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

Wednesday, October 8, 2014
5:30 – 7:15 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 *(September 10, 2014)*

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. OTC Biennial Report (Quorum Required) **5:40 p.m.**
Action Requested: Approve LaneACT Biennial Report and discuss draft Panel questions.
Objective: Review and provide direction for the Biennial Report and panel responses.
Presenter: Mary McGowan, LCOG

6. Appoint Officer Nominating Committee **5:55 p.m.**
Action Requested: Appoint an Officer Nominating Committee.
Objective: Form a broad-based committee to nominate officers in advance of the elections to be held in November. Commitment requires attendance at one committee meeting and follow-up.
Presenter: Hillary Wylie, Chair

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

7. Other Stakeholder Recruitment **6:05 p.m.**

Action Requested: Approve stakeholder recruitment strategy and appoint member.
Objective: Receive overview of LaneACT membership and recruitment needs.
Presenter: Mary McGowan, LCOG

8. ODOT Bridge Seismic Safety Program **6:15 p.m.**

Action Requested: None. Information only.
Objective: Receive update on ODOT Bridge Seismic Safety Program.
Presenter: Albert Nako, ODOT

9. WHAT IS COMING UP **7:00 p.m.**

a. November OTC Scheduled in Eugene
b. Protocol for Public Inquiries

10. ANNOUNCEMENTS AND INFO SHARING *(please be brief)* **7:05 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 – October 16, 2014, 4:00 to 5:00 pm, ODOT Conference Rm.
- **LaneACT – November 12, 2014, 5:30 to 7:30 pm, ODOT Conference Rm.**
- Steering Committee – November 20, 2014, 4:00 to 5:00 pm, ODOT Conference Rm
- **LaneACT – December Recess**
- Steering Committee – December 18, 2014, 4:00 to 5:00 pm, ODOT Conference Rm.

OTHER INFO-ONLY ATTACHMENTS

- 2014-2015 LaneACT Calendar
- Monthly Attendance Report
- Membership List *(October 1, 2014)*

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 or Kim Hascall at 541-682-4491, khascall@lcog.org.

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

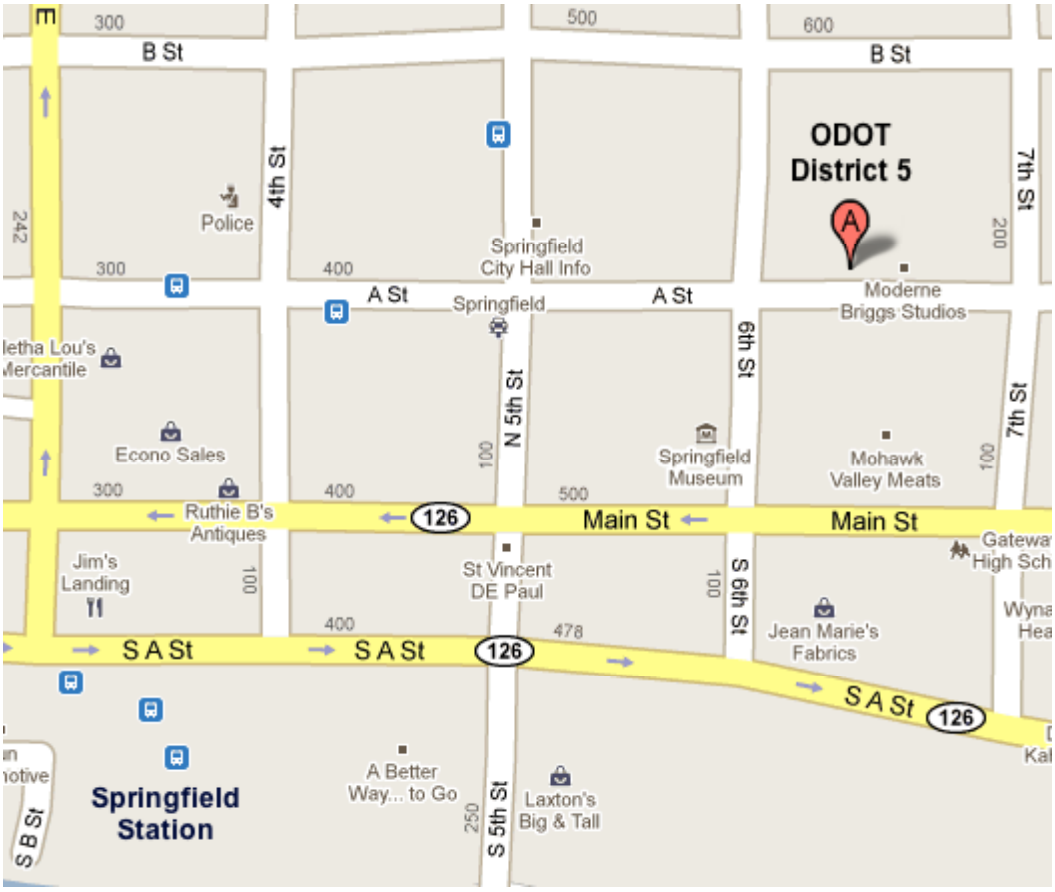
GETTING THERE:

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

September 10, 2014
5:30 p.m.

PRESENT: Jerry Behney, Coburg
Dave Stram, Creswell
Michelle Amberg, Creswell
Maurice Sanders, Dunes City (teleconferenced)
Kitty Piercy, Eugene
Mark Miller, Florence (teleconferenced)
Steve Paulson, Lowell
Hillary Wylie, Springfield, *Chair*
Tom Cotter, Veneta
Sid Leiken, Lane County
Michael Dubick, Lane Transit District (LTD)
Ron Caputo, Port of Siuslaw
Sean Barrett, Lane County Roads Advisory Committee (teleconferenced)
Frannie Brindle, Oregon Department of Transportation (ODOT)
Paul Thompson, Central Lane Metropolitan Planning Organization (MPO)
Charles Tannenbaum, Highway 126 East
Martin Callery, Rail Designated Stakeholder
Bill McCoy, Trucking Designated Stakeholder
Holly McRae, Bicycle and Pedestrian Designated Stakeholder
George Grier, Other Stakeholder, *Vice Chair*
Jennifer Jordan, Other Stakeholder
Gary McNeel, Other Stakeholder
Eugene Organ, Other Stakeholder

ABSENT: Cottage Grove, Junction City, Oakridge, Westfir; Confederated Tribes; Mia Nelson, Environmental Land Use Designated Stakeholder; and Ryan Papé, Other Stakeholder.

OTHERS: Dan Fricke, Michael Rock, ODOT; John Evans, Ron Kilcoyne, Sasha Luftig, Tom Schwetz, LTD; Chris Watchie, TransWatch; Chris Henry, Eugene; David Reesor, Springfield; Lydia McKinney, Lane County; and Mary McGowan, Lane Council of Governments (LCOG).

Available at the reception table was a flyer entitled, *US101: Cook's Chasm – Sutton Creek Project, STIP Key* 17808 and copies of the agenda packet material. On display in the room were two posters describing the LTD/ West Eugene EmX Extension: *Landscape Improvements* and *Construction Phase*.

1. Call to Order (Welcome and Introductions)

Chair Hillary Wylie 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

No additions or deletions to the agenda were proposed.

3. Consent Calendar

A. Approve Minutes (July 9, 2014)

Consensus: The July 9, 2014 minutes were approved as submitted.

4. Comments from the Audience

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

5. Main-McVay Transit Study & West Eugene EmX Extension

David Reesor, Senior Transportation Planner for the City of Springfield gave a powerpoint presentation entitled, *Main-McVay Transit Study*. He introduced John Evans, Senior Project Manager, LTD. Mr. Reesor referred to the maps in the agenda packet that showed the overall project study area and its five sub-segments.

Eugene Organ arrived at the meeting at 5:39 p.m.

Mr. Reesor noted the study was timely because of projected residential and business growth, and the need to serve identified redevelopment sites. He highlighted the study was one of five Main Street project elements. The other four were Main Street Visioning, Main Street Pedestrian Crossings, Downtown Lighting, and SmartTrips Main Street. Public outreach efforts had been coordinated among the projects. Mr. Reesor said the decision making structure for the study was a partnership between the City of Springfield and LTD. He highlighted the diverse membership of the Stakeholder Advisory Committee (SAC), including representatives from Our Money Our Transit (OMOT) and Better Eugene-Springfield Transit (BEST). Mr. Reesor outlined the meeting schedule and noted it was available on the website, www.ourmainstreetspringfield.org. The process had reached the halfway point. He described the approach as one of first emphasizing divergent thinking, then narrowing down the broad range of options based on identified goals and objectives. After the study was completed, the most promising transit solutions would undergo the National Environmental Policy Act (NEPA) review.

Martin Callery joined the meeting at 5:50 p.m.

Mayor Paulson asked for more information about the "broad range" of options. How many options were being considered? What were some examples? Mr. Reesor said two alternatives being discussed were an EmX route or enhanced bus routes. Mr. Evans explained that because each sub-segment had alternatives, the combination among them was close to fifty different solutions.

Mr. Grier asked for more information about the citizen involvement plan. Mr. Reesor described the efforts made in 2013, including focus groups with local business owners. He said the SAC had been assembled to reflect community stakeholders. He also anticipated broad public outreach to occur as part of the NEPA process.

When Mr. Grier asked if the analysis included transit needs for outlying communities, Mr. Reesor said regional system connectivity was one of the evaluation criteria.

Commissioner Leiken suggested the SAC include a representative of the City of Eugene so the Envision Eugene findings were also factored into the suggested options. He noted the study area included Lane Community College (LCC). The proposed transit solutions needed to have broad community benefit, not just serve LCC students.

Responding to Mr. McCoy's concerns about the impact of transit options on operating large freight equipment, Mr. Reesor explained the current study was at a very high level (e.g., degree of lane exclusivity). He assured Mr. McCoy there was a member of the SAC representing freight interests and named Ken Hill from International Paper.

Turning to the West Eugene EmX Extension project, Mr. Evans gave a powerpoint presentation entitled, *West Eugene EmX, Construction Phase*. He referenced maps of the project and showed how it fit with the existing EmX transit system. The West Eugene Extension expanded the EmX system from fifteen to twenty-four miles. Mr. Evans outlined the benefits to LTD riders, motorists, cyclists/pedestrians, and the environment. He highlighted the new bike-pedestrian bridges, the stormwater filtration landscape, and the eventual improved tree canopy. Mr. Evans described design solutions developed for West 11th Avenue and Garfield Street, including a right turn slip lane. When Mr. McCoy asked if the slip lane was large enough for a semi-truck, Mr. Evans said yes. Mr. Evans also illustrated the design solutions for the West 11th pedestrian crossing. He said the construction phase was staged in three to five block sections and was planned to occur at night to minimize impact. LTD was going to offer discounted transit passes to affected residents and businesses. Mr. Evans detailed the work LTD had done regarding public outreach and business support efforts. He concluded his remarks with the project schedule. Construction was to begin in mid-October. The Garfield portion was slated for 2015; the West 11th Avenue segment for 2016.

Ms. McCrae suggested permanent bike/pedestrian counters be installed in the bridges. She also asked about pedestrian lighting on the sidewalks. Mr. Evans said street lighting was planned. Additional lighting was to be installed around the bike paths connections.

6. Long-Range Transit Plan

Ron Kilcoyne, LTD General Manager, gave a powerpoint presentation entitled, *LTD's Long-Range Transit Plan—Going Beyond "The Best!"* He described the Long-Range Transit Plan (LRTP) as a strategic framework to establish goals, policies, and strategies to meet the community's transit service needs for the next twenty years. A copy of the plan was included in the agenda packet. The LTD Board had adopted three guiding principles for the plan, a "triple bottom line": foster a healthy environment; increase social equity; and facilitate economic prosperity. Mr. Kilcoyne listed LTD's long-range goals. He described the community engagement efforts planned for the next year. The focus was to get feedback on the convenience, connectivity, and coverage of the transit system. Concluding his remarks, Mr. Kilcoyne thanked LaneACT members for supporting LTD's applications for the *Connect*Oregon V grants.

Commissioner Leiken discussed how youth were more inclined to use alternative transportation. He thought it wise the LRTP was not premised on reducing congestion.

When Ms. McRae asked how the LRTP aligned with the Central Lane Scenario Planning for greenhouse gas emission reduction strategies, Mr. Kilcoyne said the plans fit together. He noted the Scenario Planning was one of many transportation plans now underway.

Mayor Piercy commended LTD on their community engagement plans. She opined there were many people eager to participate.

Mayor Paulson thanked Mr. Kilcoyne for LTD service to Lowell. Turning to the LRTP, he asked how the triple bottom line was to be measured. Mr. Kilcoyne responded that the quantitative measures had yet to be developed. Feedback as to the most appropriate measures was to be gathered as part of the community engagement effort.

Councilor Sanders stopped teleconferencing at approximately 6:30 p.m.

When Mr. Grier asked for more specifics on the public outreach plan, Mr. Kilcoyne explained the details were being developed. LTD had engaged Bell + Funk to lead the public outreach efforts. He envisioned a variety of public input tools, including community events, public workshops, and surveys.

Mr. Organ commended LTD on their work with affordable housing organizations. He asked about efforts to restore the Student Transit Pass Program.

Mr. Kilcoyne said members of the Oregon Transportation Forum had met to discuss their legislative priorities and the topic had been raised there. He also mentioned a pilot project at Hamlin Middle School to offer bus passes to students at LTD's group rate. Mr. Callery shared he had just come from the Oregon Transportation Forum meeting and the high school bus pass program had been discussed. The cost was approximately $10 million/year. Meeting participants had been polled about their legislative priorities, but the results had not yet been tallied.

7. Oregon Transportation Options Plan & Central Lane MPO Regional Transportation Options Plan

Michael Rock, ODOT Principal Planner, gave a powerpoint presentation entitled, *Oregon Transportation Options Plan*. He described how thinking about transportation options (TO) had evolved beyond transportation demand management to emphasize connectivity and transportation choices for residents, employees, and visitors. Mr. Rock said TO helped address transportation funding challenges and responded to changing transportation preferences. He highlighted the benefits of alternative modes for public health and the environment. Mr. Rock explained transportation options varied according to the size and characteristic of the community. A statewide TO plan had not been undertaken before in Oregon, although many local communities had done so. The current state process was about three-fourths completed. The draft TO plan had ten Goals: Safety; Accessibility; Mobility and System Efficiency; Health and Environment; Funding; Coordination; Land Use and Transportation; Equity: Knowledge and Information: and Economic Vitality. Mr. Rock concluded his part of the presentation by outlining the next steps in the process. He anticipated the plan to be adopted around April 2015. More information was available on the website (http://www.oregon.gov/ODOT/TD/TP/Pages/toplan.aspx).

Chris Watchie, consultant from TransWatch, continued with a powerpoint presentation entitled, *Regional Transportation Options Plan (RTOP)*. A copy of the draft plan entitled, *On the Move*, was part of the agenda packet. Ms. Watchie reviewed the plan's purpose and work done to date. She described how the project team incorporated public input from a variety of planning projects currently underway, as well as, their outreach to nontraditional stakeholders in the fields of education, public health, social services, economy, and recreation. Ms. Watchie discussed the plan's recommendations in six program/service areas: Traveler Information and Coordination Tools; Smart*Trips*; School Based Transportation Options; Rideshare; Transportation Options Resource Program; and Mobility Hubs. The latter two were new programs. She outlined the next steps, including an MPO Public Hearing on October 2, 2014 and adoption discussion on November 6, 2014.

Ms. McGowan, LCOG staff for the RTOP, described an online site established to gather public input, www.lanevoices.org.

After the presentation, Councilor Wiley envisioned a cell phone application that provided local transportation information. Mr. Grier asked about the capacities and funding needed to capture and report local transportation information in real time. Ms. Watchie referenced an application used in the Portland area managed by TriMet. Mr. Rock added Portland State University hosts a portal platform for the collection of data to be used in future applications. Mr. Thompson noted the MPO was developing a data clearing house

and described some of the data elements it would contain. He offered to make a presentation about it at a future LaneACT meeting.

8. *Connect* Oregon V

Dan Fricke, ODOT Region 2, discussed the final steps in the *Connect*Oregon V grant allocation process. He referenced the agenda material titled, *Commission approves 36 of 37 recommended ConnectOregon V projects* and hand labeled *OTC Public Hearing Minutes 7-17-14*. Because one of the recommended projects had not been approved by the Oregon Transportation Commission (OTC), there remained a little under $2 million unallocated. ODOT staff was to make a recommendation to the OTC prior to their November 21, 2014 meeting. Mr. Fricke promised to communicate with LaneACT members the recommendation as soon as it was available.

Mayor Piercy requested the staff recommendation also include the criteria they used. The next project in priority order on the statewide list was the Eugene BikeShare program. It was difficult for local governments to determine which projects to submit for consideration. Councilor Wiley concurred.

Mr. Grier strongly advocated for transparency in the decision-making process. This was the first time in *Connect*Oregon history the OTC had not adopted the projects recommended on the statewide priority list.

When Councilor Wiley mentioned there was some unhappiness expressed by those associated with the Port of St. Helens project that had not been approved, Commissioner Leiken offered to debrief the situation further after the LaneACT meeting had adjourned.

9. What is Coming Up

Ms. McGowan noted the Steering Committee had discussed wanting more participants outside of the MPO area. She wondered if there were logistical changes for the meeting that might encourage participation (e.g., change in date or time). Ms. McGowan asked those with concerns to e-mail her their ideas.

Ms. McGowan reminded LaneACT members that Timothy Doll had resigned as an Other Stakeholder. She planned to include stakeholder recruitment as an agenda item for the October meeting.

Also at the October meeting, Ms. McGowan would present the final draft of LaneACT's biennial report, that will be submitted to the OTC in November.

The October 8, 2014 LaneACT meeting will be preceded by a joint meeting with the Healthy Coalition, from 3:00 p.m. to 5:00 p.m. Dinner would be served between the meetings. Ms. Brindle thanked Ms. Jordon for her help with the session. Councilor Wiley encouraged LaneACT members to attend.

10. Announcements and Info Sharing

Councilor Wiley announced the OTC November 21, 2014 meeting was to be held Eugene, at the Hilton Hotel. Ms. Brindle agreed to e-mail LaneACT members the agenda and meeting material when it was available. Mayor Piercy strongly encouraged all LaneACT members to attend the OTC meeting.

Ms. Brindle said all LaneACT members should be part of ODOT's list serve for ACT members. She noted the Central Oregon ACT had planned a joint meeting with the Freight Advisory Committee and offered to forward the meeting material. Ms. Brindle described the schedule under consideration for the 2018-2021 Statewide Transportation Improvement Program (STIP) funding process. She anticipated projects needed to be identified by January 2015. The "Fix-it" project list was to be compiled by October 2014. Ms. Brindle added some jurisdictions might consider an enhancement components to projects identified. Ms. Brindle also discussed the upcoming Rail and Public Transit Division grants and said she would email information on the schedule and funding available. Ms. Brindle highlighted the Salt Creek tunnel project and a slide repair project on Highway 101 North of Florence. Concluding her announcements, Ms. Brindle said ODOT Region 2 had hired a new transportation planner, Dan Stewart. He was to begin work on September 15, 2014 and would attend MPO and LaneACT meetings.

Mr. McCoy left the meeting at 7:30 p.m.

Mr. Thompson described in more detail the lanevoices.org website. He highlighted the public input tool was available to all LCOG member agencies. Speaking to the upcoming STIP process, Mr. Thompson noted the second round of All Roads Transportation Safety (ARTS) projects were to be identified this fall. The projects were another opportunity for leveraging STIP Enhancement projects.

Councilor Wiley asked LaneACT members inform Ms. McGowan as to their expected tenure on the committee. She acknowledged there were still many variables outstanding. Councilor Wiley reminded members it was soon time to elect new officers.

Mr. Tannenbaum thanked ODOT for the safety enhancements on Highway 126.

Commissioner Leiken invited LaneACT members to attend a meeting on the Oregon Bicycle and Pedestrian Plan at the Eugene Library, September 17, 2014, from 9:00 a.m. to 11:00 a.m.

Mr. Caputo announced the salmon had returned to the Siuslaw River.

The meeting was adjourned at 7:36 p.m.

(Recorded by Beth Bridges)

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

September 29, 2014

TO: Lane Area Commission on Transportation (LaneACT)

FROM: Mary McGowan, Lane Council of Governments

SUBJECT: LaneACT Biennial Report 2014

Recommended Action: Approve LaneACT Biennial Report and discuss draft panel questions.

Background

The 2009 Oregon Legislative Assembly enacted Senate Bill 944 (Section 1, Chapter 509, Oregon Laws 2009), requiring Lane County, in consultation with other elected local officials and with transportation stakeholders in Lane County, to develop a proposed charter for the formation of the Lane Area Commission on Transportation (LaneACT). The initial LaneACT Bylaws were approved by the Oregon Transportation Commission (OTC) on November 9, 2010, and after many months of deliberation and collaboration, the first meeting was held in February 2011.

LaneACT is required to present a Biennial Report to the Oregon Transportation Commission every two years; the first report was submitted in 2012. The Biennial Report describes LaneACT's procedures and accomplishments over the last two years and demonstrates how the Commission meets the OTCs "Policy on the Formation and Operation of Area Commissions on Transportation (ACTs)" and the Highway Division Directive HWY ORG 01-02 that implements the policy. The draft LaneACT Biennial Report is included as Attachment 1.

The LaneACT Work Plan and Bylaws will also be provided to the OTC as part of the Biennial Report.

OTC Review Process

The OTC will participate in a panel discussion on November 21st, 2014, with members of the LaneACT and approve the updated Bylaws, Work Plan, and Biennial Report. In preparation for this meeting, the commission is posing the following questions for LaneACT members to consider as part of the panel discussion in November. Draft responses to the OTC panel questions are provided in Attachment 2.

1. As the OTC, we struggle with the balance between maintaining the transportation assets we have and expanding the transportation system. What does this balance look like in the Cascades West Area?

2. As we look to find new revenue for transportation, what are the key opportunities for transportation investments to help the economic situation here? What investments covered meet the statewide needs?

3. How do the roles of the ACTs and advisory committees change in view of Governor Kitzhaber's direction to the Commission? What do you see as some of the opportunities and some of the difficulties in changing the model?

   Governor Kitzhaber presented six principles that are good filters to apply to decisions made by the OTC (from Governor Kitzhaber's address to the OTC in August 2011)

- *Do we have the right group of individuals at the table at the beginning of the process to define the problem and solution together?*

- *Should ODOT manage or own the facility or would it be better managed for a diverse set of outcomes, by another agency or jurisdiction?*

- *Are we creating programs that do not simply invest in the future of the transportation system but meet a multitude of community objectives?*

- *Does each decision move us closer to a sustainable, safe, low carbon, multimodal system?*

- *Does the decision maximize benefit for the least cost under the limited resources?*

- *Finally, does this decision or policy move us closer to finding a more rational transportation funding mechanism for the future?*

Attachment

Attachment 1 LaneACT Biennial Report 2014
Attachment 2 Draft OTC Panel Questions and Responses

BIENNIAL REPORT OF THE LANE AREA COMMISSION ON TRANSPORTATION (LaneACT) October 2014

The 2009 Oregon Legislative Assembly enacted Senate Bill 944 (Section 1, Chapter 509, Oregon Laws 2009), requiring Lane County, in consultation with other elected local officials and with transportation stakeholders in Lane County, to develop a proposed charter for the formation of the Lane Area Commission on Transportation (LaneACT). The LaneACT Bylaws were approved by OTC on November 9, 2010 and the first meeting occurred in February 2011.

LaneACT's mission is described in the Bylaws as follows:

- Provide a local forum for sharing information, understanding, coordinating, and gaining consensus around transportation plans, policies, projects and funding;
- Engage key stakeholders and the general public with a process consistent with state and federal laws, regulations and policies;
- As applicable, consider all modes and aspects of the transportation system, including air, marine, rail (freight and passenger), road, transit, bicycle, pedestrian, and pipelines;
- Review and monitor the condition of the Area's transportation system, using appropriate benchmarks;
- 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; and
- 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 Regional Solutions Team, regional partnerships and investment boards, state legislators, Oregon's congressional delegation, and other agencies and stakeholders.

The Bylaws have been amended one time to respond to the evolving needs and priorities of the Commission. These changes took place on July 9th, 2014. The revised bylaws reflect the following changes:

- Appointment of the Highway 126 East representative by the LaneACT, previously appointed by the Lane County Board of Commissioners
- Removed reference to the Citizen Advisory Committee
- Revised the total number of voting members to reflect the removal of the Citizen Advisory Committee

- Removed reference to initial stakeholder member appointments
- Inclusion of Robert's Rules of Order
- Inclusion of a glossary

The Bylaws are in full compliance with the OTCs "Policy on the Formation and Operation of Area Commissions on Transportation (ACTs)."

The structure and operation of LaneACT are described in the information below.

ACT Boundaries
LaneACT's boundary encompasses all of Lane County. The ACT provides a forum for stakeholders to collaborate on transportation issues affecting Lane County and Oregon Department of Transportation (ODOT) Region 2, Area 5, as well as, strengthen state and local partnerships in transportation.

LaneACT Membership
The membership of the LaneACT is outlined in the Bylaws and includes between 28 and 30 voting members, as follows:

The governing bodies of ***Lane County*** and the 12 incorporated cities ***(Coburg, Cottage Grove, Creswell, Dunes City, Eugene, Florence, Junction City, Lowell, Oakridge, Springfield, Veneta, and Westfir)*** designate a primary *(an elected official)* and an alternate *(need not be an elected official)* representative ..... 13 Members

Confederated Tribes of Coos, Lower Umpqua, and Siuslaw Indians designates a primary *(an appointed or elected official)* and an alternate *(need not be an appointed or elected official)* representative..... 1 Member

Port of Siuslaw designates a primary *(an appointed or elected official)* and an alternate *(need not be an appointed or elected official)* representative ..... 1 Member

Lane Transit District designates a primary *(an appointed or elected official)* and an alternate *(need not be an appointed or elected official)* representative..... 1 Member

ODOT Lane County Area Manager is a voting member and will designate an alternate..... 1 Member

Central Lane Metropolitan Planning Organization (MPO) designates a primary and an alternate representative *(need not be elected officials)* well versed in federal MPO requirements ..... 1 Member

Lane County Roads Advisory Committee designates a primary and an alternate representative ..... 1 Member

Highway 126 East representative, a primary and an alternate representative is appointed

by the LaneACT ..... 1 Member

Designated Stakeholders, appointed by LaneACT, represent the following designated interested: Trucking, Rail; Bicyclists and Pedestrians; and Environmental Land Use ..... 4 Members

Other Stakeholders, appointed by LaneACT, representing a diversity of interests from throughout Lane County ..... 4 to 6 Members

The 16 voting members representing Lane County, cities, the Confederated Tribes, the Port of Siuslaw and LTD are "elected officials," as that term is used in the OTC's Policy on Formation and Operation of ACTs. The 12–14 voting members representing ODOT, CLMPO, transportation advisory committees, Highway 126 East, and Designated and Other Stakeholders are not "elected officials." Thus at least 50% of the voting members of LaneACT are "elected officials."

The broad categories of members are designed as a whole to provide an extensive diversity of interests and representation. Members are carefully selected so that transportation recommendations are coordinated with other local and Regional community development activities, creating consensus within the Area on transportation issues and priorities.

Coordination

LaneACT will communicate and coordinate with others that may have transportation related knowledge or interest in the Area. Working with a broad representation of stakeholder groups will help provide a balance between local, regional and statewide priorities.

LaneACT will jointly develop Coordination Protocols with Central Lane Metropolitan Planning Organization. As well, provide regular notice to nearby ACTs, and look for opportunities to coordinate. LaneACT supports a joint annual meeting of all ACTs within ODOT Region 2.

Work Plan

The LaneACT adopted a revised 2014-2015 Work Plan in July 2014. 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:

- ***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.

Public Involvement/Meeting Notice
The LaneACT revised the Public Participation Plan (PPP) in March 2013. The PPP was developed 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.

Notice of LaneACT meetings and meeting agendas are provided to an extensive list of organizations, elected and appointed officials, and interested individuals. The following describes in more detail how notice is provided.

> *Meeting Notice* - ODOT Region 2 Public Affairs staff send a press release to all media outlets that have requested notice, approximately 7 days prior to the regular meeting (which is always held on the second Wednesday of the month at 5:30 p.m.). At this time, the agenda and meeting materials are also posted on the ODOT - LaneACT web site and notice to interested parties and stakeholder groups are distributed. The agenda always includes time for public comment.
>
> *Meeting Materials* - the meeting packet is mailed to Commission members, ex-officio members, and others requesting the full package approximately one week prior to the meeting. The packet includes supplemental technical materials and supporting documentation for decision items. We provide materials in an alternative format upon request.
>
> *Meeting Location* - Regular meetings are held in the McLane Room at the Oregon Department of Transportation offices, 644 A Street, Springfield, OR. This building is ADA accessible, contains adequate seating and facilities to encourage attendance by the general public, and is easily accessible by public transportation. In the event that this room is not available, LaneACT will meet at another appropriate location – timely notice of change in location of a LaneACT meeting will be provided to all interested parties.
>
> *Meeting Minutes* - Meeting minutes are prepared for each meeting. After the minutes are approved by the Commission (at the next meeting), they are posted to the ODOT - LaneACT web site. Minutes shall include: members present; all motions, proposals, and resolutions; results of all votes and decisions; substance of all discussion; reference to all documents discussed.

Operational Structure

The work of LaneACT and the Commission staff is guided by a Steering Committee that consists of the Chair, Vice-Chair, the ODOT Area 5 Manager and up to five (5) other primary voting members of LaneACT elected by the voting members of LaneACT. Duties of the Steering Committee include development of meeting agendas, development and monitoring of a Work Plan, and mentoring of new members.

LaneACT may form other standing or ad hoc committees as needed, for example, a Technical Advisory Committee. Committees may develop options and make recommendations, but policy decisions must be made by the voting members of LaneACT.

Technical Assistance

Efforts are made to utilize existing technical advisory groups as much as possible. Countywide, local, and statewide resources have been used to assist with the formation and beginning of operation of the LaneACT. Other opportunities will continue to surface furthering the use of existing technical advisory groups.

Key Work Efforts Addressed by LaneACT Since 2012

Work efforts and agenda topics reviewed by LaneACT members since 2012 include:

Reviewed and provided input related to:

- Recruitment of Designated and Other Stakeholders (March 2013 and March 2014) to expand participation of diverse community members, including but not limited to, trucking, rail, bicycle and pedestrian, environmental and land use, public health, `private business and airports.
- LaneACT Public Participation Plan
- Annual update of the LaneACT Work Plan (March 2013 and July 2014)
- Election of LaneACT Officers
- Update of the LaneACT Bylaws (July 2014)
    - Coordinated a Bylaw review committee
- Biennial Report to OTC
- Reallocation of 2010-2013 STIP Modernization Funding
- 2015-18 Statewide Transportation Improvement Program (STIP)
    - Developed Tier IA list of 2-15 -2018 STIP Enhance applications for the Super ACT
    - Conducted a 2015-2018 Draft STIP Public Hearing
- Scoping Regional Needs for 2017-2020 STIP
- Enhance and Fix-It Programs
    - Review eligibility criteria
    - Review eligible project types
- ODOT I-5 Beltline Interchange Value Engineering Study

- Project Endorsement and Letters of Support for regional projects, including the Territorial Highway/Gillespie Corners to Lorane Corridor Plan and the Coos Bay Rail Line Bridge Rehabilitation Project
- Served as the Regional Review Committee for *Connect*Oregon V
    - Reviewed regional project applications
    - Conducted public hearing and considered input in project prioritization
    - Strategically prioritized Lane County area projects
    - Developed recommendation to the Region 2 Review Committee for project selection
    - LaneACT Chair and Vice Chair represented the LaneACT priorities at the Region 2 Review Committee meeting
- Engage Lane County Public Health in a discussion to build understanding of shared concerns and facilitate establishing a relationship for future collaboration between public health and transportation. Agreed to participate in a coordinated conversation in October 2014 with regional community health professionals.

Received updates and reports related to:

- ODOT safety efforts and planning
- All Roads Transportation Safety System (ARTS) (Programs 1 & 2)
- Lane Coordinated Public Transit - Human Services Transportation Plan, reviewed and provided comment
- South Valley Regional Solutions Center
- Oregon Passenger Rail Project
- ODOT and Oregon Health Authority Health Policy Update
- Oregon Transportation Commission (OTC) Activities
- Legislative Update
- Oregon Clean Fuels Program
- Road Usage Charge Pilot Program
- STIP Survey and Report
- Oregon State Rail Plan, reviewed and provided comment
- TripCheck Update
- Infrastructure Finance Authority and Immediate
- Main-McVay Transit Study & West Eugene EmX Extension
- Long-Range Transit Plan
- Oregon Transportation Options Plan & Central Lane MPO Regional Transportation Options Plan, reviewed and provided comment

Commission Staffing and Financial Support

ODOT will arrange staff support for LaneACT, with funding provided by ODOT. Specific responsibilities shall be determined by mutual agreement between the LaneACT Chair and ODOT.

Decision-making Process

LaneACT uses a consensus-based decision-making process. The Bylaws describe the process as follows:

> *LaneACT will use a consensus decision-making process and will foster mutual respect and a collaborative approach to problem solving. Members will seek to advance broad interests and look for win-win solutions. Consensus means that all voting members present can live with the decision. Members are encouraged to voice and have recorded all views. Once a consensus decision has been reach, all members agree to support that decision.*

The Bylaws also provides for a voting procedure if consensus cannot be reached. The intent is to use the voting procedure infrequently in an effort to foster collaboration between the members. The voting procedure has not been used to date.

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

September 29, 2014

In preparation for November 21st, 2014 OTC panel discussion with LaneACT members; the commission is posing the following questions:

1. **As the OTC, we struggle with the balance between maintaining the transportation assets we have and expanding the transportation system. What does this balance look like in the Lane County Area?**

   Response Considerations:

   - The Lane County area needs to balance urban and rural systems and the network that provides a connection between the two. The nature of the systems in these two environments is dramatically different. Many of the urban systems integrate multi-modal connections enabling pedestrians, bicyclists, transit riders, vehicles and freight to occupy the same system safely and efficiently. The non-urban systems provide connections throughout the broader region for larger scale freight and passenger vehicle movement. Vehicles travel at faster speeds, travel further, and there is less multi-modal interaction.

   - The Lane County area places a strong emphasis on maintenance and preservation of the existing system, as well as, providing supplemental services and connections to mitigate the need for capacity enhancing projects. We recognize that there are life cycle costs that over the long-term, can burden the system, so we look for opportunities for cost-savings.

   - We support improving the existing transportation network and enhancing connections throughout rural communities in Lane County. This can be achieved by working collaboratively to provide a system that reinforces community development and well-being, by leveraging opportunities for funding, and coordinating planning efforts.

   - During project recommendation the commission seeks to balance the needs of the urban and rural communities, giving priority to projects that have County-wide significance. The LaneACT abides by a consensus model for decision-making therefore are able to effectively create this balance because our members work well together, and represent themselves at the table.

2. **As we look to find new revenue for transportation, what are the key opportunities for transportation investments to help the economic situation in Lane County? What investments covered meet the statewide needs?**

   Response Considerations:

   - Key opportunities for transportation investments provide access to jobs and job creation; minimize capacity expansion and provide cost-effective solutions; improve accessibility and mobility, for all; anticipate future demands and trends for transportation; consider changes in land use and development; and connect the Lane County area with the broader state.

   - Support for multi-modal projects is critical to the area, recognizing the various co-benefits of these efforts can generate broad support for implementation, i.e. tourism, equity, environmental integrity, economic development, system efficiency, etc.

   - The opportunities for transportation investment in Lane County apply to many of the statewide principles described by the Oregon Transportation Plan (OTP), identified below:
     - Maintaining and maximizing the assets in place
     - Optimizing the performance of the existing system through technology
     - Integrating transportation, land use, economic development and the environment
     - Integrating the transportation system across jurisdictions, ownership and modes
     - Creating sustainable funding
     - Investing in strategic capacity enhancements

3. **How do the roles of the ACTs and advisory committees change in view of Governor Kitzhaber's direction to the Commission? What do you see as some of the opportunities and some of the difficulties in changing the model?**

   Governor Kitzhaber presented six principles that are good filters to apply to decisions made by the OTC (from Governor Kitzhaber's address to the OTC in August 2011)

- ***Do we have the right group of individuals at the table at the beginning of the process to define the problem and solution together?***

- ***Should ODOT manage or own the facility or would it be better managed for a diverse set of outcomes, by another agency or jurisdiction?***

- ***Are we creating programs that do not simply invest in the future of the transportation system but meet a multitude of community objectives?***

- ***Does each decision move us closer to a sustainable, safe, low carbon, multimodal system?***

- ***Does the decision maximize benefit for the least cost under the limited resources?***

- ***Finally, does this decision or policy move us closer to finding a more rational transportation funding mechanism for the future?***

Response Considerations:

- Governor Kitzhaber's directives reinforce the role of the LaneACT, as the OTC advisory body, to comprehensively evaluate a project and clearly define how it relates to community priorities and statewide efforts.
- Since the creation of the LaneACT, there has been strong emphasis on diverse representation of stakeholders, so as to represent the unique challenges and interests of various community groups. The LaneACT appoints four designated stakeholders members to represent each of the following interests: trucking, rail, bicycle and pedestrian, and environmental land use. As well, provides opportunity for four to six other stakeholders to represent other interests, such as: public health and airports.
- Our membership and decision-making authority is held to a strict standard, sustaining a unique sense of accountability.

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

September 30, 2014

TO: Lane Area Commission on Transportation (LaneACT)

FROM: Mary McGowan, Lane Council of Governments

SUBJECT: Other Stakeholder Recruitment

Recommended Action: Approve stakeholder recruitment strategy and appoint member.

Background
The LaneACT Bylaws require at least four (4) Designated Stakeholder members to represent Trucking, Rail, Bicyclists and Pedestrians, and Environmental Land Use. In addition, under the bylaws the LaneACT shall appoint between four (4) and six (6) Other Stakeholder members to represent other interests. These will be four year terms.

Tim Doll resigned from his position with the LaneACT serving as an Other Stakeholder, representing airport interests. His term was set to expire June 2017. The bylaws note that the LaneACT will reappoint or replace Designated and Other Stakeholder members as their terms expire or they resign. The new stakeholder will be appointed to serve out the remaining term of the original stakeholder. In this way, we can keep the recruitment timeframes consistent.

Discussion
Staff is seeking input on how the LaneACT would like to fill the Other Stakeholder position after the mid-term resignation of Tim Doll.

There are typically three options for recruitment given these circumstances:

- *Option A:* Fill the position from other applications that were submitted in the most recent recruitment process, if a qualified candidate is available. In this option, no recruitment process would be needed, if the new appointment is agreed to by the LaneACT members.
- *Option B:* Fill the position through targeted outreach efforts to interest groups.
- *Option C:* A combination of both Option A and Option B.

Recommendation
During the last recruitment process for Other Stakeholders, conducted in 2013, there were two other applicants with specific airport interest or affiliation:

- Shelley Humble with the City of Creswell Airport
- William Kelso, Lantz Electric

Staff recommends the LaneACT consider filling the position with the previous applicant, Shelley Humble, the Creswell Airport Manager.

Lane Area Commission on Transportation
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September 28, 2014

TO: Lane Area Commission on Transportation

FROM: Albert Nako, Transportation Planner

SUBJECT: ODOT's Bridge Seismic Safety Program

Recommended Action: None. Information only.

Background

The ODOT Bridge Engineering Section is part of the Technical Services Branch in the Highway Division. It is responsible for the design standards, load capacity evaluation, inspection and asset management for all State highway structures, including almost 2,700 highway bridges and overcrossings, plus railroad undercrossings, tunnels, and other structural elements.

Working with ODOT's Geo-Environmental Section, the Bridge Engineering Section developed the 2009 Seismic Vulnerability Report and the 2013 Oregon Highways Seismic Options Report. The Section was also part of the large group of technical and policy stakeholders which produced the 2013 Oregon Resilience Plan, as directed by the Oregon Legislative Assembly following the Toholu earthquake and tsunami, to plan for the impacts of a Cascadia earthquake and tsunami.

The primary seismic hazard in Oregon arises from the Cascadia subduction zone located along the Oregon coastline. This zone, which extends from northern California to British Columbia, is a "convergent plate boundary", where the western edge of the North American tectonic plate collides with the eastern edge of the Juan de Fuca Plate beneath the coasts of northern California, Oregon, Washington and British Columbia. While earthquakes along this zone are infrequent, those that do occur are very large. In addition, western Oregon is underlain by a large and complex system of faults that can produce damaging earthquakes. These smaller faults produce lower magnitude events but the damage to nearby structures can be great.

Current Program

ODOT reports that a large earthquake along the Cascadia subduction zone will cause widespread disruption of the transportation system. The majority of bridges in western Oregon are susceptible to serious damage in a major seismic event because they were built before modern seismic codes were in place. ODOT reports a major Cascadia subduction zone seismic event will damage and close a majority of state highways; and highways not closed will have reduced capacity. Most of the bridges over the Willamette and Columbia rivers will either collapse or have major damage.

Seismic retrofitting of bridges is a well developed and well understood practice, according to the 2013 Seismic Options Report. Both California and Washington have dedicated significant funding to retrofits bridges. In comparison to California and Washington, Oregon's seismicity is

low but Oregon has the potential for a much larger and more damaging earthquake. The report indicates "ODOT has thus far expended minimal resources on retrofitting to prepare for such an earthquake. As a result, we are currently unprepared for use of the highway system immediately after a major seismic event."

The Seismic Options Report discusses the work that has been done to access the risks associated with a major seismic event and describes the necessary sizeable investments needed to allow the highway system to be useable shortly after a major earthquake. The total estimated cost to repair all seismically deficient bridges and unstable slopes is in the billions of dollars according to ODOT.

The report outlines, in a Seismic Lifeline Route Evaluation Framework section of the report, goals, objectives and criteria for phased retrofitting that will provide the maximum degree of mobility with reasonable investments.

To evaluate the return on the investment, ODOT compared the retrofitting costs to the economic costs avoided a tough cost-benefit-ratio. The cost of the full program results in the avoidance of lost economic activity 46-times greater in size (every taxpayer's dollar invested to reinforce a bridge, on average, will avoid the loss of $46 in gross state product, according to the ODOT report. A partial program results in a ratio of between 36 and 40-times greater than the investment.

For additional information:
http://www.oregon.gov/ODOT/HWY/BRIDGE/docs/Oregon_Highways_Seismic_Options_Report_3_2013.pdf

ftp://ftp.odot.state.or.us/Bridge/bridge_website_chittirat/2009_Seismic_Vulnerability_final.pdf

http://www.oregon.gov/OMD/OEM/osspac/docs/Oregon_Resilience_Plan_Executive_Summary_Final.pdf

Attachment
Attachment 1 ODOT Bridge Seismic Safety Program PPT

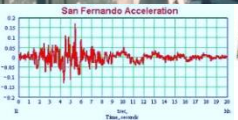
Oregon Department of Transportation

Seismic Vulnerability of Oregon Bridges and ODOT's Mitigation Plan

Bruce Johnson, PE – State Bridge Engineer

Albert Nako, PE – Seismic Standards Engineer

Oregon Department of Transportation



October 8th, 2014

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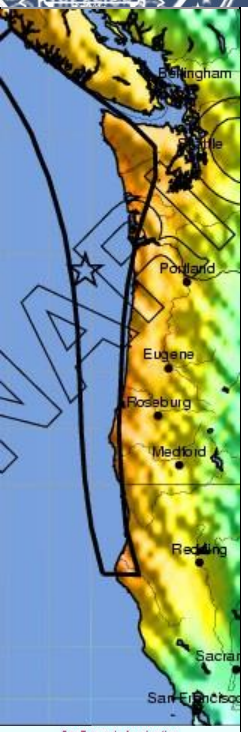
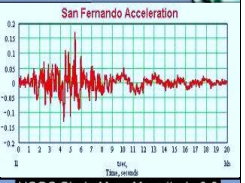
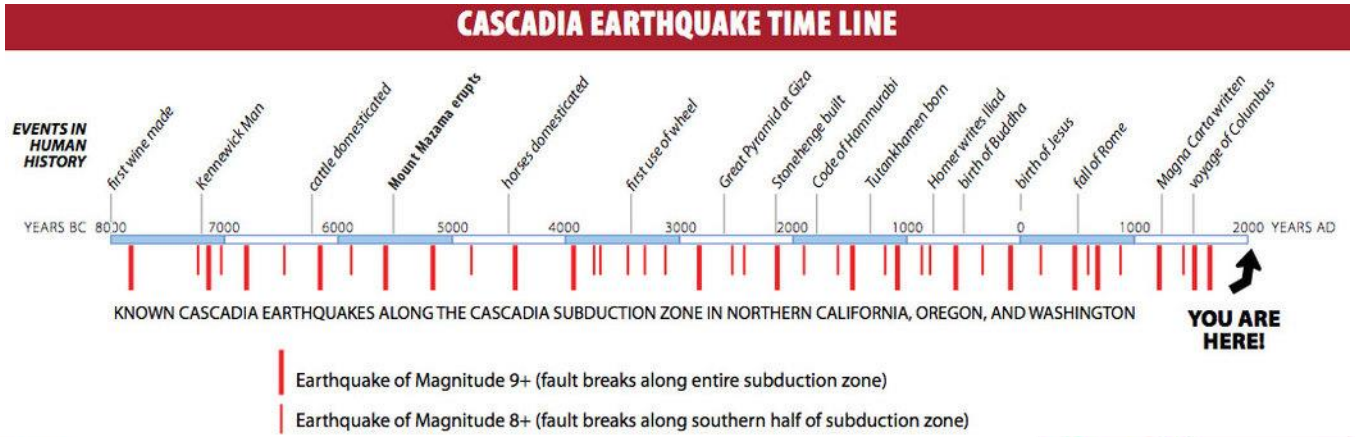
Pacific NW is Seismically Active





What do we know:

- Cascadia major earthquakes of Magnitude 8+ occur every 300-500 yrs.
- The most recent one (M9.0) occurred on January 26, 1700
- 1 in 7 odds in the next 50 years for M9.0+



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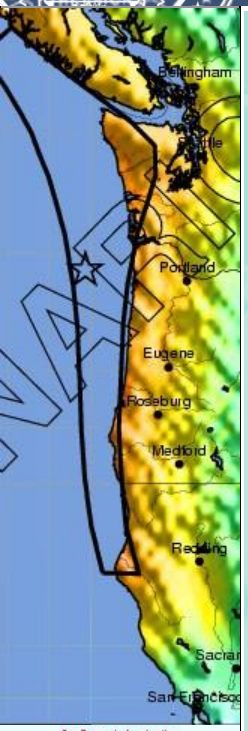
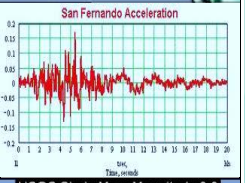
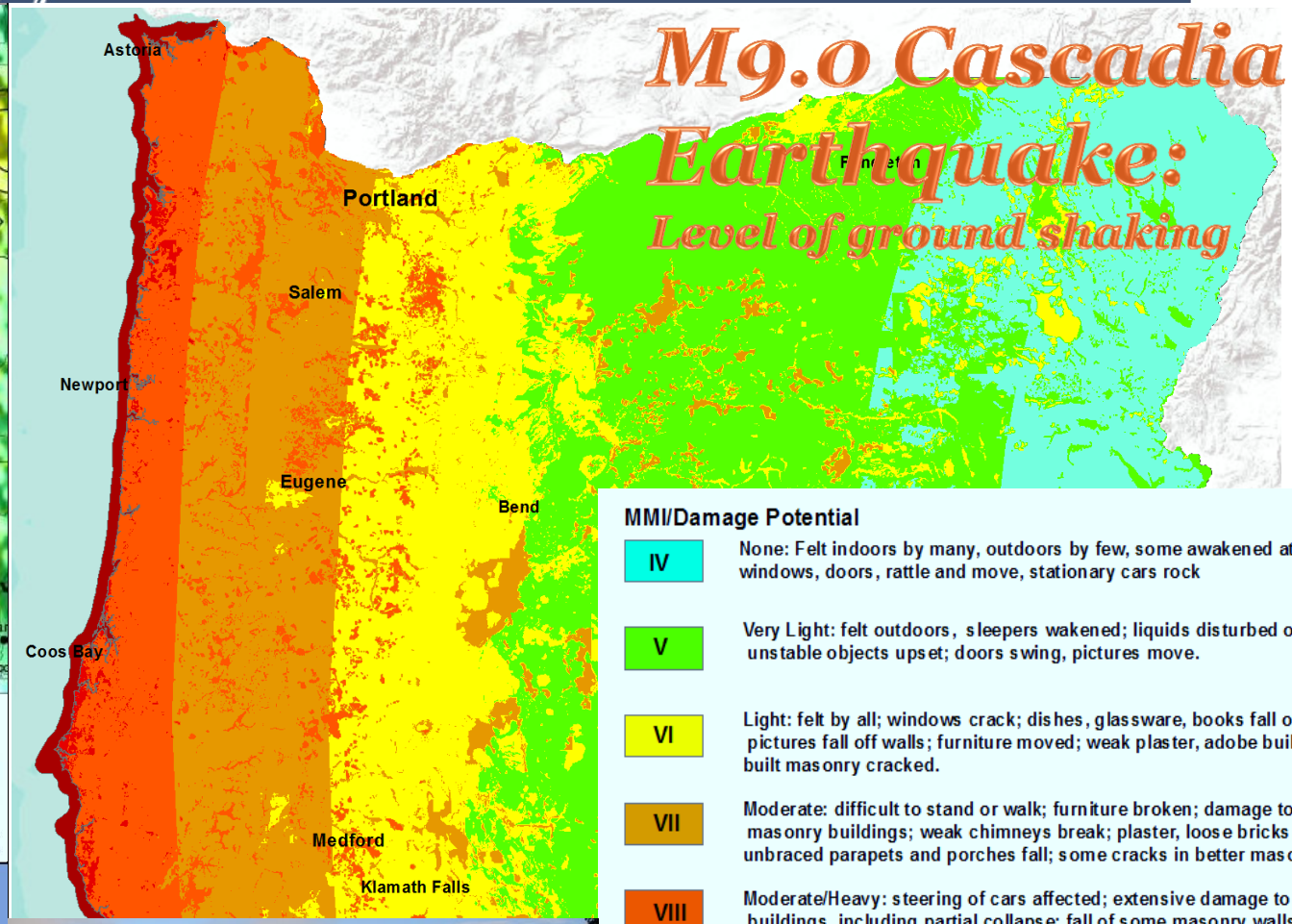
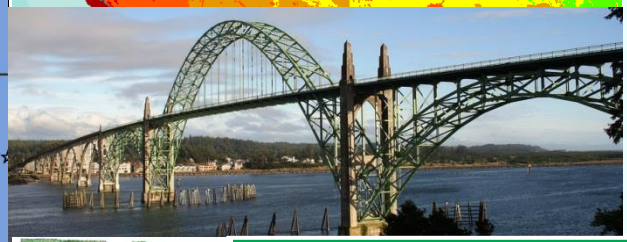






MMI/Damage Potential

IV	None: Felt indoors by many, outdoors by few, some awakened at night, Dishes, windows, doors, rattle and move, stationary cars rock
V	Very Light: felt outdoors, sleepers wakened; liquids disturbed or spilled; small unstable objects upset; doors swing, pictures move.
VI	Light: felt by all; windows crack; dishes, glassware, books fall off shelves; pictures fall off walls; furniture moved; weak plaster, adobe buildings and poorly built masonry cracked.
VII	Moderate: difficult to stand or walk; furniture broken; damage to poorly built masonry buildings; weak chimneys break; plaster, loose bricks, cornices, unbraced parapets and porches fall; some cracks in better masonry buildings.
VIII	Moderate/Heavy: steering of cars affected; extensive damage to unreinforced masonry buildings, including partial collapse; fall of some masonry walls; twisting and falling of chimneys and monuments; unsecured wood frame houses move on foundation.
IX	Heavy: general panic; serious damage to collapse in old masonry buildings; wood frame structures rack and shift off foundations if unsecured; underground pipes broken.
X	Very Heavy: poorly built structures destroyed with their foundations; bridges and well-built wooden structures heavily damaged and in need of replacement.



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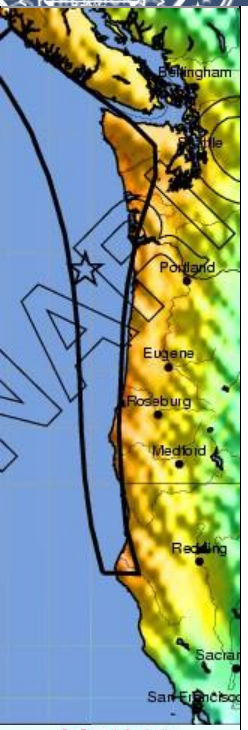

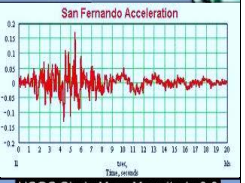

Similar Impacts to Japan, Chile, Indonesia

- 1,250-10,000 casualties
- Addition 650-5,000 casualties in the following days
- Major long term economic damage as people and/or jobs would leave the state

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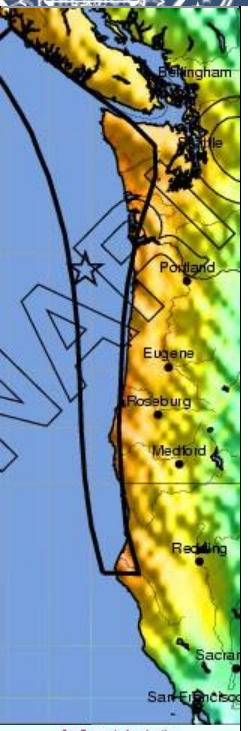
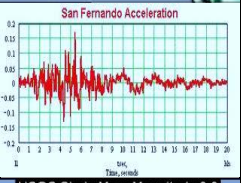
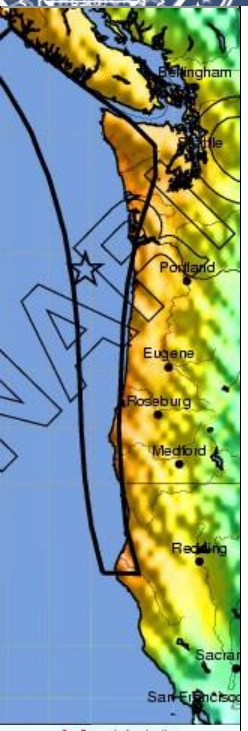
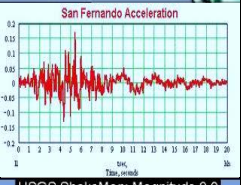




World Experience

- **High number of business failures**
- **Business attempt to adapt**
  - Choose new route or mode to access customers
  - Access suppliers by new methods or change supplier
  - Maintain access to workers
  - Relocate if necessary, with little likelihood of return

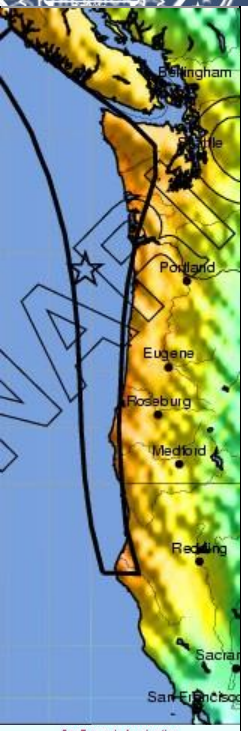


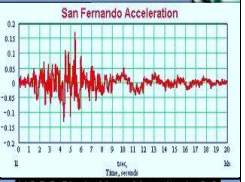


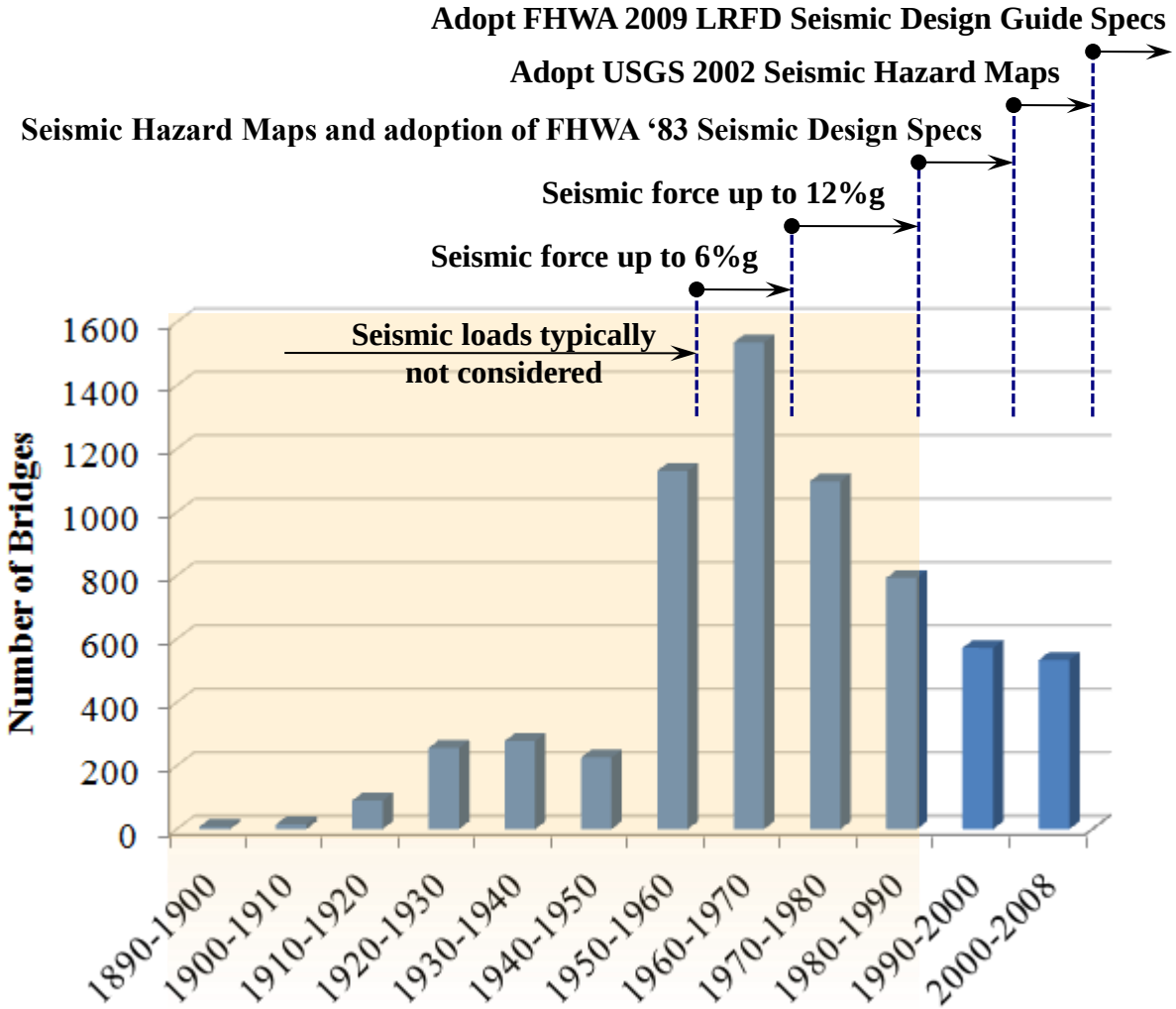
ODOT Seismic Mitigation Efforts

- **1990** – Design for seismic loads
- **1994-1997** – Assessment of existing bridges
- **1997** – Lifeline routes identified
- **1997** – Begin including "life-safety" retrofit
- **1997** – Lifeline routes identified
- **2011** – Update the Lifeline Routes
- **2012** – Prepare Seismic Options Report

Seismic Bridge Design in Oregon







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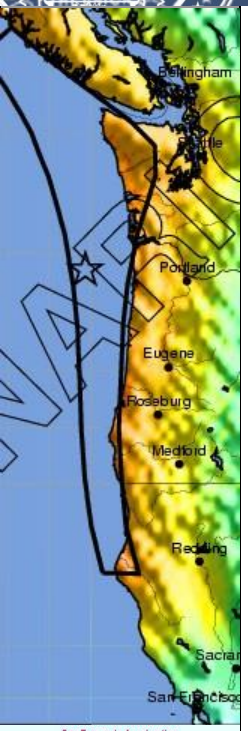
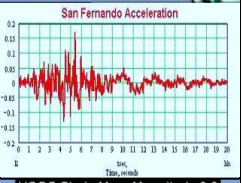
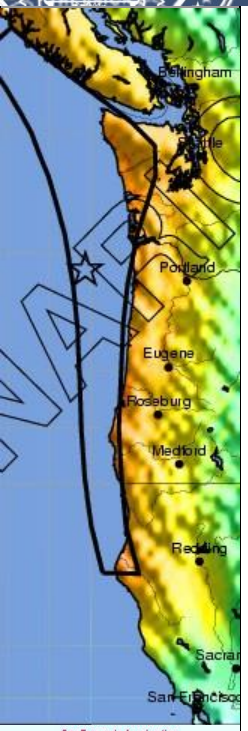


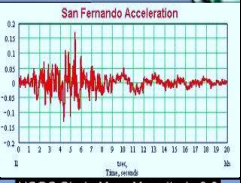


2013 Oregon Resilience Plan

Key Findings/Recommendations:

- Oregon is far from resilient to impacts of a Cascadia earthquake
- Fix transportation facilities first
- Launch a program of capital investment
  - Upgrade transportation lifeline routes connecting major business centers by 2030



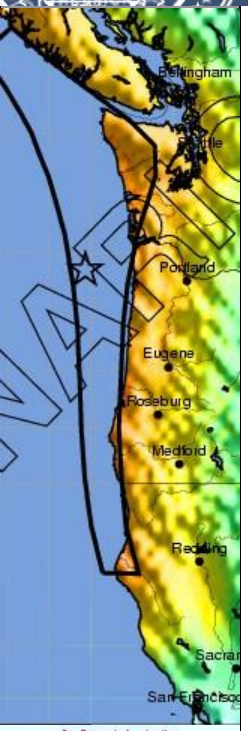


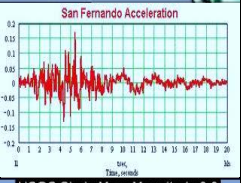
2013 Seismic Options Report

- Retrofit is a proven method to preserve bridges, slopes, and landslides
- Route selection – critical to success of program
- Significant reduction in secondary loss of life and long term economic losses can be achieved

Bridge Seismic Upgrade

October 8th, 2014





2013 Seismic Options Report

- Establish a continuous resilient network
- Assess both vulnerable bridges and major unstable slopes
- Implementation strategy defines your success

Landslide Mitigation

October 8th, 2014

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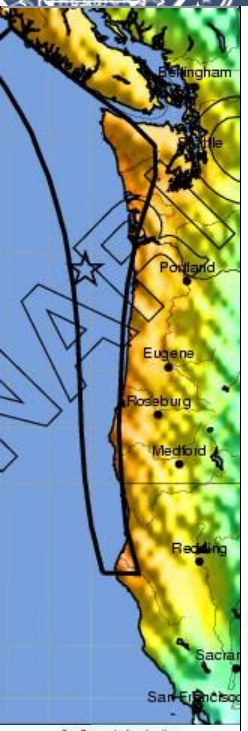
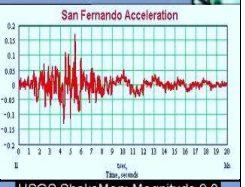
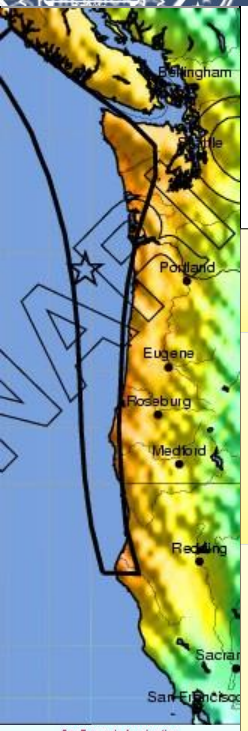


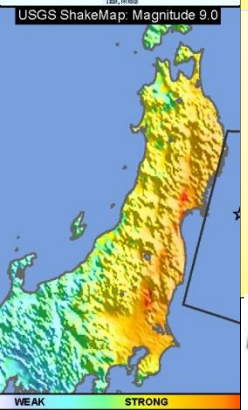


Lifeline Study Approach

- Emphasis on regional mobility, not local access
- Enable emergency response & econ. recovery
- Only study state highways

October 8th, 2014



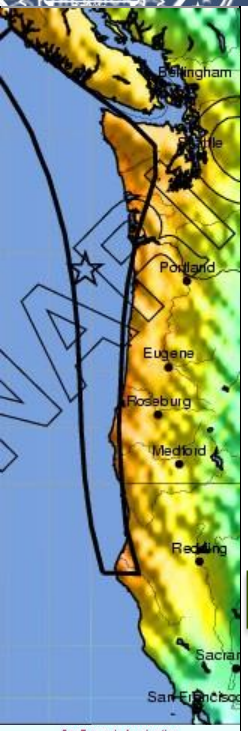


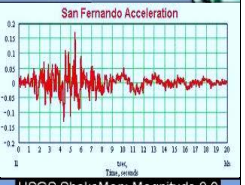
Evaluation Framework:
Goals & Objectives for Route Selection

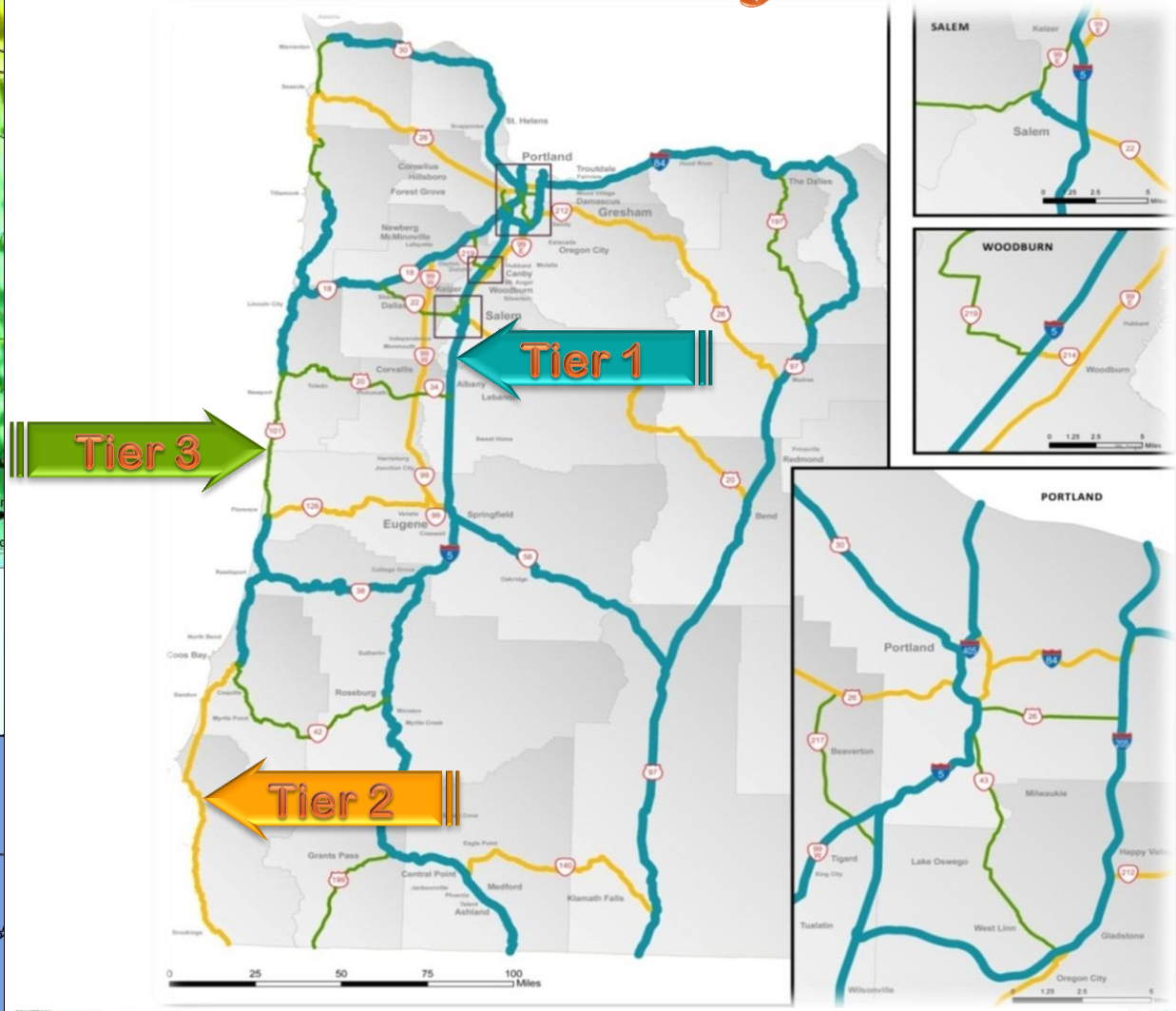
Goal	Objective
1. Short Term Survivability	**1A:** Routes from emergency responders **1B:** Routes to critical care facilities (hospitals, etc.)
2. Interim Life Support	**2A:** Routes for life support resources (food, water, repair crews, etc.) **2B:** Routes to critical care facilities (hospitals, etc.) **2C:** Evacuation routes
3. Economic Recovery	**3A:** Retain designated critical freight corridors **3B:** Facilitate mobility out of affected region **3C:** Provide routes between large metro areas

Oregon Department of Transportation

Recommended Lifeline Routes







October 8th, 2014

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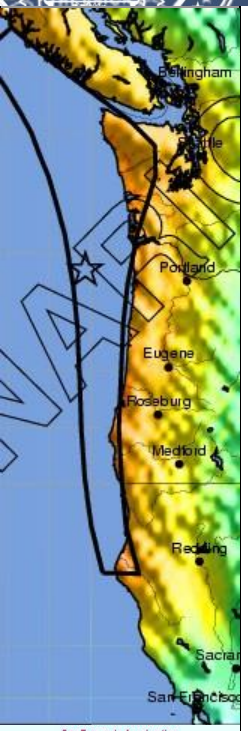
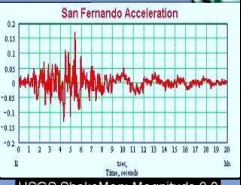
Lane Area Commission on Transportation

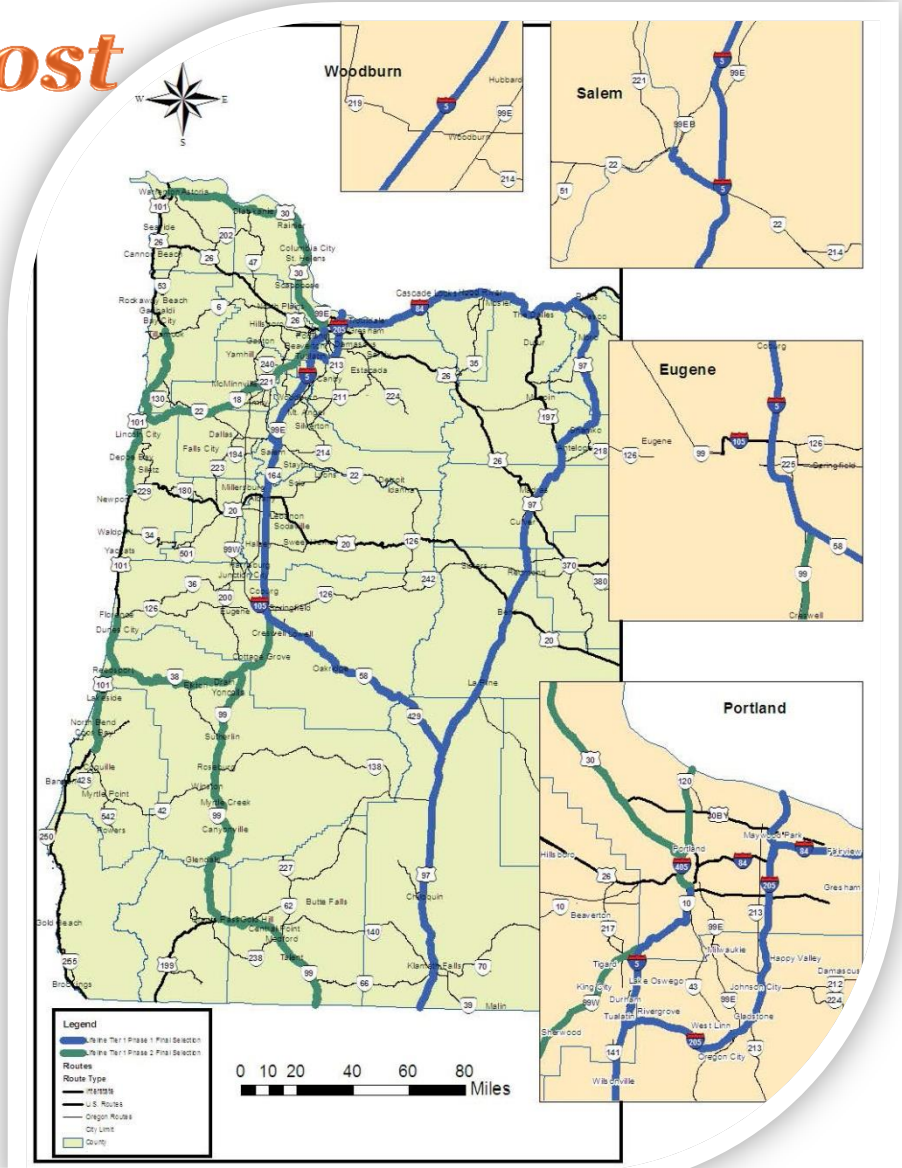
Tier 1 Retrofit Cost

- **Phase 1 – $400 M**
- **Phase 2 – $500 M**

Total $900 M







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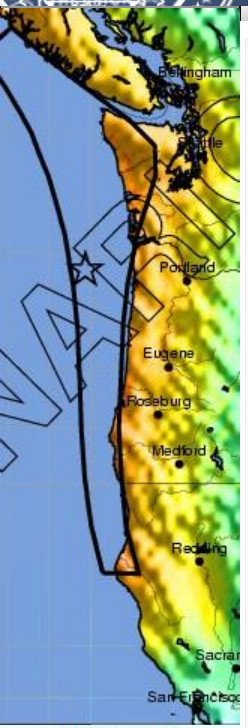
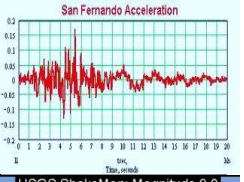
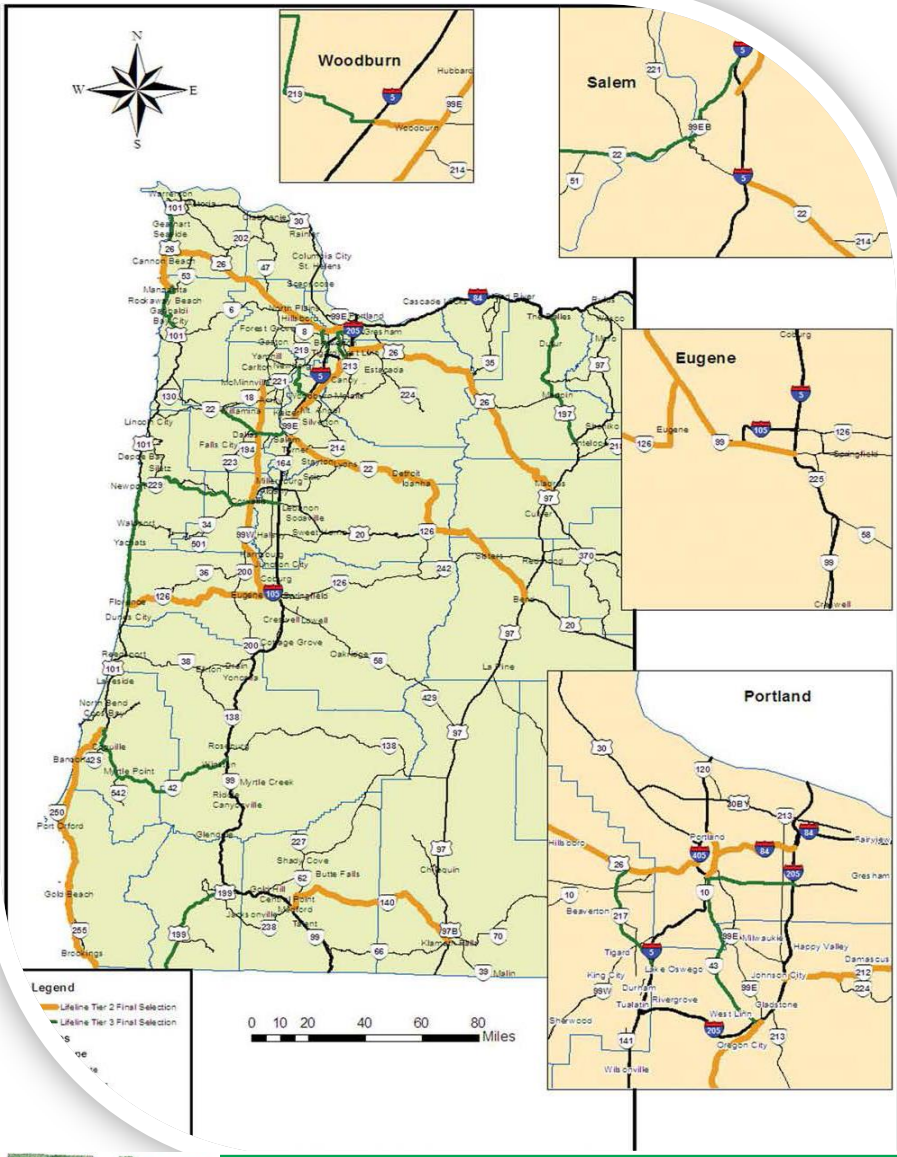






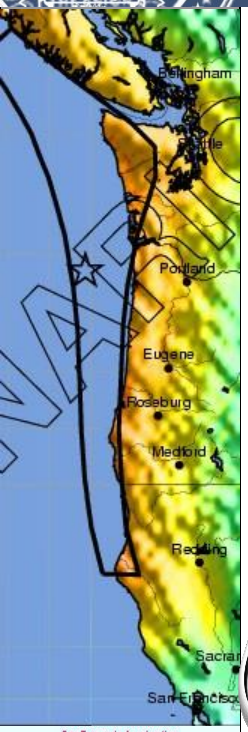
Tier 2 & 3 Retrofit Cost

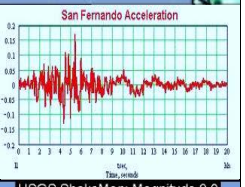
- Tier 2 – $600 M
- Tier 3 – $300 M

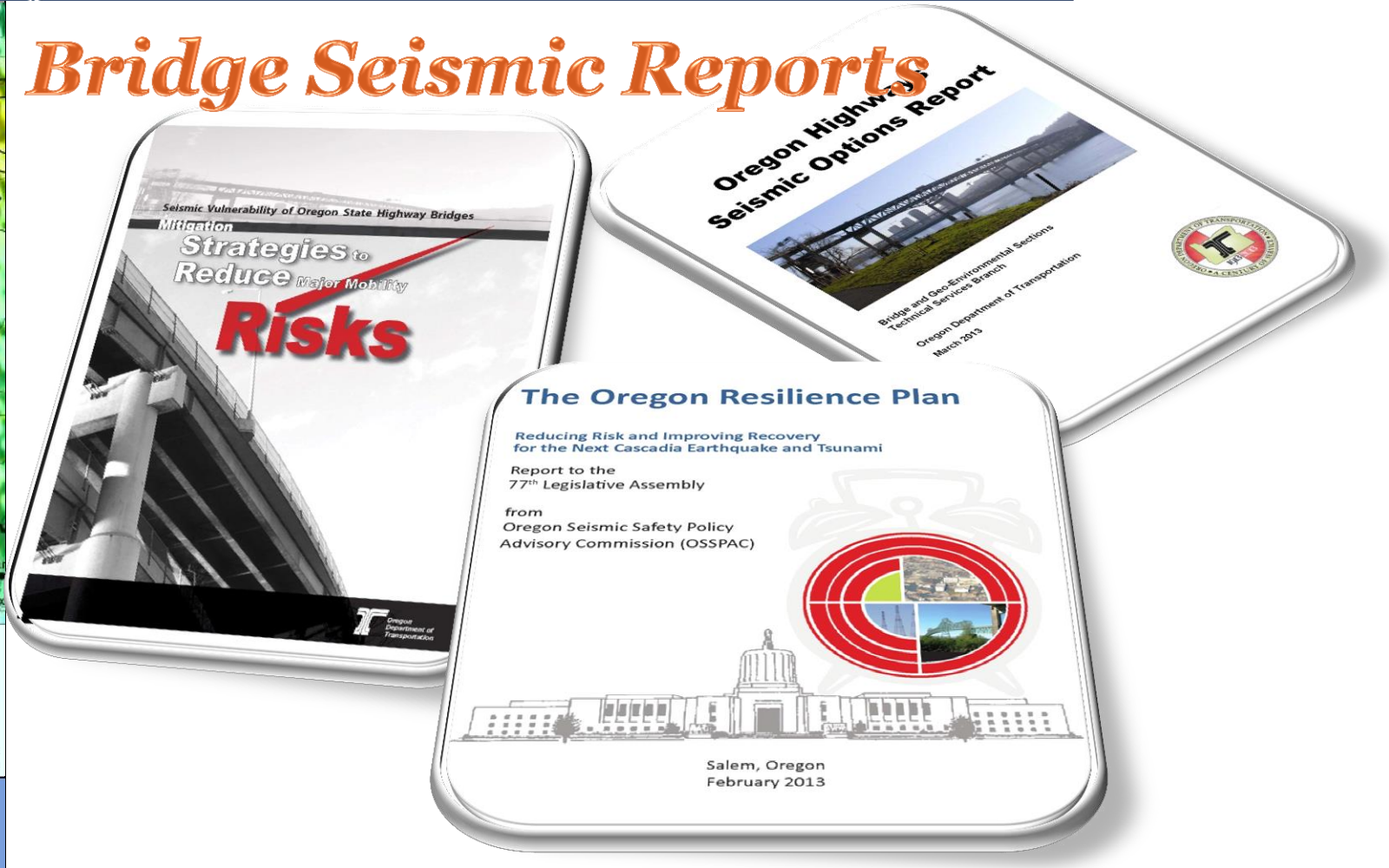
October 8th, 2014

Oregon Department of Transportation

Bridge Seismic Reports







http://www.oregon.gov/ODOT/HWY/BRIDGE/docs/2009_Seismic_Vulnerability_final.pdf

http://www.oregon.gov/ODOT/HWY/BRIDGE/docs/Oregon_Highways_Seismic_Options_Report_3_2013.pdf

http://www.oregon.gov/OMD/OEM/Pages/osspac/osspac.aspx#Oregon_Resilience_Plan

October 8th, 2014

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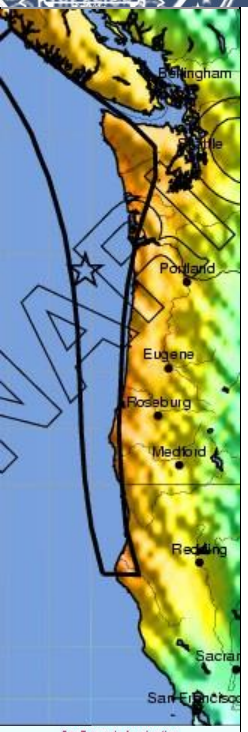
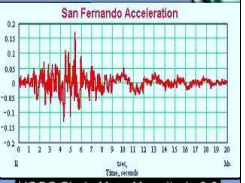
Lane Area Commission on Transportation

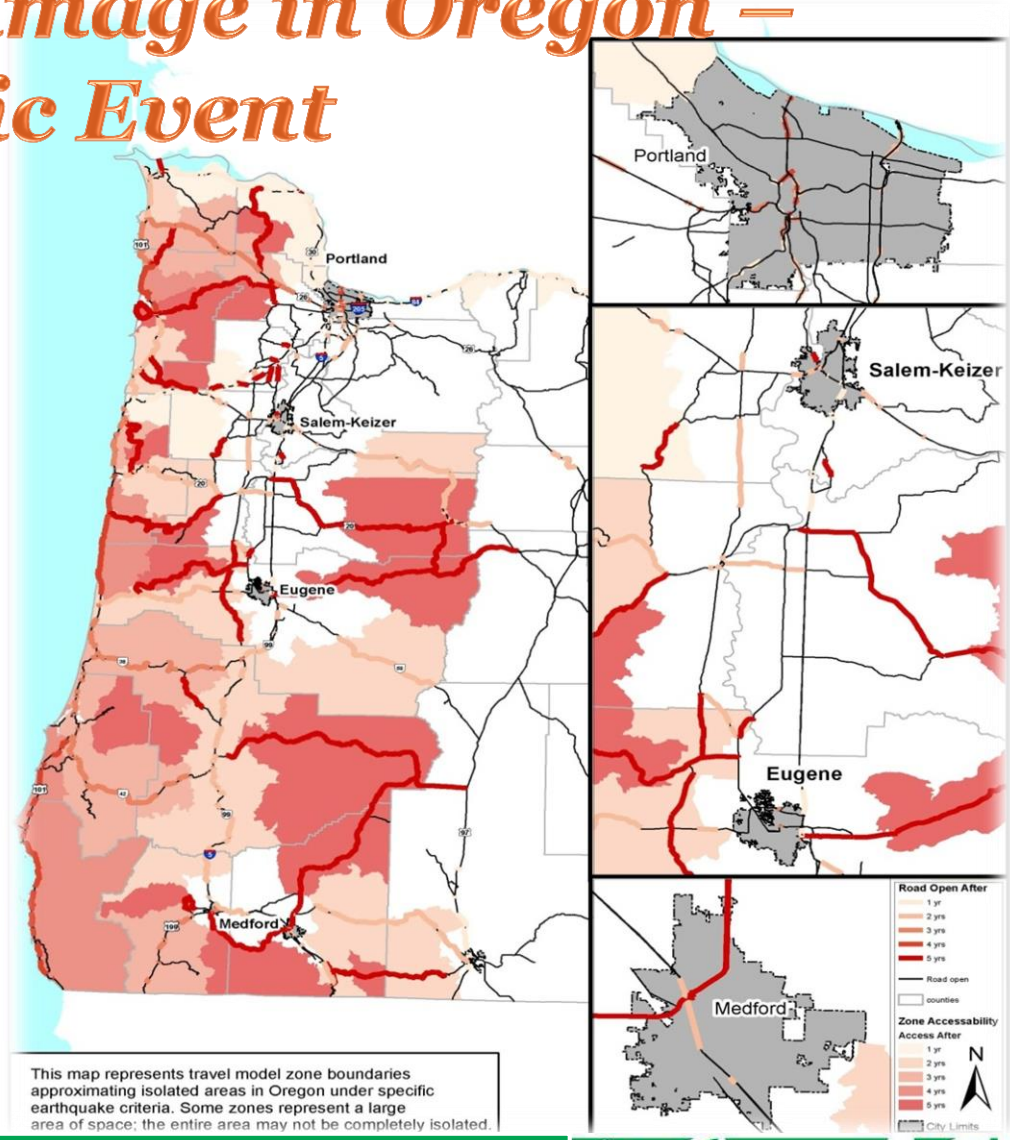
Economic Damage in Oregon – Major Seismic Event





Total *Economic Loss:* ***$350B***

in gross state product over 8-10 years.



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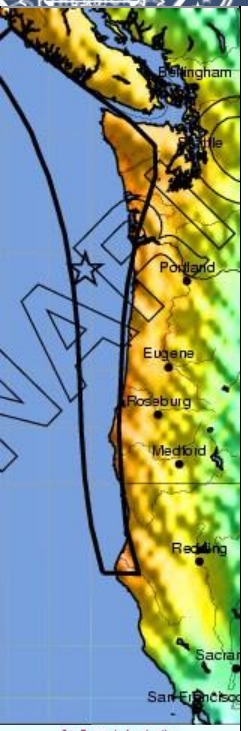
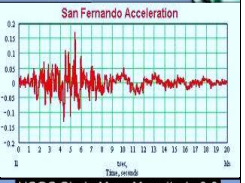
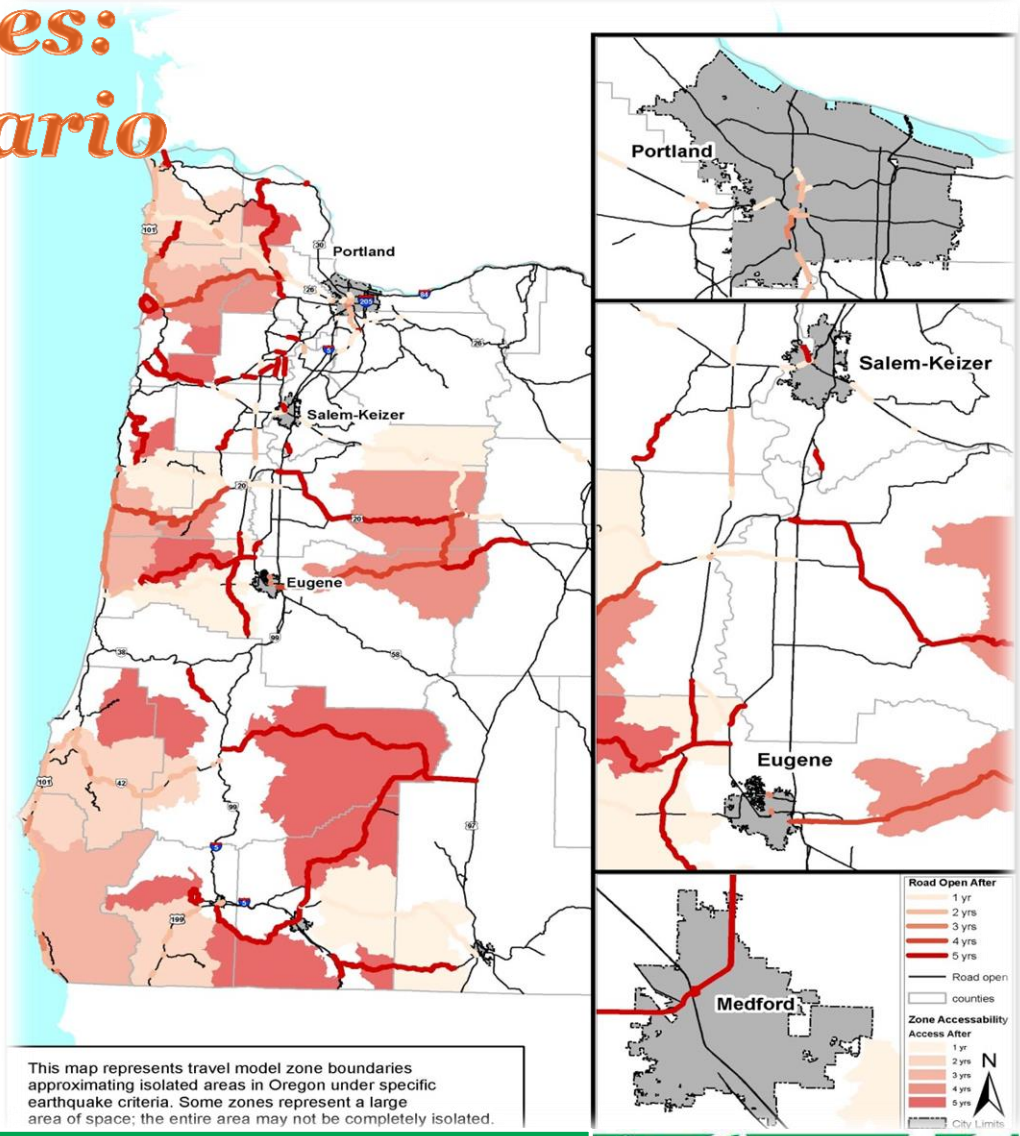
Isolated Zones: Stage 1 Scenario





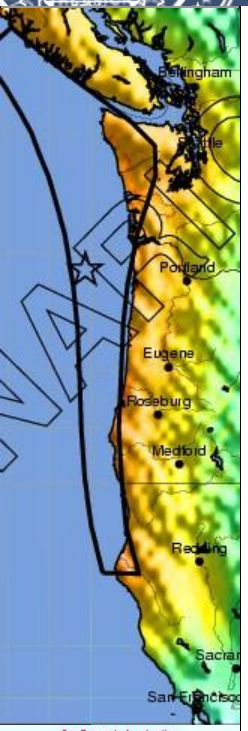
Reduce Economic Loss by: ***$35B***

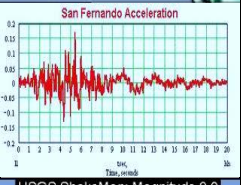


This map represents travel model zone boundaries approximating isolated areas in Oregon under specific earthquake criteria. Some zones represent a large area of space; the entire area may not be completely isolated.

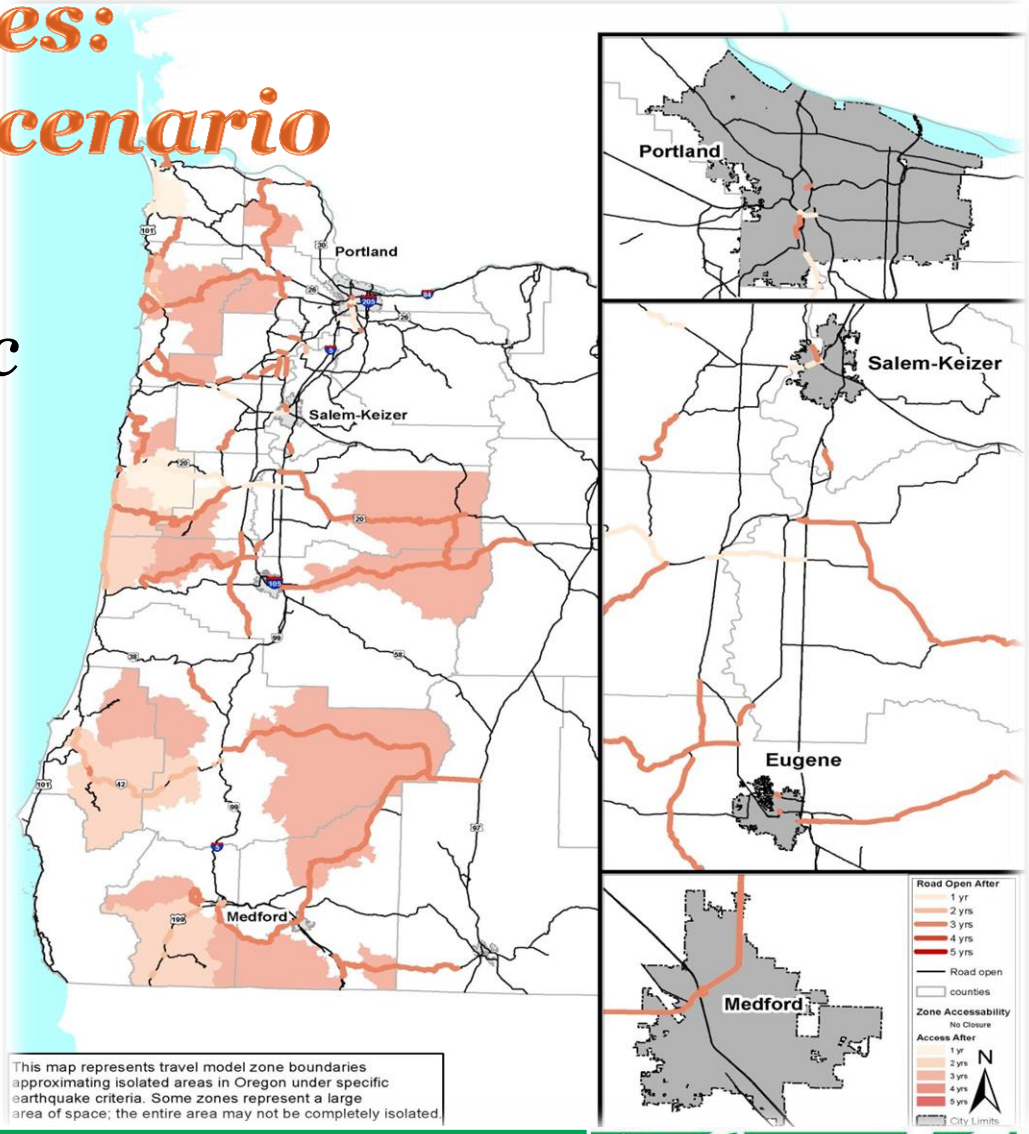
October 8th, 2014

Isolated Zones: Stage 1 & 2 Scenario





Reduce Economic Loss by: ***$55B***



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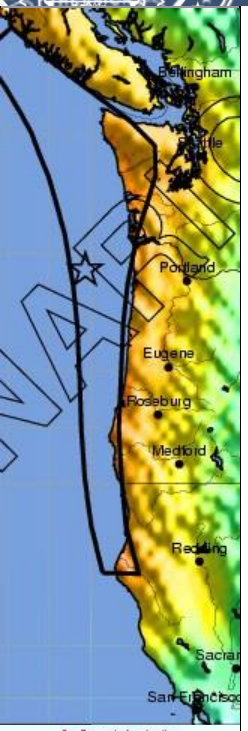
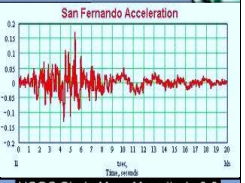
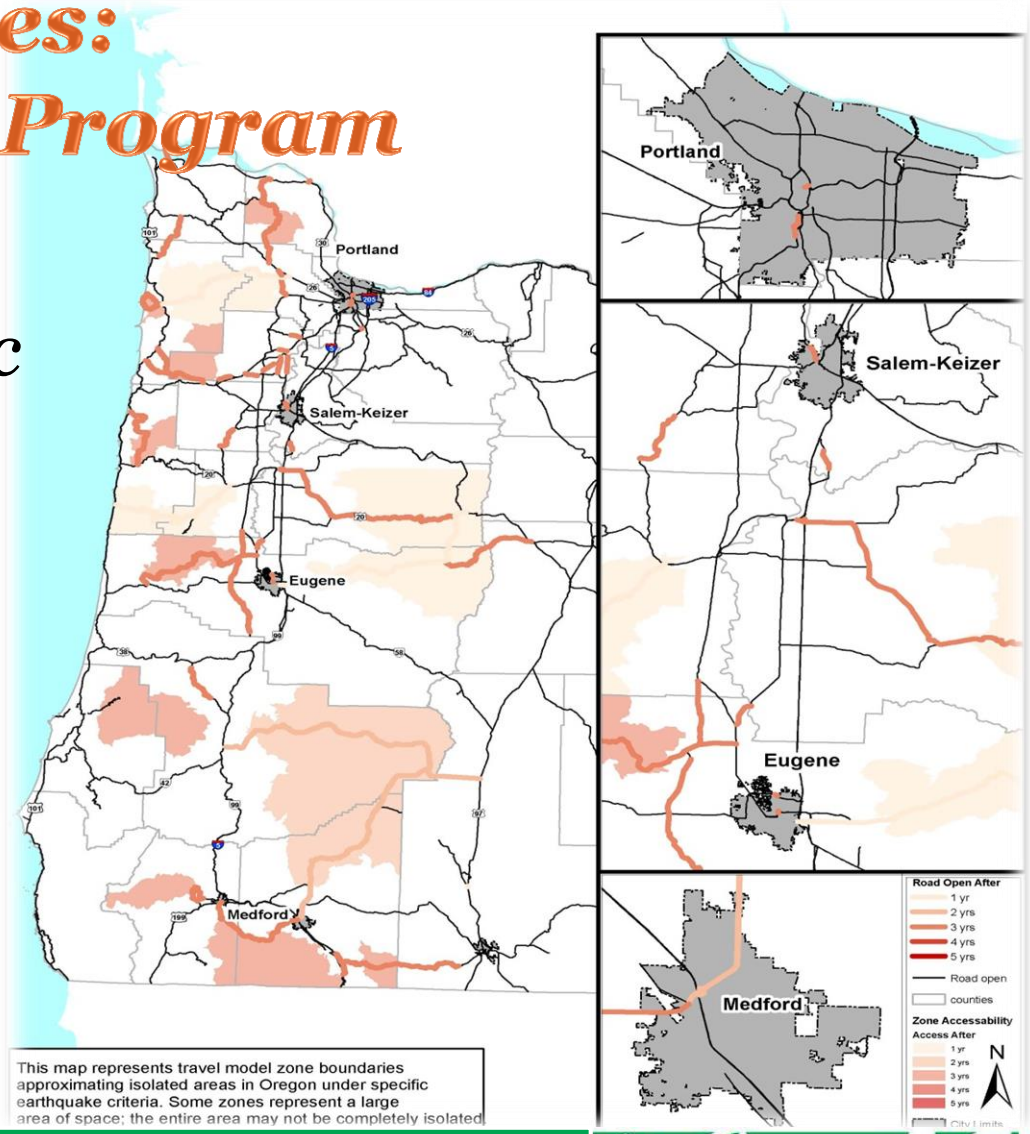
Isolated Zones: Full Seismic Program

Reduce Economic Loss by: ***$84B***







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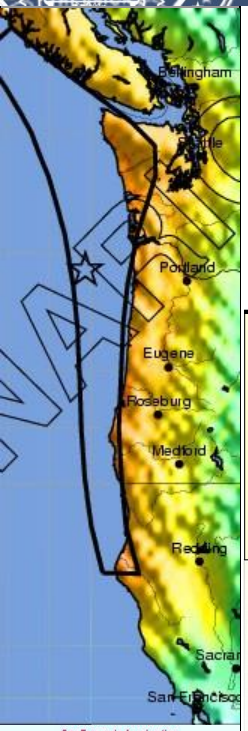
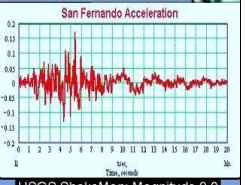




Avoided Reduction in Production Activity by Scenario *(2011 dollars, millions)*

	Scenario		
	Stage 1	*Stage 1 & 2*	*Full Program*
Total Avoided Loss	**$35,000**	**$55,000**	**$84,000**

Proportion of Total Cost	Stage 1 47%	Stage 2 35%	Stage 3 17%	100%

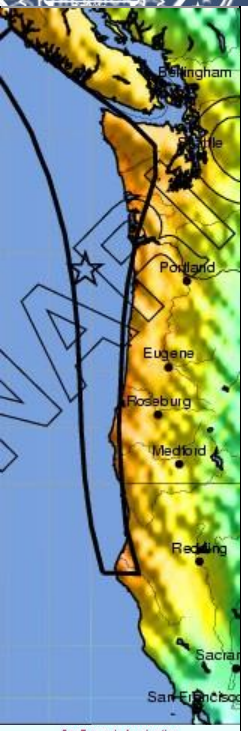
Total Program Budget = $1.8 Billion

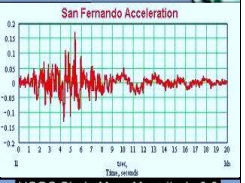
Benefit/Cost 46

Proportion of Total Economic Loss Avoided	Stage 1 42%	Stage 2 24%	Stage 3 34%	100%

Total Economic Losses Avoided = $84 Billion

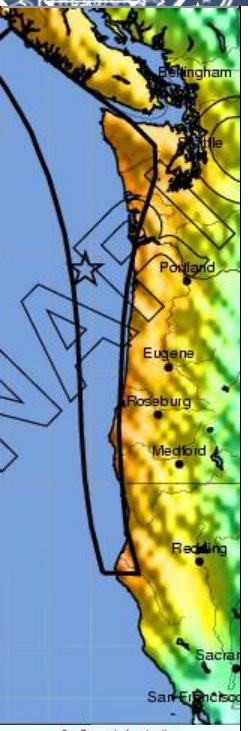
October 8th, 2014

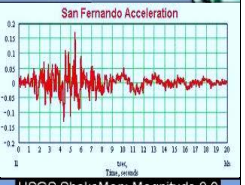




Time Is Against Us; We Need to Start Now!

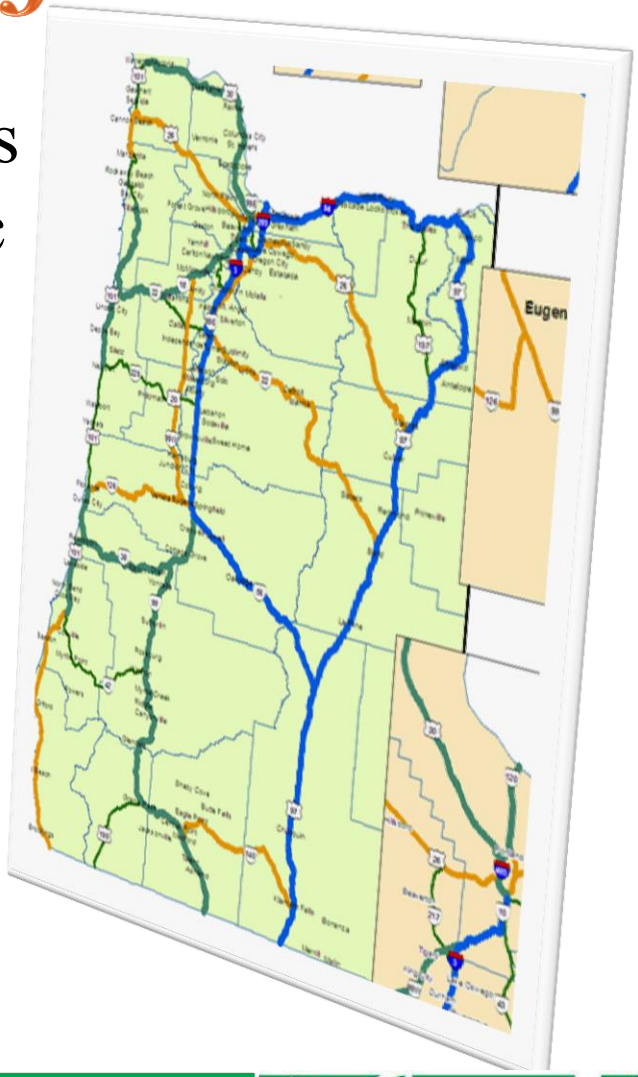
- Transportation is key to the overall response
- California and Washington are ahead
  - California: **5147 Bridges - $13 billion**
  - Washington: **416 Bridges - $177 million**
  - Oregon: **143 Bridges - $44 million**

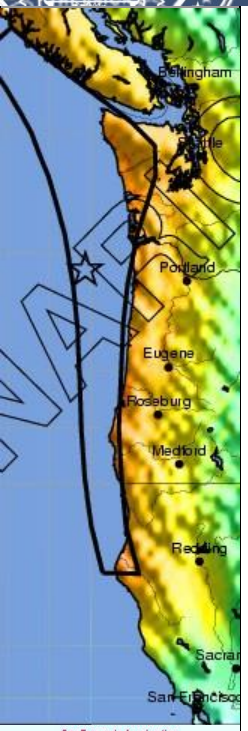


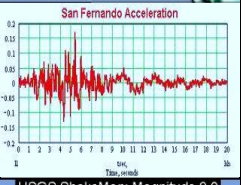


Seismic Retrofit Program

- April 2013 – OTC approves $2.5M for ODOT's seismic retrofit program
- 215 bridges along Tier 1 – Phase 1 were selected for desk scoping process
- Overcrossings and off/on ramps were not evaluated

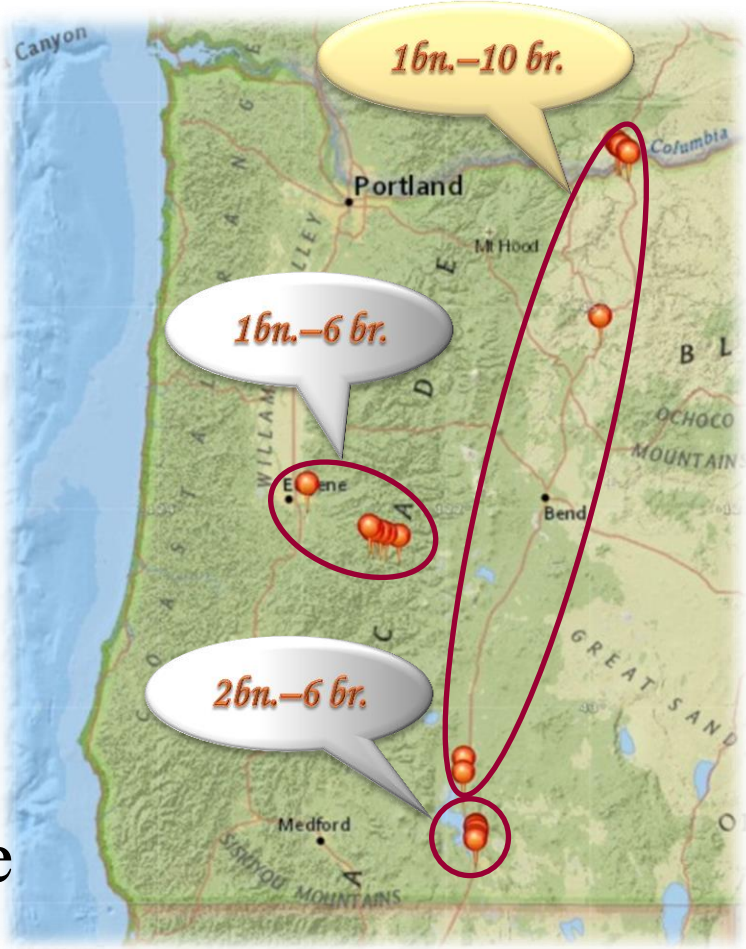


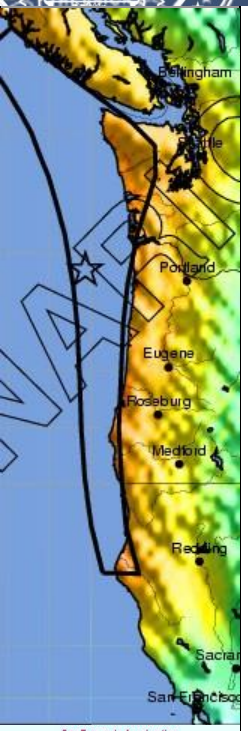


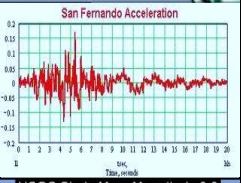


Seismic Retrofit Projects

- US97 and OR 58 were selected among five corridors of T1 – P1
- 6 bridges along OR58 resulted vulnerable, in addition to 16 bridges on US97
- More than half of bridges (12 bridges – 3 bundles) were consulted out for the TS&L phase







Dedicate New Funding to Lifeline Routes:

- To avoid $84B in economic losses and minimize loss of life;
- Dedicate new funding to complete all 3 stages by 2040.

October 8th, 2014

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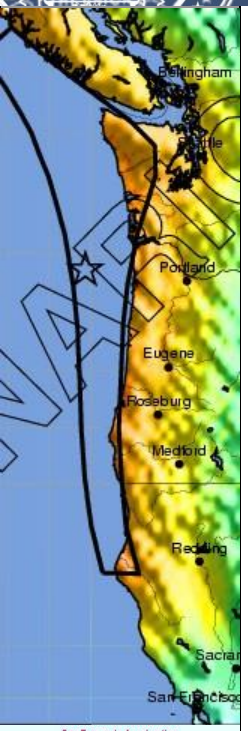
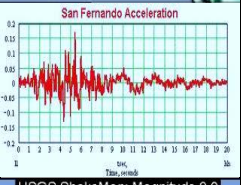
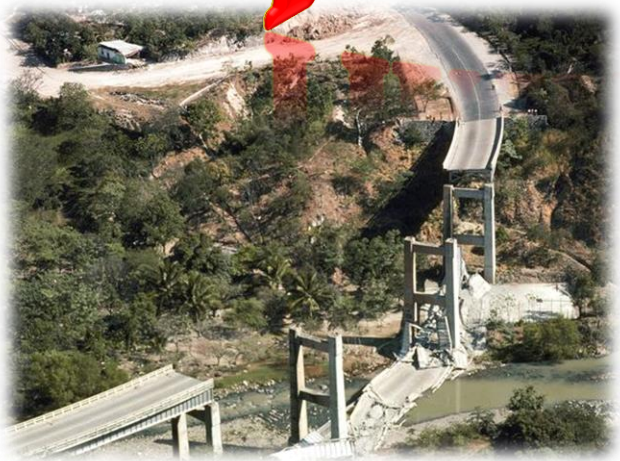
Dedicate New Funding to Lifeline Routes

- 10-year plan for Stage 1
- 20-year plan for Stage 2 & Stage 3





THANK YOU!



October 8th, 2014

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Lane Area Commission on Transportation

M I N U T E S

Metropolitan Policy Committee
Coburg City Hall Council Chambers – 91136 N. Willamette Street
Coburg, Oregon

July 3, 2014
11:30 a.m.

PRESENT: Christine Lundberg, Chair, Marilee Woodrow (City of Springfield); Kitty Piercy, Alan Zelenka (City of Eugene); Jerry Behney (City of Coburg); Jay Bozievich (Lane County); Gary Wildish (Lane Transit District); members; Ron Kilcoyne (Lane Transit District), Brenda Wilson (Lane Council of Governments), Lydia McKinney for Steve Mokrohisky (Lane County), Jon Ruiz (City of Eugene), Gino Grimaldi (City of Springfield), Petra Schuetz (City of Coburg), *ex officio* members.

Paul Thompson, Mary McGowan, Susan Payne, Robert Lewis (Lane Council of Governments); Sasha Luftig (Lane Transit District); Tom Boyatt, David Reesor, Rhonda Rice (City of Springfield); Pam Berrian, Rob Inerfeld (City of Eugene); Jeff Kernen (City of Coburg); Doug Bish (Oregon Department of Transportation); Jeff Khan, Julian Merchant (Federal Highway Administration); and Carleen Riley, guest.

WELCOME AND INTRODUCTIONS

Ms. Lundberg called the Metropolitan Policy Committee (MPC) meeting to order at 11: 31 a.m. Mr. Behney welcomed everyone to the new Coburg City Hall. Those present introduced themselves.

CALL TO ORDER/APPROVE June 5, 2014, Meeting Minutes

Ms. Piercy moved, seconded by Ms. Woodrow, to approve the June 5, 2014, meeting minutes as submitted. The motion passed unanimously, 6:0.

ADJUSTMENTS TO THE AGENDA/ANNOUNCEMENTS FROM MPC MEMBERS

There were no adjustments to the agenda or announcements from MPC members.

COMMENTS FROM THE AUDIENCE

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

METROPOLITAN CABLE TELEVISION COMMISSION (MCTC)

Ms. Berrian referenced the previous MCTC decision to open the Public, Education, and Government (PEG) capital improvements application process for 2014. Comcast annually contributed $50,000 to fund the capital improvements. Ms. Berrian described the grant applications received from Lane Community

College, Eugene Springfield Fire Training, and Community TV (Channel 29). Copies of the applications were included in the agenda packet. The applications had been reviewed by Robert Lewis of Metro TV. He had recommended a number of revisions to the applications so the total to be allocated met the $50,000 available. The recommended changes were also in the agenda packet.

Responding to Ms. Woodrow's question as to the difference between the LCC grant application and the staff recommendation, Mr. Lewis explained it was an upgrade in computer memory.

> Ms. Piercy moved, seconded by Mr. Bozievich, to approve the staff recommendations for distribution of the 2014 PEG grants. The motion passed unanimously, 4:0.

METROPOLITAN PLANNING ORGANIZATION (MPO) ISSUES

Draft Amendment to Metropolitan Transportation Improvement Program (MTIP)

Mr. Thompson described the draft amendment to the MTIP to program $24,423,479 in Federal Transit Administration (FTA) 5309 Small Starts funds for the West Eugene EmX Extension project. Staff was not requesting MPO action at this time because the public comment period was open through July 27, 2014. At the August MPO meeting, staff would summarize the public comment and present their recommendation for action by the MPO.

Ms. Lundberg asked for clarification as to what the intended use of the funds was and how the project had been redesigned to accommodate the fender blue butterfly habitat. Mr. Thompson explained the funds were for corridor improvements (not including the pedestrian bridges under consideration for a *Connect*Oregon V grant). Ms. Luftig clarified the funds were for design, land purchase, utility relocation, and construction. Extra construction protocol was planned for the EmX terminus slated for the Walmart parking lot to ensure the work did not impact the fender blue butterfly habitat.

All Roads Transportation Safety (ARTS) Program

Doug Bish, ODOT Traffic Services Engineer, gave a PowerPoint presentation entitled, *All Roads Transportation Safety (ARTS)*. A copy of the presentation was included in the agenda packet. He emphasized the 1,700 fatalities and serious injuries occurring in Oregon each year were life changing events. Of these, about half occurred on state highways and half on county roads/city streets. Another view of the data showed half of the crashes were in urban areas, half in rural. Traditionally ODOT's safety program had focused on highways but the ARTS program included all public roads.

Jon Ruiz arrived at the meeting at 11:52 a.m. Alan Zelenka joined the meeting at 11:53 a.m.

Mr. Bish described the lessons learned from the ARTS transition phase. He highlighted ODOT's efforts to work with the Federal Highway Administration (FHWA) to allow use of federal funds to pay maintenance staff to place curve warning signage. Mr. Bish discussed the ARTS launch in 2017, emphasizing the "jurisdictionally-blind" approach of allocating funds for safety improvement projects. He said funds were divided into four categories, Hot Spots, Systemic Roadway Departure, Systemic Intersections, and Systemic Pedestrian/Bicycle, and then allocated to the ODOT regions according to their accident statistics. For example, Regions 1 and 2 had been allocated almost half of the available funds because of their higher accident rates.

When Ms. Piercy asked if it were possible to combine funds if an area were both a hot spot and a pedestrian/bicycle hazard, Mr. Bish said possibly. The allocation process had not been finalized.

Mr. Bish continued his presentation by describing ODOT's current thinking on the allocation process. He expected they would start with a 200% project list based on accident statistics. Local governments were then given the opportunity to add projects to the list. The projects were filtered according to a cost/benefit analysis. ODOT staff planned to verify costs with field scoping. The benefits were quantified using national crash reduction factors.

Ms. Woodrow questioned the applicability of national data given regional driving differences. Mr. Bish concurred there were some differences in driving patterns. However, ODOT staff thought the savings were comparable. He noted the national crash reduction factors were expressed as a range and where within the range ODOT selected the savings could reflect regional factors.

Responding to Ms. Woodrow's and Mr. Wildish's concerns about local agencies having a voice in the solution for safety issues, Mr. Bish assured them they would be very strongly involved.

Ms. Lundberg described the differences of rural and urban driving patterns and the varied solutions implemented by local agencies for safety problems. She noted the City of Springfield and ODOT had collaborated very successfully on their pedestrian safety crossings.

Mr. Bish concluded his presentation by describing the technical assistance available to local agencies. Ms. Piercy referenced recent ODOT efforts in helping smaller communities with their *Connect*Oregon and Statewide Transportation Improvement Program (STIP) grant applications. She encouraged Mr. Bish to not wait for smaller local agencies to ask for help, but rather for ODOT to explicitly offer their assistance.

Mr. Behney asked if ODOT had accident statistics for roundabouts. Did they improve safety?

Mr. Bish replied there was not a lot of data in Oregon as the use of roundabouts was relatively new. National data indicated the severity of accidents declined after a roundabout was installed.

When Mr. Wildish asked for more information about the use of maintenance staff for curve warning signage, Mr. Bish clarified ODOT hoped to use federal funds to hire local agencies' maintenance staff to do the work instead of incurring the overhead involved with requesting bids from private contractors.

Referencing the connections between engineering solutions and enforcement and education efforts, Mr. Wildish observed education on merging onto highways was needed. Mr. Bish concurred.

Mr. Zelenka requested clarification on the funding per region. Was a local match required?

Mr. Bish said yes, a match of at least 7.78% was required. It had not been determined if the match could be an in-kind match or if it had to be a "hard" match (dollars). He explained the amounts shown were annual allocations and the current thinking at ODOT was that the application cycle would be five years (i.e., five times the amounts shown). Mr. Bish said ODOT hoped to complete the ARTS allocations prior to agencies submitting their STIP applications in case there was any opportunity for cost displacement.

*Connect*Oregon V — Update on Statewide Recommendations

Mr. Thompson gave the update on the *Connect*Oregon V process. The results of the statewide Final Review Committee were included in the agenda packet. The projects submitted were listed in rank order. The Final Review Committee members recommended the first thirty-seven be funded. He highlighted the LTD projects: West 11th Bicycle-Pedestrian Bridge Connections (ranked #2) and LTD's Franklin Boulevard Phase 1 Transit Stations (ranked #10). Mr. Thompson noted the project ranked third, the Coos Bay Rail Tunnel Rehabilitation, also had a positive impact for Lane County.

Mr. Zelenka pointed out the Eugene Bike Share program was ranked #38, just shy of the funding cutoff. He wondered if it was possible and/or probable the project might be included were projects higher in the ranking either were not pursued or if they came in under budget.

Mr. Thompson explained there had been concerns expressed by some Final Review Committee members about the amount of money being spent on bicycle/pedestrian projects. Some projects had been "bumped" below the cutoff and others, such as Benton County's Corvallis to Albany Trail, had been downsized. He explained the remaining steps in the process were the Oregon Transportation Commission's (OTC) consideration of the project list in July and their final action in August. It was possible the OTC might fund additional bicycle/pedestrian projects. Mr. Thompson was uncertain as to the probability.

When Ms. Lundberg asked Mr. Thompson who had represented the LaneACT at the Final Review Committee, he said Vice Chair George Grier had participated.

Central Lane MPO Federal Carbon Monoxide Air Quality Maintenance Status

Ms. Payne described the National Ambient Air Quality Standards (NAAQS) and the twenty year maintenance compliance required after areas failing to meet the standards attained them. The Eugene-Springfield area was found in violation of the standard for carbon monoxide (CO) in 1979. Due primarily to emission reductions from motor vehicles, CO levels dropped steadily. In 1994 the region was granted status as a "maintenance area" by the Environmental Protection Agency (EPA). As of February 2014, the MPO had successfully completed the twenty year period and was thus no longer required to conduct regional and project level transportation conformity studies. The change resulted in significant time and cost savings to both the MPO and project sponsors, primarily because of fewer documentation and reporting requirements. Ms. Payne said a formal letter acknowledging completion of the maintenance requirement was expected from the EPA by late July.

Responding to Ms. Lundberg's question about how this affected the carbon dioxide (CO2) scenario planning currently underway, Ms. Payne explained the two efforts were not related. At the present time the EPA did not have specific standards for CO2.

Mr. Thompson recognized Ms. Payne for her perseverance in working with EPA staff to get the formal recognition that the maintenance requirement had been fulfilled without additional analysis or reports.

Scenario Planning Update

Mr. Thompson referred committee members to the memo entitled, *Central Lane Scenario Planning* included in the agenda packet. He summarized that the individual scenarios envisioned had not resulted in the desired outcomes and the project management and technical teams were now looking at the three scenarios listed in the memo. Mr. Thompson highlighted the upcoming public workshop to be held on July 24, 2014, from 5:00 p.m. to 7:30 p.m. at the Springfield Justice Center.

Ms. Wilson added the project management team had contracted with Dr. Manross, Strategic Research Institute, to develop the scope of the public involvement plan. When Ms. Lundberg asked if the public involvement results would be stratified by demographics so they could see who was weighing in on the scenarios, Ms. Wilson assured her the results would be presented as Ms. Lundberg requested.

Follow-up and Next Steps

- **ODOT Update**—No one from ODOT was available to give an update.

- **Rail Update**—Ms. Piercy said the Oregon Passenger Rail Leadership Council and project staff was reviewing the results of the recently conducted public workshops. She noted the Council had established a subcommittee to work on a high speed rail vision and strategies for how the vision dovetailed with the existing rail plans. Ms. Piercy served on the subcommittee.

  When Mr. Zelenka asked if additional funding for rail was on the horizon or was that problematic due to the political disfunctionality in Washington, D.C., Ms. Piercy said no new funding had been identified. However, Oregon was moving forward with the planning process so that it would be ready were new federal funds to become available. In the meantime, there were concerns about state funding being sufficient to ensure adequate maintenance of the existing rail system.

- **LaneACT Update—**Ms. McGowan summarized the June 11, 2014 LaneACT meeting. Key topics discussed were the Oregon State Rail Plan and TripCheck. Ms. McGowan described how local agencies were able to add events and projects to ODOT's TripCheck website. She also announced LaneACT members appointed Holly McRae as the Bicycle and Pedestrian Designated Stakeholder and decided a number of issues with their Bylaws. Final action on the Bylaws and a review/adoption of the Fiscal Year 2015 (FY2015) work plan were agenda items scheduled for the July 9, 2014 LaneACT meeting.

  Mr. Thompson added the Bylaws' designation of a quorum had not been changed. He noted some MPO members had reservations about the quorum being reduced to fifty percent plus one. Mr. Thompson offered to include LaneACT's adopted Bylaws and FY2015 work plan in the August MPC packet.

- **Next Steps/Agenda Build—**Mr. Thompson distributed two documents. First, a memo dated July 3, 2014, entitled *Measuring Sprawl 2014.* The memo summarized information Mr. Thompson had presented at the June 5, 2014 MPC meeting. Second, a bio of Catherine Mater, recently appointed member and newly elected chair of the OTC. Mr. Thompson said he would invite Ms. Mater to attend an upcoming MPC meeting.

Ms. Lundberg said the next MPC meeting was scheduled for August 7, 2014, at the Eugene Library, Bascom Tykeson Room.

The meeting was adjourned at 12:43 p.m.

(Recorded by Beth Bridges)

Lane Area Commission on Transportation

2014-2015

September 10, 2014 • Main Street McVay / EmX Update • Long-Range Transit Plan • Statewide TO Plan / Regional Transportation Options Plan • ConnectOregon V Update	***October 8, 2014 (Quorum Required)*** • **Health and Transportation Meeting** • Review and Approve OTC Biennial Report (15 min) • Appoint Officer Nominating Committee (10 min) • Other Stakeholder Recruitment (10 min) • Seismic Lifeline Routes (45 min)	***November 12, 2014 (Quorum Required)*** • **Submission of OTC Annual Report** • Election of Officers • Beltline Ramp Meters • Beltline Corridor Plan • MPO Data Portal Demonstration • Statewide Scenario Planning Update • STIP Enhance Update • LaneACT Policy/Protocol Update	**December 10, 2014** **(RECESS)**
January 14, 2015 • Welcome Officers/Nominating Committee Appointments • STIP Fit-it Projects • OTC Biennial Report Follow-Up • Airport update • OTC Commissioner • Oregon Freight Advisory Committee- Commodity Flow Presentation	***February 11, 2015*** • Elect Steering Committee Members • Lane County TSP Update • Eugene/Springfield TSP Update • Intelligent Transportation System (ITS) Plan Update • Gas Tax Overview • Road User Pilot Update • Passenger Rail Update • STIP Fix-it	***March 11, 2015*** • STIP Enhance (most of meeting)	***April 8, 2015*** • ADA Standards

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

Lane Area Commission on Transportation

2014-2015

May 13, 2015	***June 10, 2015***	***July 8, 2015***	***August 12, 2014***
• Work Plan	• Work Plan Adoption		

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
- Oregon Freight Advisory Committee (OFAC) commodity flow presentation (Contact Chris Cummings)

LaneACT Attendance 2013-2014

Stakeholder	SEP '13	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP '14
Coburg	X	A	X		X		X	X	X	X	X		X
Cottage Grove	X	X	A		X		X	X	X	A	X		A
Creswell	X	X	A		X		X	X	X	X	A		X
Dunes City	X	X	X		X		X	X	X	X	X		X
Eugene	X	X	X		X		X	X	X	X	X		X
Florence	A	X	X		X		X	X	X	X	X		X
Junction City	X	X	A		X		X	A	A	X	A		A
Lowell	X	X	X		A		X	X	X	X	X		X
Oakridge	X	X	X		X		X	X	X	X	X		A
Springfield	X	X	X	R	X	R	X	X	X	X	X	R	X
Veneta	X	X	X	E	X	E	X	X	X	X	A	E	X
Westfir	A	A	A	C	X	C	X	X	A	A	A	C	A
Lane County	A	X	X	E	X	E	X	X	X	X	X	E	X
Port of Siuslaw	A	A	X	S	X	S	A	A	A	X	X	S	X
Lane Transit District	X	X	X	S	X	S	X	X	X	X	X	S	X
Confederated Tribes	X	X	X		X		A	X	A	X	A		A
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	X	X	A		X		A	X	A	X	X		X
Highway 126 E	X	X	X		X		X	X	X	X	X		X
DS Trucking - McCoy	X	X	A		X		X	A	X	A	X		X
DS Rail - Callery	X	X	X		X		X	X	A	A	X		X
DS Bike/Ped - McRae	A	A	X		Vacant		Vacant	Vacant	Vacant	Vacant	X		X
DS Envir LU - Nelson	X	X	X		X		X	X	A	X	A		A
OS - Gary McNeel	X	X	X		X		X	X	A	A	A		X
OS - Eugene Organ	X	X	X		X		X	X	X	X	X		X
OS - George Grier	X	X	A		X		X	X	X	X	X		X
OS - Ryan Pape'	X	A	X		X		A	X	X	X	X		A
OS - Jennifer Jordan	X	X	X		X		A	X	X	A	X		X
OS -	A	X	X		A		A	A	A	Vacant	Vacant	Vacant	Vacant
TOTAL	24 (30)	25 (30)	23 (30)	No Meeting	27 (29)	No Meeting	23 (29)	29 (29)	20 (29)	22(28)	22(29)	No Meeting	22(29)

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

Membership 2014

Last Update September 1, 2014

Jurisdiction	Member	Email	Phone	Address
Lane County				
Primary Rep	Sid Leiken Commissioner	sid.leiken@co.lane.or.us	541.682.4203	125 E 8th Avenue, PSB Eugene, OR 97401
Alternate Rep	Jay Bozievich Commissioner	jay.bozievich@co.lane.or.us	541.682.3719	125 E 8th Avenue, PSB Eugene, OR 97401
Coburg				
Primary Rep	Jerry Behney Councilor	rdy876@gmail.com	541.683.6544	32738 E. Dixon Street Coburg OR 97408
Alternate Rep				32738 E. Dixon Street Coburg OR 97408
Cottage Grove				
Primary Rep	Thomas Munroe Mayor	mayor@cottagegrove.org	541.942.5501	400 E. Main St. Cottage Grove OR 97424
Alternate Rep	Jake Boone Councilor	councilorboone@cottagegrove.org	541.653.7413	400 E. Main St. Cottage Grove OR 97424
Creswell				
Primary Rep	Dave Stram Mayor	dstram@creswell-or.us	541.895.2531	PO Box 276 Creswell OR 97426
Alternate Rep	Michelle Amberg City Administrator	mdamberg@creswell-or.us	541.895.2531	PO Box 276 Creswell OR 97426
Dunes City				
Primary Rep	Maurice Sanders Councilor	Maurice.sanders@dunecity.com	541.997.3338	PO Box 97 Westlake OR 97493
Alternate Rep	Fred Hilden City Recorder	recorder@dunescity.com	541.997.3338	PO Box 97 Westlake OR 97493
Eugene				
Primary Rep	Kitty Piercy Mayor	kitty.piercy@ci.eugene.or.us	541.682.5010	125 East 8th Avenue 2nd Floor, PSB Eugene, OR 97401
Alternate Rep	Alan Zelenka Councilor	alan.zelenka@ci.eugene.or.us	541.682-8343	125 East 8th Avenue 2nd Floor, PSB Eugene, OR 97401

Florence				
Primary Rep	Nola Xavier Mayor	nola.xavier@ci.florence.or.us	541.997.3437	250 Hwy 101 Florence OR 97439
Alternate Rep	Mike Miller Public Works Manager	mike.miller@ci.florence.or.us		250 Hwy 101 Florence OR 97439
Junction City				
Primary Rep	Dave Brunscheon Mayor	daveb1@nu-world.com		PO Box 250 Junction City OR 97448
Alternate Rep	Jim Leach City Council	leaco@comcast.net	541.998.8489	385 Timothy Street Junction City OR 97448
Lowell				
Primary Rep	Steve Paulson Mayor	Steve.paulson@ci.lowell.or.us	541.937.5004	PO Box 490 Lowell OR 97452
Alternate Rep	Gary Reese City Councilor	gorillaluv@hotmail.com	541.937.8769	PO Box 490 Lowell OR 97452
Oakridge				
Primary Rep	Jerry Shorey Mayor	northwindenw@msn.com	541.731.3268	PO Box 1410 Oakridge, OR 97463
Alternate Rep	Lester Biggerstaff City Councilor	lesbiggerstaff@gmail.com	541.782.2847	P.O. Box 1197 Oakridge, OR 97463
Springfield				
Primary Rep	Hillary Wylie City Councilor [LaneACT Chair]	hwylie@springfield-or.gov	541.852.2147	339 South E Street Springfield OR 97477
Alternate Rep	Christine Lundberg Mayor	mayor@springfield-or.gov	541.520.9466	2031 Second Street Springfield OR 97477
Veneta				
Primary Rep	Tom Cotter City Councilor	tcotter@ci.veneta.or.us	541.935.0521	88098 Huston Road Veneta OR 97487
Alternate Rep	Ric Ingham City Administrator	ringham@ci.veneta.or.us	541.935.2191	PO Box 458 Veneta OR 97487
Westfir				
Primary Rep	Rob DeHapport Mayor	westfircity@gmail.com	541.782.3733	PO Box 296 Westfir OR 97492
Alternate Rep				
Confederated Tribes				
Primary Rep	Bob Garcia	bgarcia@ctclusi.org	541.999.1320	1245 Fulton Avenue Coos Bay OR 97420
Alternate Rep	Jeff Stump	jstump@ctclusi.org	541.888.9577	1245 Fulton Avenue Coos Bay OR 97420

Port of Siuslaw				
Primary Rep	Ron Caputo Board President	roncaputo@charter.net	541.997.4961	87729 Sandrift Florence OR 97439
Alternate Rep	Bob Forsythe Port Manager	manager@portofsiuslaw.com	541.997.3426 (W)	PO Box 1220 Florence OR 97439
Lane Transit District				
Primary Rep	Michael Dubick Board Member	michael.dubick@ltd.org	541.895.4056	PO Box 838 Creswell OR 97426
Alternate Rep	Ron Kilcoyne General Manager	ron.kilcoyne@ltd.org	541.682.6105	PO Box 7070 Eugene OR 97401
ODOT Area Manager				
Primary Rep	Frannie Brindle Area 5 Manager	frances.brindle@odot.state.or.us	541.726-5227	644 A Street Springfield OR 97477
Alternate Rep				720 E 13th Ave, Ste. 304 Eugene OR 97403
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	Sean Barrett Member	sean@svfr.org	541.999.8164	PO Box 1422 Florence OR 97439
Alternate Rep	John Anderson Member	jaa@truckntravel.com	541.868.2880 (W) 541.687.0388 (H)	P.O. Box 71458 Springfield, OR 97475
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	541-869-3059	

Designated Stakeholders					
Trucking	Bill McCoy	billm@monelsontrucking.com	541.912.2259 (C) 541.746.7192	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	541-986-0653	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 Vice-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
					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