six (6) Other Stakeholder members to represent other interests. The LaneACT may choose to fill Stakeholder positions by reappointment, without requiring a recruitment process for the expiring positions.

This section outlines the process for stakeholder recruitment.

Strategy

- Develop application for stakeholder recruitment.

- Advertise LaneACT recruitment through the following sources, which could include:
  - Email announcements

- Website posting
- Display ads in media publications
- Metro TV calendar
- Press releases
- Bus advertisements
- Flyers
- Social Media
- Targeted outreach to minority and low-income populations, as described in the Environmental Justice section.

The desired level of recruitment effort will be determined by the LaneACT membership prior to undertaking a specific recruitment effort.

In some cases, the LaneACT may need to fill a Stakeholder position created by a mid-term resignation. If this situation arises, the LaneACT may choose from the following various options, depending on the situation:

- The LaneACT may choose to leave the position unfilled if the vacancy is created one year or less before the term of the Stakeholder position expires.
- If the vacancy is created within the first two-years of the term, the LaneACT may choose to fill the vacant position by appointing qualified applicants who submitted their applications in the most recent recruitment process.
- The LaneACT may also identify an alternative approach, based on commission consensus.

REQUIREMENTS FOR REGULAR MEETINGS

The public involvement process must be proactive and provide complete information, timely notice, full public access to key decisions, and the opportunity for early and continuing involvement.

LaneACT will conduct all meetings in accordance with the following minimum requirements:

Public Comment

The public shall be provided opportunities to speak to the merits of proposals before the ACT and to forward their own proposals. Public comment may be taken at any time during the ACT meeting. Copies of all correspondence received prior to the meeting should be available for ACT members and the public at the meeting. The ACT public involvement process shall demonstrate explicit consideration and response to public input during the planning and program development process.

Anticipated public comment opportunities may include:

- Access to LaneACT members.
- Public comment period at every LaneACT meeting.
- Public hearings held for special topics, such as the STIP, grant opportunities, and planning efforts.

Meeting Notice

- Advance notice to interested persons and stakeholder groups on ACT mailing list and to news media which have requested notice.
- Notices must include time, place, agenda (principal subjects) and name of person and telephone number (including TTY number) at the public body to contact to make a request for an interpreter for the hearing impaired or for other communication aids.
- Provide an interpreter for hearing-impaired persons with a recommended 48 hour advance notice. If notice is provided less than 48 hours, a good faith effort must be made to obtain interpreter. ORS 192.630(5).
- One week advance notice.
- Notices posted at local public institutions (city hall, library, community center, etc.), when applicable.
- Notice posted on ACT website, along with links to meeting agendas, past meeting minutes, technical materials, and documentation.

Meeting Materials

- For decision items, distribute information to everyone in attendance at the meeting.
- Provide time on the agenda for general public comment.
- Provide an advance agenda one week prior to the meeting, either on the ACT website or through the mail.
- For decision items, provide technical materials and supporting documentation one week prior to the ACT meeting. Materials can be distributed through the ACT website and/or through the mail.
- When applicable, provide copies of all correspondence received prior to the meeting to ACT members and the public attending the meeting.
- Provide materials in alternate format(s) for visually impaired upon request.

Meeting Schedule

- Maintain a regular schedule.
- If regularly scheduled meetings are not possible, the minimum standard is to provide extra public notification by following the preferred method of meeting notification.

Meeting Location

- Meets accessibility requirements of the Americans with Disabilities Act (ADA).

- No meeting may be held in buildings where discrimination (race, sex, age, national origin, color, creed, disability) is practiced. ORS 192.630(3).

- Generally held within the geographic boundaries of the ACT's jurisdiction. Training sessions may be held anywhere.

- Contains adequate seating and facilities to encourage attendance by the general public.

- Easily accessible by public transportation.

Meeting Minutes

- Minutes shall be prepared for all ACT meetings. Minutes must include at least:
  - Members present
  - All motions, proposals, and resolutions proposed and their disposition
  - Results of all votes/decisions. Secret ballots prohibited
  - Substance of all discussion
  - Reference to all documents discussed (confidentiality of records exempt from disclosure may be protected)

- After each ACT meeting the ACT shall prepare and distribute the minutes prior to the next ACT meeting.

- As appropriate to the Area, meeting minutes should be provided in languages other than English.

- Minutes must be preserved for a reasonable time.

- Post minutes from the meeting on the ACT website.

EXECUTIVE SESSIONS

The responsibilities of the ACT do not include work permitted in an executive session (ORS 192.660).

CONTROL OF MEETINGS

- The presiding officer has inherent authority to keep order at meetings—can "reasonably" regulate the use of cameras and tape recorders.

- No smoking is permitted at any meeting of the ACT.

ROLES, RESPONSIBILITIES, and PPP UPDATE

The LaneACT Bylaws state:

> *"LACT will develop a Public Participation Plan. At least once every two years as part of its regular Report, LACT shall review the effectiveness of its public participation efforts.*
>
> *In order to fulfill its advisory role in prioritizing transportation problems and solutions and recommending projects, LACT will involve the public and stakeholders in its decision-making process, as prescribed in its Public Involvement Plan. As LACT considers local, regional and statewide transportation issues, it will provide public information and involves the public in its deliberations. To comply with federal environmental justice requirements, the public involvement process will include a strategy for engaging minority and low-income populations in transportation decision-making.*
>
> *LACT will look for opportunities to engage representatives of key interests as voting members, non-voting members, or invited guests, as appropriate."*

Roles and responsibilities of parties engaged in public involvement activities on behalf of ACT are designated in a joint agreement between ODOT and LCOG.

Lane Area Commission on Transportation
895 Willamette Street, Suite 500, Eugene, Oregon 97401-2910
541.682.4425 *(office)*

June 2, 2015

TO: Lane Area Commission on Transportation (LaneACT)

FROM: Savannah Crawford, Oregon Department of Transportation

SUBJECT: Agenda Item 8: Oregon Bicycle and Pedestrian Plan Update

Recommended Action: Discuss and provide feedback to staff.

Background

ODOT is updating the Oregon Bicycle and Pedestrian Plan. This plan, like other ODOT topic and mode plans, provides a vision and a policy framework for decision making and investment strategies within the context of the transportation system as a whole. Mode and topic plans refine the broad goals and policies of the Oregon Transportation Plan (OTP), applying considerations particular to the specific mode or topic.

The Plan will provide a vision for the entire state system, including locally owned facilities, while defining the role of the State and ODOT. The Plan will inform decision making and guide investment strategies made through Transportation System Plans, Facility Plans, the Statewide Transportation Improvement Program and other programs, but will not include the identification of projects.

Recommendation

The process to date has included an extensive background review of existing conditions, national best practices, public involvement, stakeholder interviews, and development of a Policy Advisory Committee and Technical Advisory Committee. Currently, the Plan is working to develop draft policies and strategies, with a draft Plan anticipated for late fall 2015.

Recommended Action: Discuss and provide feedback to staff.

Attachment:

Attachment 1 Oregon Bicycle and Pedestrian Plan PPT

Oregon Bicycle and Pedestrian Plan

Area Commissions on Transportation

Spring 2015

Plan Development Process

Broad Stakeholder Engagement

Policy Advisory Committee	
Chair: Tammy Baney *OTC*	**Noel Mickelberry** *Pedestrian (OR Walks)*
Jerry Norquist *Bike (Cycle Oregon)*	**Gerik Kransky** *Bike (BTA)*
Bob Joondeph *Equity (Disability Rights)*	**Craig Campbell** *Auto (AAA)*
Peter Fernandez *City (Salem)*	**Bob Russell** *Trucking (OTA)*
Jerry Breazeale *Rural OR*	**Steve Dickey** *Transit (Salem-Keizer)*
Mark Labhart *County/Elect (Tillamook)*	**Phil Warnock** *TO (CWCOG)*
Sid Leiken *County/Elect (Lane)*	**Chris DiStefano** *Business (Rapha)*
Jenna Stanke *OBPAC*	**Dan Thorndike** *Business (Medford Fabrication)*

Plan Development Process

Status

Understand today

Envision tomorrow

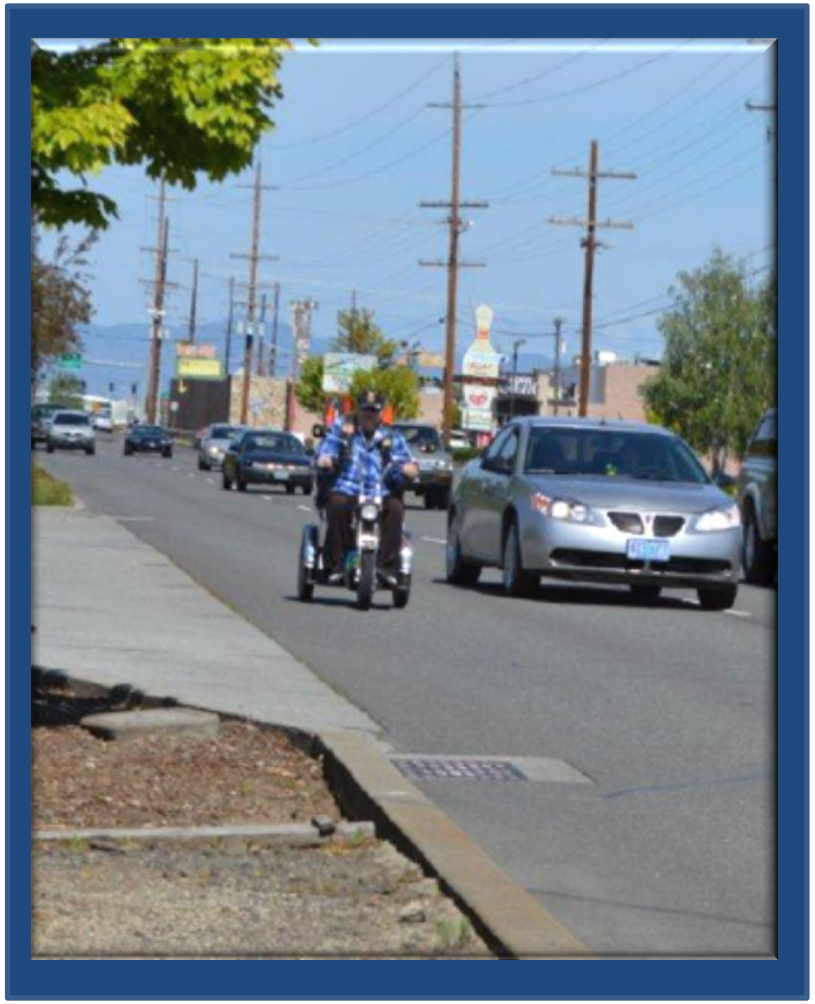
ID what to do

Discuss getting there

Winter 2014 *Spring 2015* *Fall 2015*

Understand today

Bicycle and Pedestrian Existing Conditions



- Fatalities and serious injuries
- Comfort and security issues
- Network gaps
- Inconsistencies
- Maintenance needs
- Changing demographics

Envision Tomorrow

Vision and Goals

Safety

Accessibility & Connectivity

Mobility

Community & Economic Vitality

Equity

Health

Sustainability

Strategic Investment

Coordination & Collaboration

Identify What to Do

Policies and Strategies

<u>Safety</u>

- Design
- Education
- SRTS
- Enforcement

Identify What to Do

Policies and Strategies

Accessibility/
Connectivity

- Identify gaps
- Improve connectivity
- Access other modes
- Regional paths

Identify What to Do

Policies and Strategies

<u>Mobility</u>

- Reduce/remove impediments
- Balancing mobility for all users

Identify What to Do

Policies and Strategies

Community/
Economic Vitality

- Land Use Coordination
- Tourism
- Bike Parking

Identify What to Do

Policies and Strategies

Equity

- Transportation Disadvantaged
- Data

Identify What to Do

Policies and Strategies

Health

- Partnerships
- Data
- Coordination

Identify What to Do

Policies and Strategies

Sustainability

- Transportation options
- Zero emission modes

Identify What to Do

Policies and Strategies

Strategic
Investment

- Seek new funding
- Prioritization framework for bike/ped
- Leverage

Identify What to Do

Policies and Strategies

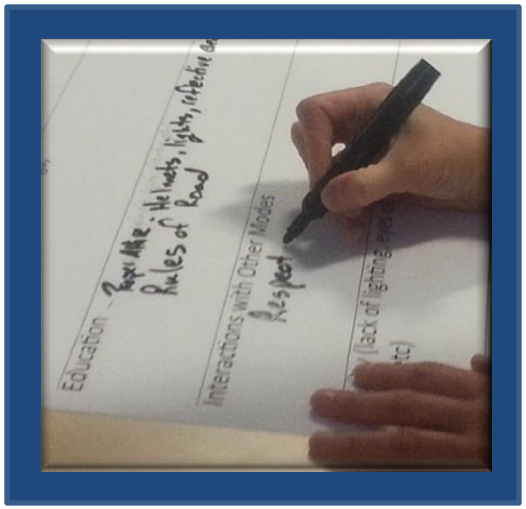
Coordination
Cooperation
Communication

- Partnerships
- Information Sharing
- Seamless system

Discuss Getting There

Investments and Implementation

Investment Considerations



Implementation Considerations

Draft PLAN

In progress…

Summer 2015

Fall 2015

Questions

Website:
http://www.oregon.gov/ODOT/TD/TP/pages/bikepedplan.aspx

Savannah Crawford

ODOT Planning Unit, Principal Planner

Savannah.Crawford@odot.state.or.us

(503) 986-4105

Amanda Pietz

ODOT Planning Unit Manager

Amanda.Pietz@odot.state.or.us

(503) 986-4227

Lane Area Commission on Transportation
895 Willamette Street, Suite 500, Eugene, Oregon 97401-2910
541.682.4425 *(office)*

May 29, 2015

TO: Lane Area Commission on Transportation (LaneACT)

FROM: Becky Taylor, Lane County Transportation Planning

SUBJECT: Agenda Item 9: Lane County Transportation System Plan

Recommended Action: None. Information only.

Background

Lane County is conducting a comprehensive update of its current Transportation System Plan (TSP), which was adopted in 2004. The new TSP will provide the framework to guide the transportation system across the region of Lane County for the next 20 years (2036).

Status Summary

The work thus far has been to create a baseline. An initial round of public involvement occurred in the spring of 2014. The data is now being synthesized into a needs analysis, which will be evaluated by advisory groups this summer. Another round of community workshops will commence this fall.

Recommended Action: None. Information only.

Attachment

Attachment 1 Lane County Transportation System Plan PPT

Lane County Transportation System Plan Update

Lane County
Transportation
System Plan

JUNE 10, 2015

PRESENTATION TO LANE AREA COMMISSION ON TRANSPORTATION

2036 Lane County TSP

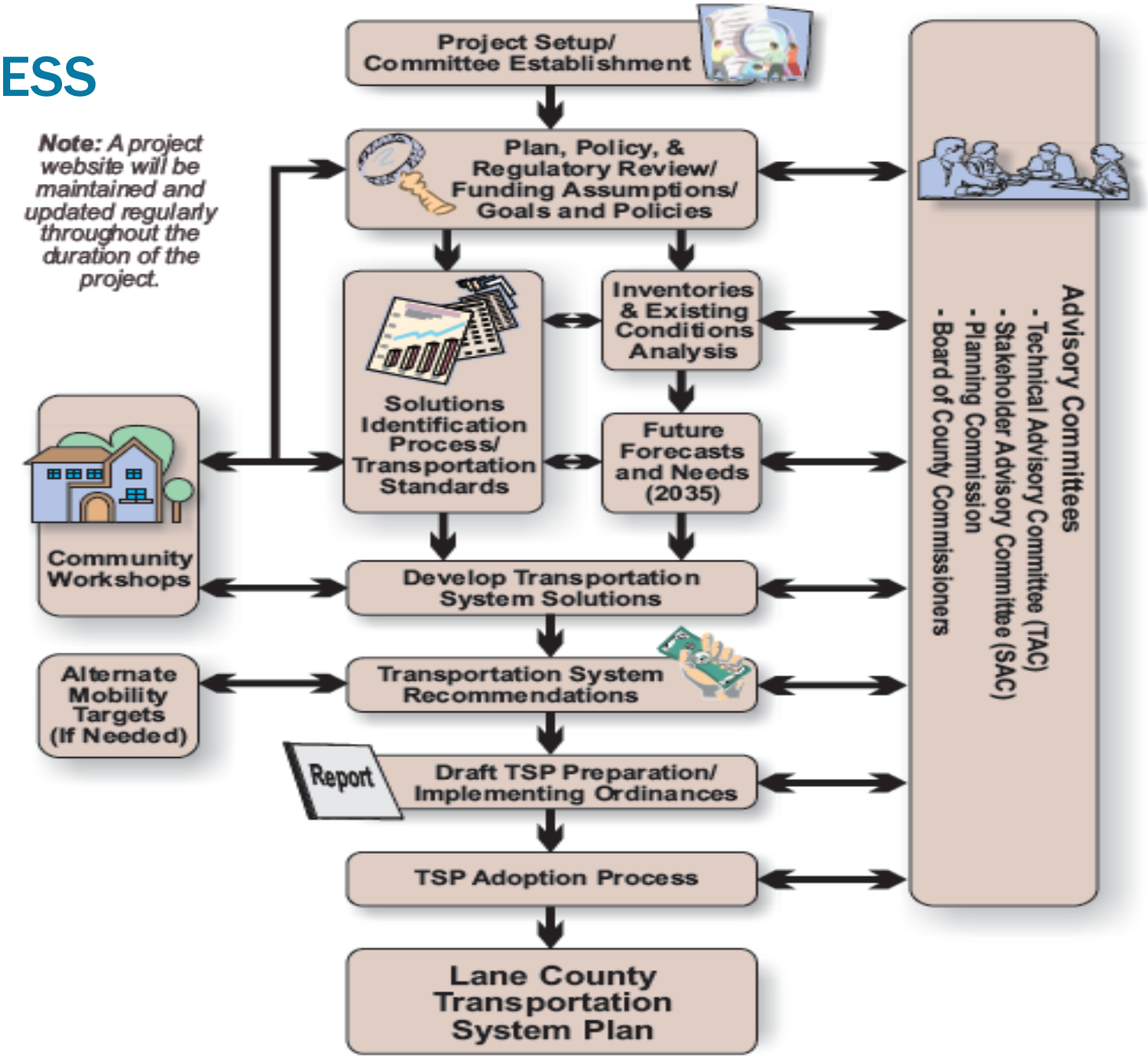
Objectives

- Updated framework
- Active Transportation
- Equity
- Funding

Lane County Transportation System Plan

DKS

PROCESS


Project Setup/ Committee Establishment
Note: A project website will be maintained and updated regularly throughout the duration of the project.
Plan, Policy, & Regulatory Review/ Funding Assumptions/ Goals and Policies
Inventories & Existing Conditions Analysis
Solutions Identification Process/ Transportation Standards
Future Forecasts and Needs (2035)
Community Workshops
Develop Transportation System Solutions
Alternate Mobility Targets (If Needed)
Transportation System Recommendations
Report
Draft TSP Preparation/ Implementing Ordinances
TSP Adoption Process
Lane County Transportation System Plan
Advisory Committees
- Technical Advisory Committee (TAC)
- Stakeholder Advisory Committee (SAC)
- Planning Commission
- Board of County Commissioners

Public Involvement

Community workshops provide an opportunity to share information about the project and solicit feedback from interested residents.

Goals

- Broad participation
- Confidence in process integrity
- Timely, authentic, and useful public input
- Thoughtful responses to individual comments, concerns, questions
- Public education on project process, regulatory framework, and technical issues that will facilitate meaningful feedback

Public Involvement

Advisory Groups

- Lane County Planning Commission
- Technical Advisory Committee
- Stakeholder Advisory Committee

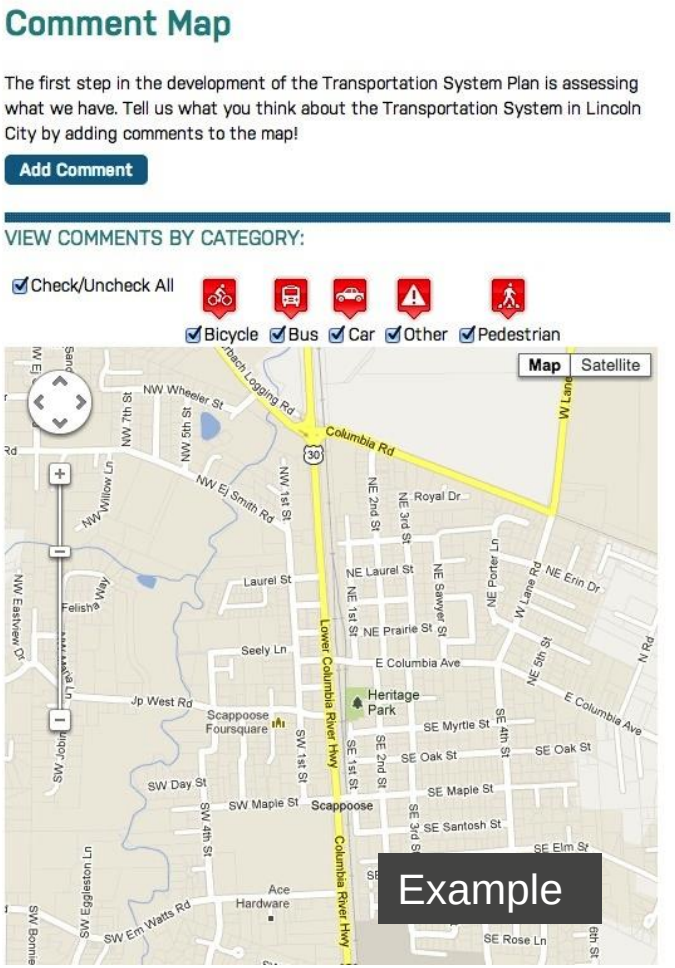
Stakeholder Interviews

- Business Community
- Transit Representatives
- Emergency Responders
- Various Agency Staff
- Railroad

Project Website

In addition to posting information on a project website, the public was able to make location-specific comments regarding concerns with safety, etc.

We collected about 230 comments, shared them with affected jurisdictions, and will include these comments in our evaluation of transportation needs.



Lane County Transportation System Plan

DKS

Summary of Initial Public Outreach

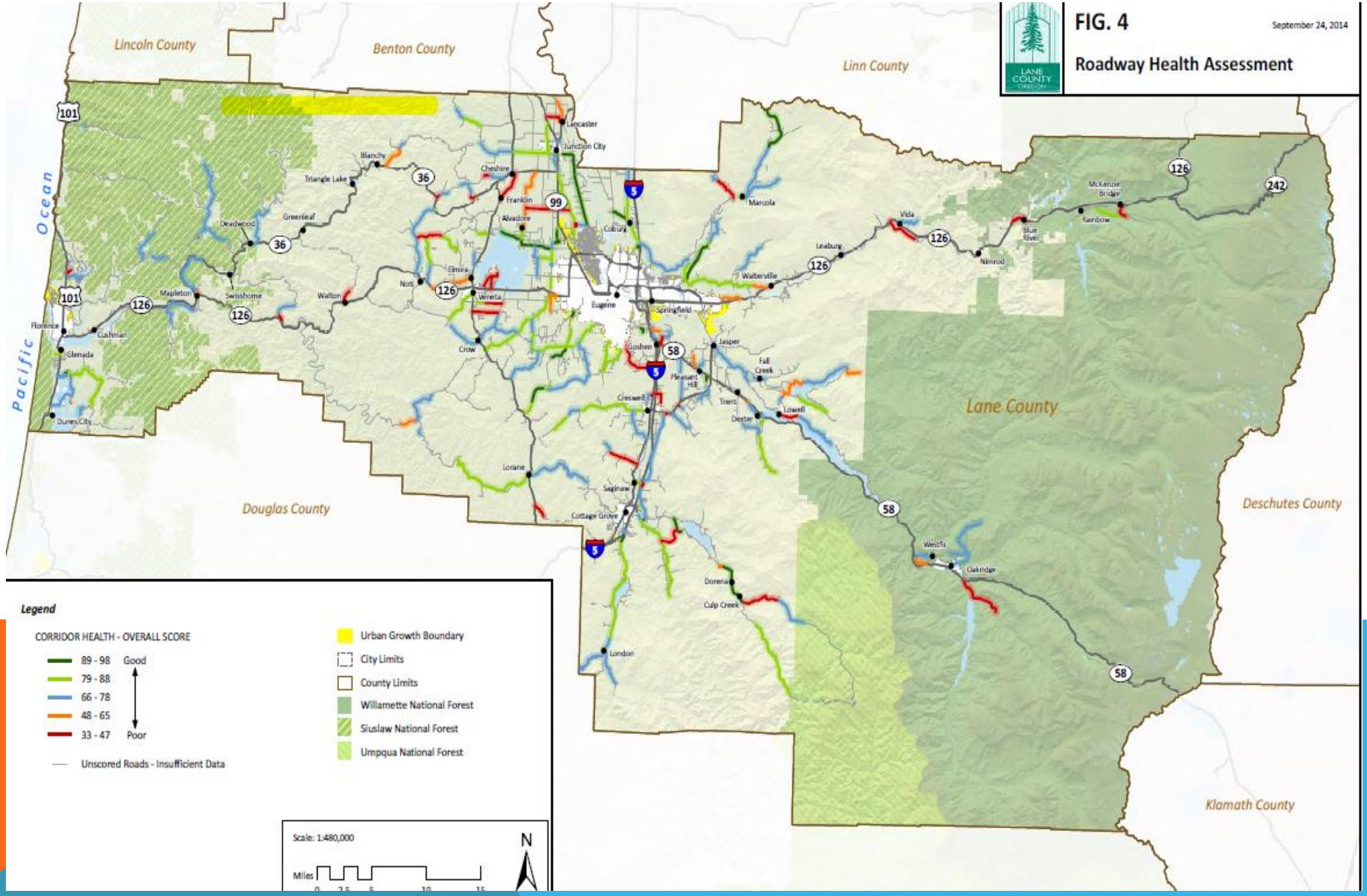
Key Themes

- Safety for all travel modes
- Connectivity between cities for all travel modes
- Bicycle accommodations throughout the county
- Continued coordination between jurisdictions
- Funding needs and challenges

Existing Conditions

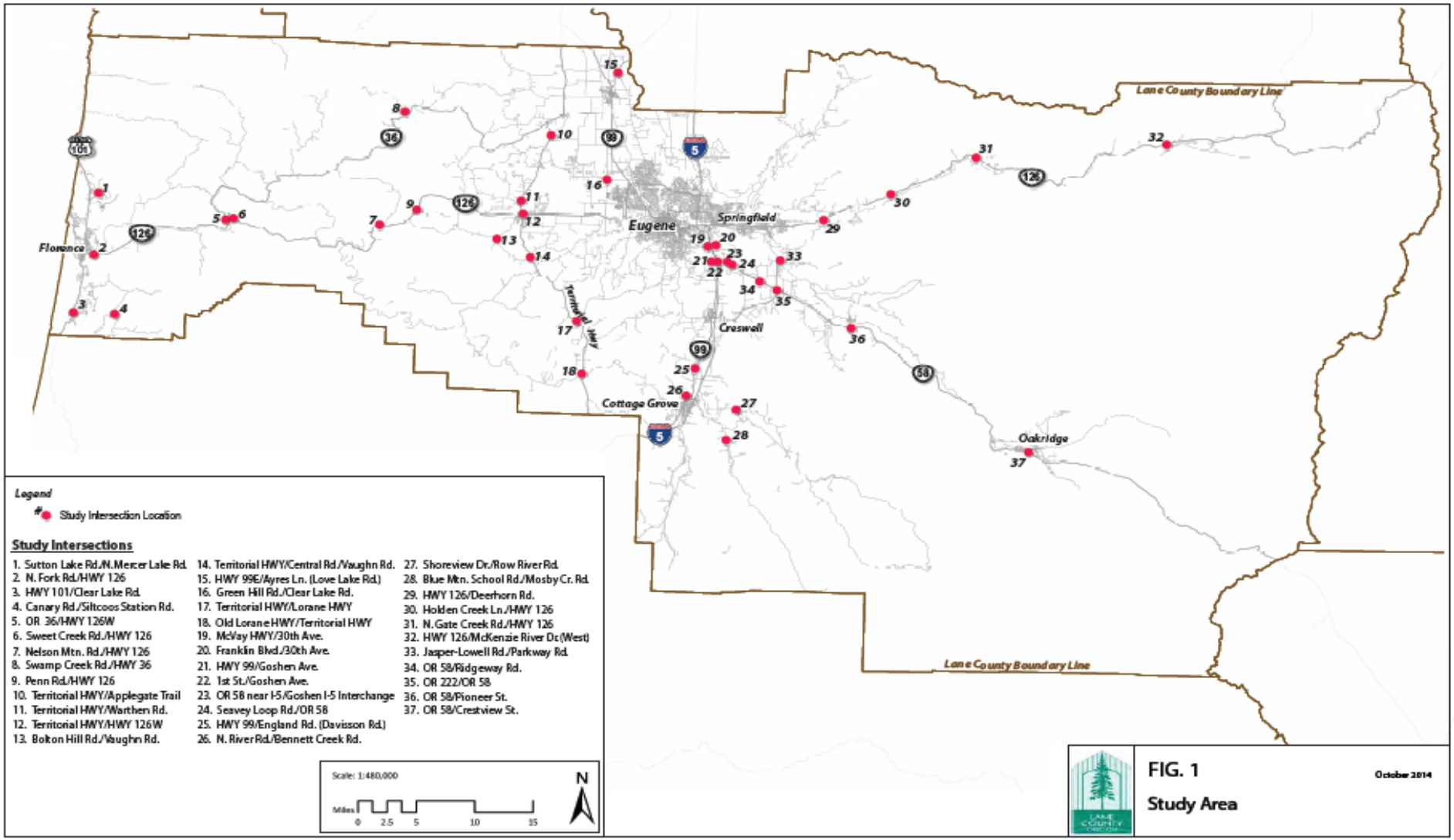
- Roadway Health
- Mobility
- Safety
- Bicycle and Pedestrian System
- Transit, Freight, Rail, Airports, Waterways, Pipelines

Roadway Health

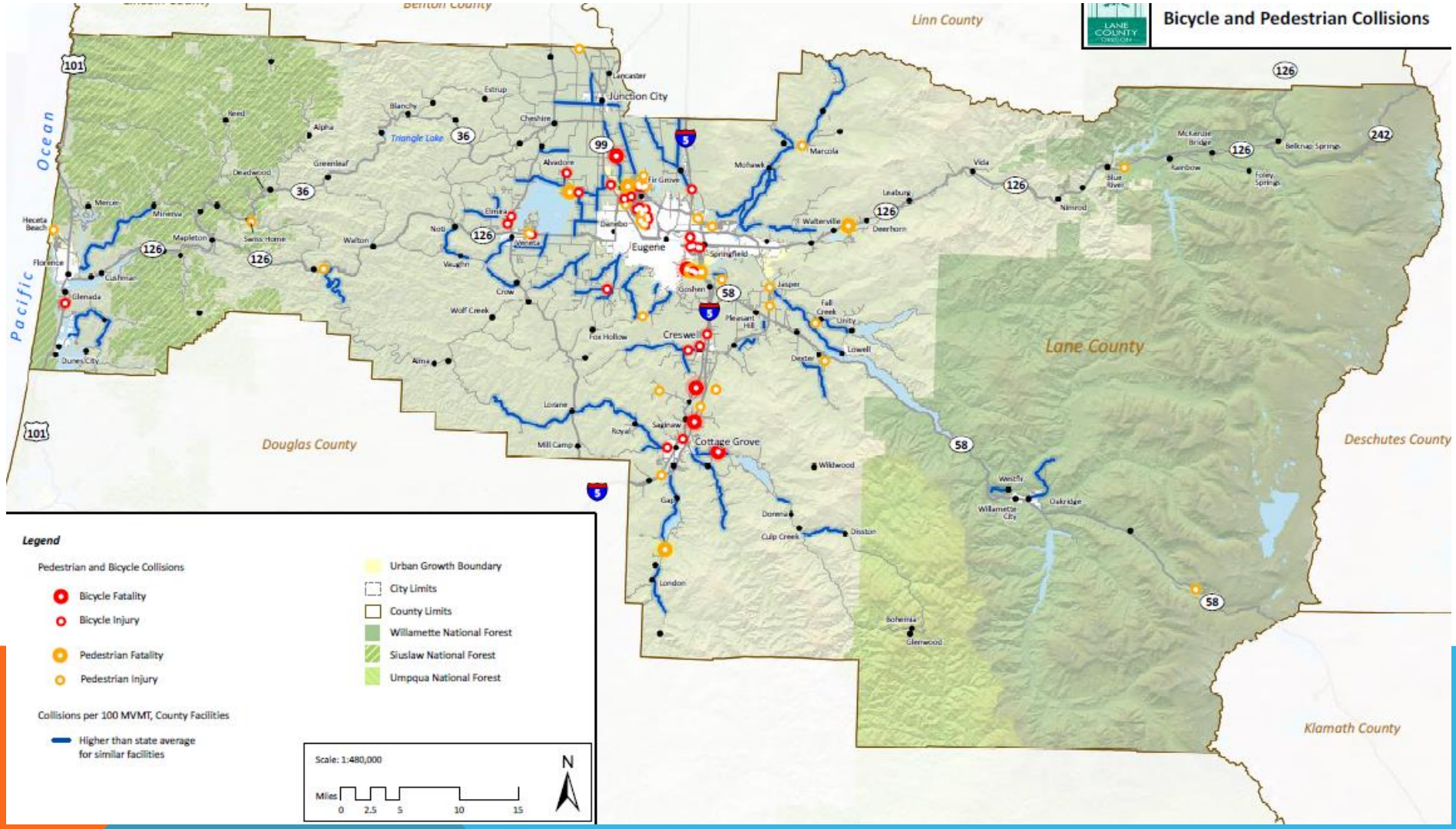


Existing Conditions: Mobility

Intersection Capacity Analysis



Existing Conditions: Safety



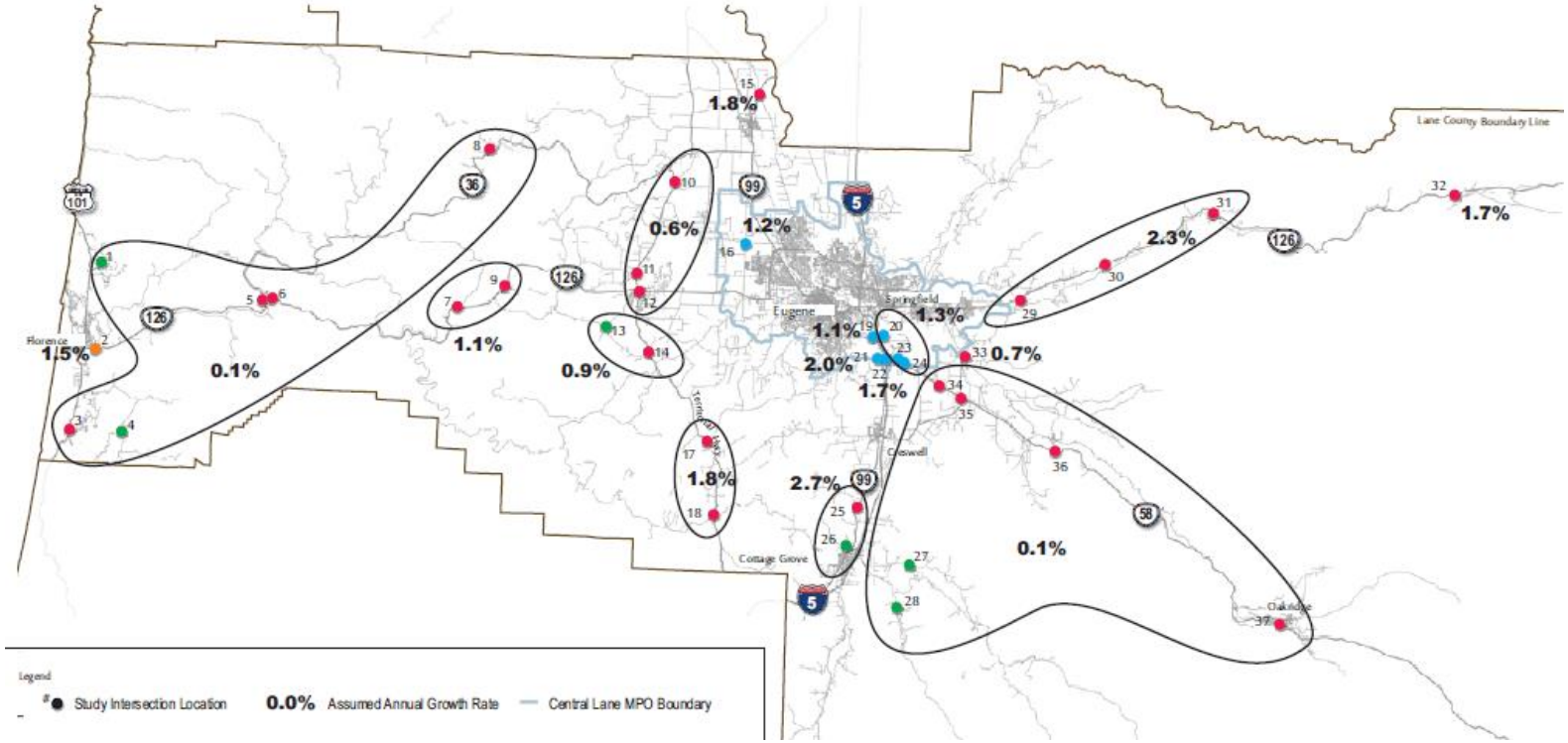
Lane County Transportation System Plan

DKS

Existing Conditions: Multi-Modal

- Bicycle and Pedestrian System
- Transit, Freight, Rail, Airports, Waterways, Pipelines

✓ Identified Future Traffic Forecast



Lane County Transportation System Plan

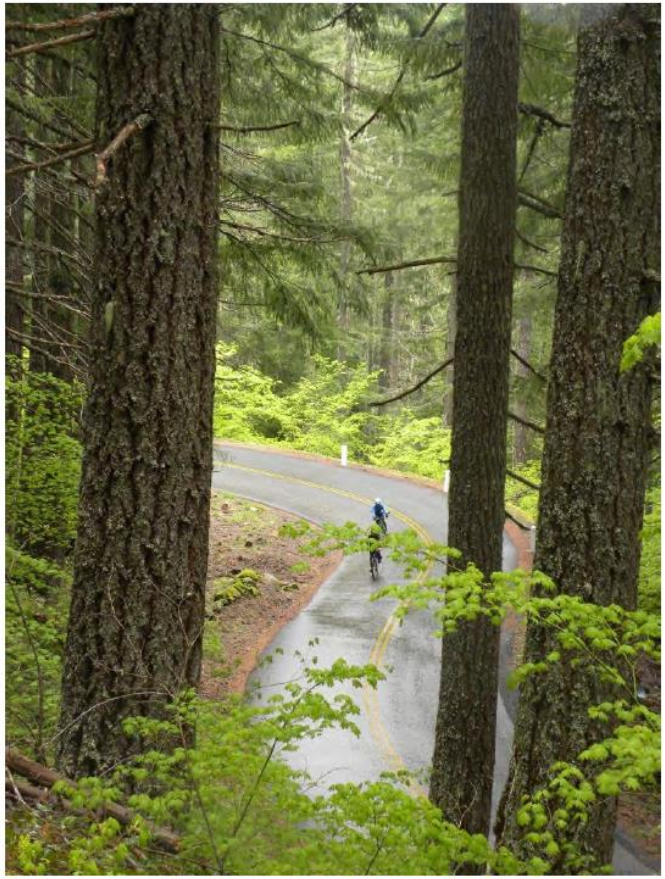
DKS

What's ahead?

Remaining Work

- ❑ Future Conditions and Needs
- ❑ Solutions, Standards, Recommendations
- ❑ Draft TSP
- ❑ Implementing Ordinances

ANY QUESTIONS



McKenzie Pass Scenic Bikeway (Courtesy of Eugene, Cascades & Coast)

M I N U T E S

Metropolitan Policy Committee
John Serbu Center/Carmichael Room – 2727 Martin Luther King Boulevard
Eugene, Oregon

April 2, 2015
11:30 a.m.

PRESENT: Pat Farr, Chair (Lane County); Christine Lundberg, Marilee Woodrow (City of Springfield); Kitty Piercy, Alan Zelenka (City of Eugene); Sid Leiken (Lane County); Jerry Behney (City of Coburg); David Reesor for Frannie Brindle (Oregon Department of Transportation); Julie Grossman for Gary Wildish, Gary Gillespie (Lane Transportation District); members;; Lydia McKinney for Steve Mokrohisky (Lane County); Petra Schuetz (City of Coburg); Jeff Towrey for Gino Grimaldi (City of Springfield); Rob Inerfeld for Jon Ruiz (City of Eugene); Ron Kilcoyne (Lane Transit District); *ex officio* members.

Brenda Wilson, Mary McGowan, Josh Roll, Paul Thompson, (Lane Council of Governments); Tom Schwetz, Sasha Luftig, Theresa Brand, Andy Vobora (Lane Transit District); Tom Boyatt, (City of Springfield); Becky Taylor (Lane County); David Reesor (Oregon Department of Transportation); Carleen Riley (River Road), guests.

WELCOME AND INTRODUCTIONS

Mr. Farr welcomed everyone to the Metropolitan Policy Committee (MPC) meeting. Those present introduced themselves.

CALL TO ORDER/APPROVE March 5, 2015 Meeting Minutes

Mr. Farr called the meeting to order.

Ms. Wilson corrected a scrivener's in the minutes. MPOC cited several times on page 6 should be OMPOC.

> Ms. Piercy, seconded by Mr. Leiken, moved to approve the March 5 2015, meeting minutes as amended. The motion passed unanimously, 9:0.

Mr. Towrey arrived at 11:31 a.m.

ADJUSTMENTS TO THE AGENDA/ANNOUNCEMENTS FROM MPC MEMBERS

There were no adjustments to the agenda.

COMMENTS FROM THE AUDIENCE

There was no one from the public who wished to offer public comment.

Mr. Zelenka arrived at 11:32 a.m.

METROPOLITAN PLANNING ORGANIZATION (MPO) ISSUES

a. Draft FY2016/FY2017 Unified Planning Work Program (UPWP)

Mr. Thompson provided the staff report. He directed MPC members to the Unified Planning Work Program (UPWP) FY 2016 and FY 2017, Draft dated March 2015, copies of which were included in the agenda packets for today's meeting. He said each year partner agencies of the Metropolitan Planning Organization (MPO), the Federal Highway Administration (FHA), and the Federal Transit Administration (FTA) updated and adopted a unified work program for transportation planning. He noted the UPWP covered a two year period, while the funding, which the MPC would be asked to approve next month covered a one year period. The draft UPWP for FY 2016 and FY 2017 contained the following:

- Planning tasks in seven core program areas to be conducted by the MPO and the MPO member agencies
    - Regional Transportation Plan and Long Range Planning
    - Programming and Implementation
    - Public Participation
    - Air Quality Planning
    - Transportation System Modeling and Data Maintenance
    - Transportation Options
    - Intergovernmental Coordination.
- Federally funded transportation studies and all relevant state and local planning activities conducted without federal funds.
- Funding sources, when known or specified, for each program area.
- The agency or agencies responsible for each task or study.

In response to Mr. Leiken, Mr. Thompson acknowledged that the majority of project funding for transportation projects was stalled in Washington, D.C. and Salem. However, the Oregon Transportation Commission (OTC) and the MPO are operating under the assumption that federal funding for transportation planning as carried out under the UPWP will continue at existing levels under a continuing resolution after May 31, 2015. The UPWP was a broadly written, aspirational planning document that needed to be in place when funding did become available. Mr. Thompson also noted that staff will bring a demonstration of a data portal currently being developed to the MPC later this year.

Ms. Piercy emphasized the importance of having appropriate plans in place when seeking grant funding. The State had not been able to secure grant funding for rail service in the past because there was not a plan in place for improving rail service in Oregon.

In response to Ms. Piercy, Mr. Thompson said the LaneVoices platform was relatively new. LCOG planned to bring resources to that project next year.

Ms. McGowan added the plan was to have various LCOG members sign up on LaneVoices and engage people who traditionally did not focus on transportation.

Mr. Farr opened the public hearing at 12:04 p.m. and called for public testimony on the Draft FY2016/FY2017 Unified Planning Work Program. Noting there was no one who wished to speak, Mr. Farr closed the public hearing at 12:04 p.m.

Mr. Thompson said the public comment period will remain open until April 26, 2015. The draft plan will be brought to the MPC for approval in May 2015.

b. Draft Amendment to Metropolitan Transportation Improvement Program (MTIP)

Mr. Thompson provided the staff report. This amendment requested that $180,000 of programmed MPO discretionary STP-U funds from the City of Eugene 18th Avenue project be transferred to a new project, the Eugene Riverfront Path Reconstruction project. He asked that the MPC conduct a public hearing today. The public comment period would close on April 26, 2015. Action on the proposed amendment was scheduled to take place at the May 2015 MPC meeting.

Mr. Farr opened the public hearing at 12:10 p.m.

Ms. Piercy directed MPC members to a public comment that had been distributed to MPC members from Doug Heiken representing Oregon Wild in support of the proposal.

Mr. Farr closed the public hearing at 12:11 p.m.

c. Lane Transit District (LTD) Service Planning

Mr. Thompson explained that LTD conducted an Annual Route Review (ARR) to evaluate the delivery of service to the community. Proposed service changes had undergone extensive public review and staff analysis. In response to feedback received, LTD had developed a package of proposed service for the LTD system.

Andy Vobora offered a PowerPoint presentation entitled *2015 Annual Route Review*.

Ms. Piercy was excited to see LTD's response to the public demand for additional service. She noted through the EmX discussion, people had felt they were losing connecting service. It was important for the public to hear about LTD's intent in building the whole system. She said the Equity Atlas looked at future demographic changes locally and across the nation. The Equity Atlas called for communities to look at things through a different lens, to determine not only how people would be served but who would be served, which was different than how that took place today. She noted LTD made cuts during the recession. She opined that as the community planned together, people would be better able to adjust to changes.

Ms. Lundberg was happy to see late night service increase, which was needed especially by people who worked other than daytime shifts. She asked if the new routes would have an impact on existing routes.

Mr. Vobora said all of the changes this year were additions. He added the LTD Board of Directors had a plan the provided for increased service for the next three years.

In response to Ms. Woodrow, Mr. Vobora said LTD had contracted with the Willamalane Park and Recreation District (WPRD) to provide a LTD connector with the WPRD Adult Activity Center (AAC) van to help people take advantage of the AAC's meal program.

Responding to Mr. Behney, Mr. Vobora said LTD recently extend route 96 to the Monaco Coach facility, Serenity Lane and other businesses in Coburg. He noted a new LTD website, which would be operational in June 2015, would provide good information to help people schedule their travel.

Mr. Leiken asked what the MPC could do to include LTD more in planning for community growth. Portland State University (PSU) recently released the latest population projections which indicated there would be explosive growth in Veneta and Junction City and it was important for LTD to have a seat at the table to enable it to plan for that growth.

Mr. Vobora agreed it was important to include transit in the conversation. Additionally, LTD understood there needed to be recognition in the community that LTD was not operating in a vacuum, and wanted to help the MPO and the jurisdictions implement their plans. LTD had good products and services that would help the jurisdictions meet their needs through coordinated plans.

Ms. Grossman concurred with Mr. Vobora that LTD was here to serve the community.

Mr. Gillespie observed LTD had worked with partners in a variety of ways, through adding bicycle bridges, increasing sidewalk and planter spaces. He stressed the importance of MPC members supporting each other which in turn supported the community in a variety of ways.

Mr. Farr noted LTD had been part of the United Front trip to Washington, DC.

d. Metropolitan Transportation Improvement Program (MTIP) Annual Reports

Mary McGowan provided the staff report. She directed MPC members to two documents entitled *Central Lane MPO—Metropolitan Transportation Improvement Program—FFY 2012 to FFY 2015—Annual Listing of Obligated Projects—End of Year*—for Federal Fiscal Years 2013 and 2014. She said $17.6 million in federal funds were obligated in 2013 on transportation projects, including: transit; roadway preservation, safety and operations; bicycle and pedestrian projects; regional transportation options; and, planning. In 2014, $21 million in federal funds were obligated on transportation projects, including: transit; pedestrian projects; roadway modernization; planning; roadways preservation, safety and operations; bicycle projects; and, regional transportation options.

e. Scenario Planning Update

Ms. Wilson reviewed the staff report entitled MPC 5.e—March 2015 scenario planning report which had been distributed to MPC members at the meeting. She reported the Central Lane project team had reviewed the draft preferred scenario with the Lane County Board of Commissioners, the Coburg City Council, the Eugene City Council and the LTD Board of Directors in March. The Springfield City Council had not yet reviewed the document.

f. Follow-up and Next Steps

- **ODOT Update**—Mr. Reesor reported he and Frannie Brindle were reaching out to Lane County communities regarding the Statewide Transportation Improvement Program (STIP) program. The deadline for submitting project applications is August 3, 2015.

  ODOT is wrapping up the STIP Fix It project list by May 2015. The projects on the list may provide leverage for STIP enhanced funding projects submitted by the local jurisdictions.

  The application deadline for the All Roads Transportation Safety Program (ARTS) recently closed. ODOT and Region 2 technical center staff are working on a 150 percent list which will be

reviewed through a six to eight month scoping process. As a follow-up to his presentation at the March 2015 MPC meeting regarding Springfield's Main Street safety, he noted the following: ODOT will install reflective signal plates on all signals along the Main Street corridor; he confirmed that the City of Springfield will apply for a speed reduction on Main Street; as mentioned by Ms. Lundberg in March, there was a need for consistency with pedestrian crossing controls. He noted that he is meeting with City of Eugene and City of Springfield staff next week to brainstorm ways to outreach to the public on pedestrian crossings.

- **Rail Update**—Ms. Lundberg stated she had met at Green Briar, which was a rail car rehabilitation facility at the Booth Kelly site in Springfield with Congressman Peter DeFazio, to discuss oil tank rail cars and issues related to devastating results when oil tank rail cars were involved in accidents. The facility provided an opportunity to refurbish existing rail cars. The company would create approximately 100 new jobs.

  Ms. Piercy said Booth Kelly had designed a safer car which would benefit the industry. She said Congressman DeFazio was waiting for the Federal Railroad Administration (FRA) to complete a rules process to be able to use the new designs. She said with the increase of freight on the shared rail, there was a conflict in use which had reduced on-time service from approximately 85 percent to lower than 50 percent. Congress had decided it would only provide money for capital expenditures and not operations, which was counter to building ridership. Governor Kitzhaber had recommended $10 million in State funding, and the State Ways and Means chairs had recommended $5 million in State funding, not realizing that the work could not be done incrementally. State Representative Nancy Nathanson was working on this project. She encouraged MPC members to write to their State legislators in support of rail funding.

  Mr. Gillespie said he and Ms. Lundberg planned to attend the OMPOC meeting in Salem on April 6, 2015, which was Transportation Day at the Legislature.

- **LaneACT**—Mr. Reesor said the April 2015 LaneACT meeting had been cancelled but the group planned to meet in May 2015. Several LaneACT members met with the SuperACT to discuss a strategy for the STIP enhanced program. He shared key takeaways:
  - The group agreed to use a high level filter, looking at safety, efficiency, connectivity and completeness of the system, when evaluating projects.
  - Fix It and Enhance projects should be used to leverage other project funding.
  - There was not much enthusiasm for supporting one large project, however the chairs agreed to be open to the concept, depending on the types of projects came forward.

- **MTIP Amendment—**Mr. Thompson directed MPC members to the Summary of Administrative Amendment to the FFY12-15 Metropolitan Transportation Improvement Program (MTIP) document included in the agenda packet, which was presented for information only.

  In response to Ms. Lundberg, Ms. Brandt said the amendment addressed the second phase of LTD's Main Street SmartTrips program which would span from 48nd Street to 62nd Street along Main Street this year. LTD had received additional funding from ODOT for the project. LTD was working with ODOT and City staff about an enhanced safety awareness element of the plan which would include working with schools, parents and others to improve safety in that area.

- **Next Steps/Agenda Build**
    - Mr. Thompson said adoption of the UPWP and action on the funding request for the Riverfront path would be on the May agenda. Additionally, an ODOT presentation on the least cost planning project conclusion was tentatively scheduled for May.
    - Mr. Farr wanted to keep safety issues on Main Street in Springfield on the forefront.
    - Ms. Piercy said the legislative update should be on the agenda through the end of the 2015 session.
    - Mr. Leiken said the U.S. House of Representatives recently passed Medicare Fix It bill with a vote of 392 to 37. He thanked Congressman Walden and Congressman DeFazio for their efforts in moving this legislation forward. He was optimistic the legislation would also pass in the Senate.
    - Mr. Towrey reported that the City of Springfield recently was recently notified it would receive an award from the American Planning Association (APA) recognizing the Glenwood Refinement Plan, which the City was pleased with and proud of. He added Gary Carp, who had been a City of Springfield planner for 40 years, passed away. Mr. Carp was a primary author of the Glenwood Refinement Plan.

The next meeting was scheduled for May 7, 2015, at the Springfield City Hall Library Meeting Room.

The meeting was adjourned at 1:25 p.m.

(Recorded by Linda Henry)

Lane Area Commission on Transportation

2015-2016

May 13, 2015 • Stakeholder Recruitment • Work Plan • Transportation Growth Management • City of Eugene Airport • Road Usage Charge Program • Highway 126 W Safety Task Force Update	***June 10, 2015*** • Work Plan Adoption • Stakeholder Nominating Committee • Public Participation Plan • Oregon Bicycle/Pedestrian Plan • Lane County TSP Update • Legislative Update • STIP Update	***July 8, 2015*** **(Recess)**	***August 12, 2015*** • STIP Update (*Applications tentatively due*) • Stakeholder Application Review and Appointment • Florence-Yachats Transit • Public Transportation Plan • Oregon Transportation Safety Action Plan
September 12, 2015 • STIP Update • ADA Regulations • MPO Data Portal	***October 14, 2015*** • STIP Update • Scenario Planning Update • Oregon Public Transportation Conference Info Share • Intelligent Transportation System (ITS) Plan Update • MovingAhead	***November 11, 2015 (Veteran's Day)*** • STIP Update	***December 9, 2015*** • STIP Update

***Schedule is tentative and still to be determined**

Lane Area Commission on Transportation

2015-2016

January 13, 2016	***February 10, 2015***	***March 9, 2016***	**April 13, 2016**
• STIP Update	• STIP Update	• STIP Update	

Other Pending Items (schedule still to be determined):

- Tom Bowerman: OSU statewide Oregon Values and Beliefs Survey
- Main Street in Rural Oregon, Economic Opportunities and Transportation / Main Street TGM Program Annual Cycle
- Oregon Scenic Byways Update
- Regional Safety and Security Plan Update
- Zero Emissions Electric Vehicles/LARAPA
- Beltline Ramp Meters
- Designated Stakeholder Development: Statewide Significance
- OTC Commissioner
- Safety of Crude Oil transport
- Funding for transportation overview
- Follow-up on OHA/ODOT MOU

LaneACT Attendance 2014-2015

Stakeholder	MAY '14	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY'15
Coburg	X	X	X		X	X	A		X	X	X		A
Cottage Grove	X	A	X		A	A	X		X	X	X		X
Creswell	X	X	A		X	X	X		X	X	X		X
Dunes City	X	X	X		X	X	X		A	X	X		X
Eugene	X	X	X		X	X	X		X	X	X		X
Florence	X	X	X		X	X	X		X	X	X		X
Junction City	A	X	A		A	A	A		A	X	X		X
Lowell	X	X	X		X	A	A		X	X	X		A
Oakridge	X	X	X		A	X	A		A	A	X		X
Springfield	X	X	X	R	X	X	X	R	X	X	X	R	X
Veneta	X	X	A	E	X	X	X	E	X	X	X	E	X
Westfir	A	A	A	C	A	A	A	C	A	A	A	C	A
Lane County	X	X	X	E	X	X	X	E	X	X	X	E	X
Port of Siuslaw	A	X	X	S	X	A	X	S	A	A	X	S	X
Lane Transit District	X	X	X	S	X	X	X	S	X	X	X	S	X
Confederated Tribes	A	X	A		A	X	X		X	X	X		X
ODOT Area 5	X	X	X		X	X	X		X	X	X		X
Central Lane MPO	X	X	X		X	X	X		X	X	X		X
LC Road Advisory	A	X	X		X	X	X		A	A	A		X
Highway 126 E	X	X	X		X	X	A		X	X	X		X
DS Trucking - McCoy	X	A	X		X	X	A		X	X	X		X
DS Rail - Callery	A	A	X		X	A	X		X	X	X		A
DS Bike/Ped - McRae	Vacant	Vacant	X		X	X	X		X	X	X		X
DS Envir LU - Nelson	A	X	A		A	X	A		A	X	X		A
OS - Gary McNeel	A	A	A		X	X	X		A	A	X		A
OS - Eugene Organ	X	X	X		X	X	X		A	X	X		X
OS - George Grier	X	X	X		X	X	X		A	X	X		X
OS - Ryan Pape'	X	X	X		A	X	X		X	X	X		A
OS - Jennifer Jordan	X	A	X		X	X	X		X	X	X		X
OS - Shelley Humble	A	Vacant	Vacant	Vacant	Vacant	Vacant	X		X	A	A		A
TOTAL	20 (29)	22(28)	22(29)	No Meeting	22(29)	23(29)	22(30)	No Meeting	20(30)	24(30)	27(30)	No Meeting	22(30)

Lane Area Commission on Transportation
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541.682.4425 *(office)*

Membership 2015

Last Update June 1, 2015

Jurisdiction	Member	Email	Phone	Address
Lane County				
Primary Rep	Sid Leiken Commissioner [LaneACT Vice 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
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Cottage Grove				
Primary Rep	Thomas Munroe Mayor	mayor@cottagegrove.org	541.942.5501	400 E. Main St. Cottage Grove OR 97424
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Dunes City				
Primary Rep	Maurice Sanders Councilor	Maurice.sanders@dunecity.com	541.997.3338	PO Box 97 Westlake OR 97493
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Eugene				
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Springfield				
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Westfir				
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Alternate Rep				
Confederated Tribes				
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Port of Siuslaw				
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Alternate Rep	Bob Forsythe Port Manager	manager@portofsiuslaw.com	541.997.3426 (w)	PO Box 1220 Florence OR 97439
Lane Transit District				
Primary Rep	Gary Wildish Board Member	gwildish@chambers-gc.com	541.228.6284 (c) 541.688.6878 (h)	2424 Quince St Eugene OR 97404
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ODOT Area Manager				
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Alternate Rep	David Reesor Area 5 Planner	David.Reesor@odot.state.or.us	541.747.1354	644 A Street Sprignfield OR 97477
Central Lane MPO				
Primary Rep	Paul Thompson Transportation and Infrastructure Program Manager	pthompson@lcog.org	541.682.4405	859 Willamette St., Suite 500, Eugene OR 97401
Alternate Rep	Brenda Wilson Executive Director	bwilson@lcog.org	541.682.4395	859 Willamette St., Suite 500, Eugene OR 97401
LC RAC				
Primary Rep	Jeff Paschall Member	jpaschall@springfield-or.gov	541.726.1674	225 5TH St 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	Bill McCoy	wmlmccoy@comcast.net	541.912.2259 (C)	1199 N Terry St, Sp 322 Eugene OR 97402	Term Expires June 30, 2017
Rail	Martin Callery	mcallery@portofcoosbay.com	541.267.7678	PO Box 1215 Coos Bay OR 97420-0311	Term Expires June 30, 2015
Bicycle & Pedestrian	Holly McRae	hollymcrae@yahoo.com	541.345.1718	2584 Friendly St Eugene, OR 97405	Term Expires June 30, 2017
Environmental Land Use	Mia Nelson	mia@friends.org	541.520.3763 (W)	PO Box 51252 Eugene, OR 97405	Term Expires June 30, 2015
Other Stakeholders					
	George Grier [LaneACT Chair]	ggrier@efn.org	541.726.6131	1342 ½ 66th Street Springfield OR 97478	Term Expires June 30, 2017
	Gary McNeel	garystrafficdata@yahoo.com	541.731.1681 (H)	310 Pitney Lane, Unit 39 Junction City OR 97448	Term Expires June 30, 2015
	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 Pape'	rpape@pape.com	541.915.7286 (H) 541.868.8912 (W)	PO 407 Eugene OR 97440	Term Expires June 30, 2015
	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