



Lane Area Commission on Transportation

859 Willamette Street, Suite 500, Eugene, Oregon 97401-2910
541.682.4283 (office)



Wednesday, August 12, 2015

5:30 – 7:30 p.m.

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

Conference Call: 541 682-4087

Contact: David Ressor, 541 747-1354

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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 (June 10, 2015)
 - b. Public Participation Plan Confirmation
- 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. STAKEHOLDER APPLICATION REVIEW, RECOMMENDATION, AND APPOINTMENT (Quorum Required) 5:40 p.m.**
Action Requested: Appoint new members.
Objective: Review new member applications.
Presenter: David Reesor, ODOT
- 6. OREGON TRANSPORTATION INFRASTRUCTURE BANK 5:55 p.m.**
Action Requested: None. Information only.
Objective: Receive overview of loan program to assist local governments.
Presenter: Rich Brock and Matthew Harris, ODOT

Location is wheelchair accessible (WCA).

American Sign Language (ASL) interpretation is available with 48 hours notice.

7. **FLORENCE/YACHATS TRANSIT SERVICE
STAKEHOLDER ENGAGEMENT** **6:15 p.m.**
Action Requested: None. Information only.
Objective: Receive overview of issue.
Presenter: Jean Palmateer and Cosette Rees, ODOT
8. **GOVERNOR'S TRANSPORTATION VISION PANEL;
REGIONAL FORUMS** **6:30 p.m.**
Action Requested: None. Information only.
Objective: Receive overview of program.
Presenter: Frannie Brindle, ODOT
9. **BELTLINE RAMP METERING & DELTA HIGHWAY QUEUE
WARNING SYSTEM** **6:35 p.m.**
Action Requested: None. Information only.
Objective: Receive overview of program.
Presenter: Shaun Quayle, Kittelson & Associates
Galen McGill, ODOT
10. **STIP UPDATE** **6:55 p.m.**
Action Requested: None. Information only.
Objective: Discuss transportation funding considerations.
Presenter: David Reesor, ODOT
11. **WHAT'S COMING UP** **7:20 p.m.**
12. **ANNOUNCEMENTS AND INFO SHARING** *(please be brief)* **7:25 p.m.**
a. ODOT Update
b. Metropolitan Policy Committee Update (minutes attached)

NEXT MEETINGS

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

- Steering Committee – August 20, 2015, 4:00 to 5:00 p.m., ODOT Conference Rm
- **LaneACT – September 9, 2015, 5:30 to 7:30 p.m., ODOT Conference Rm**
- Steering Committee – September 17, 2015, 4:00 to 5:00 p.m., ODOT Conference Rm
- **LaneACT – October 14, 2015, 5:30 to 7:30 p.m., ODOT Conference Rm**
- Steering Committee – October 20, 2015, 4:00 to 5:00 p.m., ODOT Conference Rm

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

OTHER INFO-ONLY ATTACHMENTS

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

LaneACT will post meeting materials on its webpage at www.LaneACT.org prior to each meeting. To be included on the e-mail notification list, please contact Paul Thompson at 541-682-4405, pthompson@lcog.org.

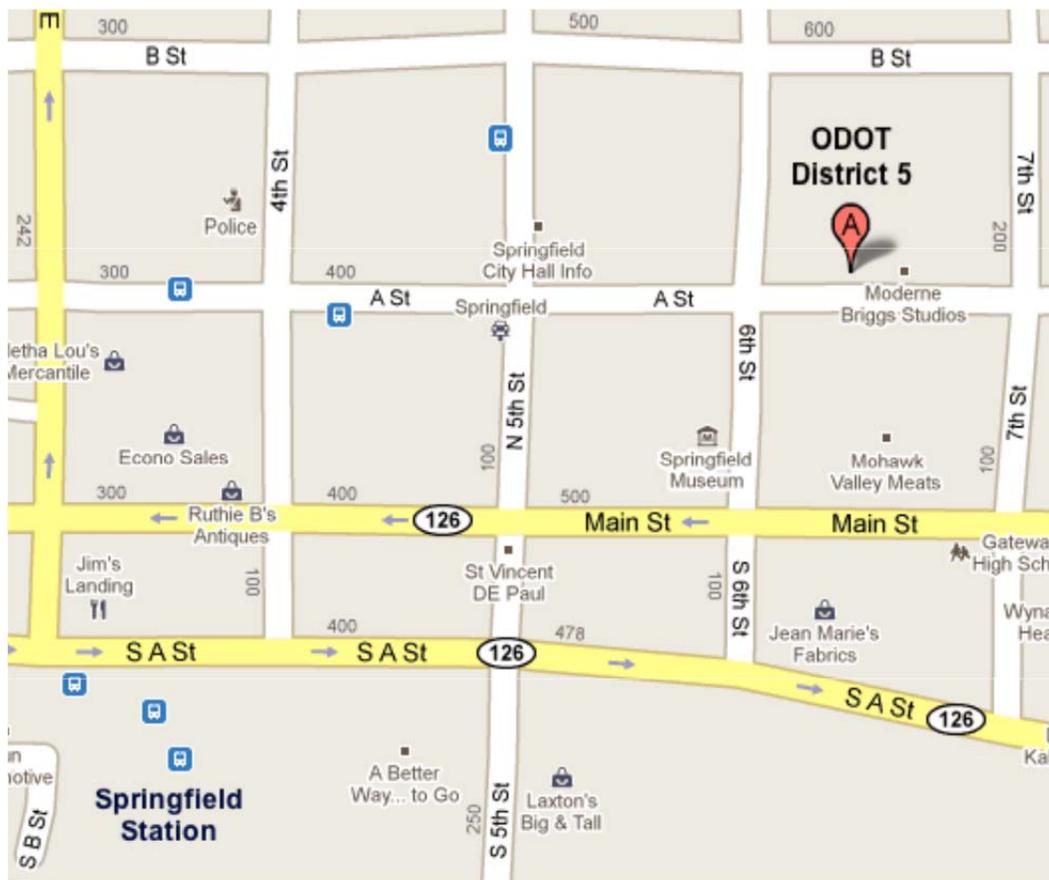
GETTING THERE:

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).

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MINUTES

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

June 10, 2015
5:30 p.m.

- PRESENT:** Jerry Behney, Coburg
Tom Munroe, Cottage Grove
Michelle Amberg, Creswell
Maurice Sanders, Dunes City (conference call)
Clair Syrett, Eugene
Joe Henry, Florence (conference call)
Steve Paulson, Lowell
Rick Zylstra, Oakridge
Hillary Wiley, Springfield
Tim Brooker, Veneta
Sid Leiken, Lane County, *Vice Chair*
Jeff Stump, Confederated Tribes (conference call)
Gary Wildish, Lane Transit District (LTD)
Frannie Brindle, Oregon Department of Transportation (ODOT)
Paul Thompson, Central Lane Metropolitan Planning Organization (MPO)
Jeff Paschall, Lane County Roads Advisory Committee (LCRAC)
Charles Tannenbaum, Highway 126 East
Bill McCoy, Trucking Designated Stakeholder
Martin Callery, Rail Designated Stakeholder
Holly McRae, Bicycle and Pedestrian Designated Stakeholder
George Grier, Other Stakeholder, *Chair*
Gary McNeel, Other Stakeholder
Eugene Organ, Other Stakeholder
Ryan Papé, Other Stakeholder
Shelley Humble, Other Stakeholder
- ABSENT:** Junction City, Westfir; Port of Siuslaw; Mia Nelson, Environmental Land Use Designated Stakeholder; and Jennifer Jordan, Other Stakeholder.
- OTHERS:** Savannah Crawford, Jae Pudewell, David Reesor, ODOT; Lydia McKinney, Becky Taylor, Lane County; Sasha Luftig, LTD; Rob Inerfeld, Eugene; Mary McGowan, Lane Council of Governments (LCOG); Phil Warnock (conference call); Rob Zako, Better Eugene Springfield Transit (BEST); Alexis Biddle, Scott McNeel, public.

At each member's place was a Letter of Endorsement packet for the Florence/Yachats Intercity Public Travel Options Plan application for a Transportation Growth Management grant.

1. Call to Order (Welcome and Introductions)

Chair George Grier called the meeting of the Lane Area Commission on Transportation (LaneACT) to order at 5:30 p.m. Members and the audience introduced themselves.

2. Review Agenda – Additions or Deletions

Mr. Grier added the Letter of Endorsement for the Florence/Yachats Intercity Public Travel Options Plan to the Consent Calendar agenda item.

3. Consent Calendar

A. Approve Minutes (May 13, 2015)

B. Florence/Yachats Intercity Public Travel Options Plan Letter of Endorsement

Councilor Syrett corrected page 4, paragraph one as follows:

Mr. Doll referenced the Airport Advisory Committee and acknowledged Councilor Syrett's **past** participation on it.

Consensus: The minutes of May 13, 2015, were approved as corrected.
The Florence/Yachats Intercity Public Travel Options Plan Letter of Endorsement was approved as submitted.

4. Comments from the Audience

Rob Zako, BEST, distributed a document entitled, *Leading Causes of Death in Oregon by Age*. He highlighted that in 2013, Road Traffic Accidents were the second or third most frequent cause of death for males and females between the ages of 15 and 44. Mr. Zako noted to date in 2015, there had been 172 traffic deaths. He described the Vision Zero movement (<http://www.visionzeroinitiative.com>) and listed countries and cities that had adopted it, including Portland, Oregon.

Councilor Wiley arrived at the meeting at 5:35 p.m.; Paul Thompson at 5:36 p.m.

Alexis Biddle, University of Oregon student intern at BEST, echoed Mr. Zako's concerns. He thought the Vision Zero approaches would be most effective if applied at a regional level. He urged LaneACT members to use the principles outlined in Vision Zero when selecting projects or plans to support.

5. Work Plan Adoption

Ms. McGowan reviewed the revisions to the 2015-2016 Work Plan resulting from the discussions at the May LaneACT meeting. Five topics were added to the Commission Education section: transportation safety, transportation funding, local planning projects updates, transportation regulatory guidance, and update on public health and transportation related efforts. A copy of the revised Work Plan was included in the agenda packet.

Shelley Humble joined the meeting at 5:42 p.m.; Ryan Papé at 5:44 p.m.

Councilor Syrett referenced the public comments regarding Vision Zero. She asked about LaneACT's role in adopting or encouraging transportation safety policy. In response, Ms. Brindle thought the topic fell under the Advisory and Coordination Activities section of the Work Plan. Mr. Callery noted the Oregon Transportation Commission (OTC) held an annual policy discussion with ACT chairs. Ms. Brindle said LaneACT members could also provide input on ODOT's Safety Action Plan. Councilor Wiley suggested LaneACT members discuss the policy with their respective jurisdictions. Commissioner Leiken asked staff to contact the City of Portland and learn what process they used in deciding to adopt Vision Zero. He thought jurisdictions should decide on Vision Zero independently and then the topic be addressed by LaneACT. Commissioner Leiken also volunteered to speak with Jennifer Jordon about Vision Zero, to see if it might be of interest to the Lane County Public Health Advisory Committee.

Mr. Thompson said Portland had pursued Vision Zero as a municipality. There had not been consensus among the Portland MPO to adopt it. He also announced LCOG staff planned to begin work on a countywide transportation safety plan in the next two months.

Speaking to the plan, Mr. Callery noted the issue of trespassing on rail yards and requested rail lines be included as a safety concern. Every year there were fatalities due to trespassing.

Councilor Brooker observed Portland had different traffic safety issues than the smaller cities. He suggested researching other cities that had adopted Vision Zero to see if there were any more comparable.

Returning to the Work Plan, Mr. Grier requested the topic of Vision Zero be added. Ms. McGowan suggested it be both an education topic and policy discussion.

Consensus: The 2015-2016 LaneACT Work Plan was adopted as revised.

6. Stakeholder Nominating Committee

Mr. Grier announced there were three stakeholder vacancies, the positions currently held by Mia Nelson (Environmental Land Use Designated Stakeholder), Martin Callery (Rail Designated Stakeholder), and Gary McNeel (Other Stakeholder). Recruitment was underway. The deadline for applications was June 22, 2015. He said the question before the Commission tonight was

whether the Steering Committee should serve as the Nominating Committee or if a separate body should be formed.

Councilor Brooker asked how many meetings the Nominating Committee required. Mr. Papé asked why a separate committee was being suggested. In response, Ms. McGowen said in the past the Steering Committee had reviewed the applicants and made a recommendation in one meeting. The separate committee was only suggested as an alternative to consider.

Ms. McRae proposed the Steering Committee continue as the Nominating Committee.

Consensus: The Steering Committee should serve as the Nominating Committee.

Mr. Grier reminded LaneACT members the Steering Committee meetings were open to all. The Steering Committee planned to review stakeholder applications at the July 16, 2015, meeting. It was from 4:00 p.m. to 5:00 p.m. at the ODOT Area 5 office.

Ms. Brindle thanked Ms. McGowan for her recruitment efforts, including the advertisement spot on Metro TV.

7. LaneACT Public Participation Plan

Mr. Grier said the LaneACT Bylaws required a biennial review of the Public Participation Plan.

Ms. McGowan referenced the 2013 Public Participation Plan included in the agenda packet. She noted it was consistent with plans developed by other ACTs in the state. Ms. McGowan reviewed the components of the plan: purpose, key topics for public involvement, audiences to be reached, equity in decision-making, stakeholder recruitment, and requirements for regular meetings.

When Councilor Brooker asked about the use of social media and bilingual material, Ms. McGowan explained LaneACT used LCOG's and member jurisdiction's Facebook and Twitter accounts and websites. Recruitments were published in English and Spanish. Other material was made available in Spanish upon request.

Discussion centered on recruitment efforts. Responding to Mr. Tannebaum's question about marketing the open stakeholder positions, Ms. McGowen said the flyer and cover memo had been sent to LaneACT members to share as they saw best. Due to cost constraints, newspaper advertising space was not purchased. Some jurisdictions had included the announcement in their electronic newsletters. Mr. McCoy opined use of Craig's List would reach a lot of people.

Ms. McCrae and Mr. Papé thought individual, personal recruitment was the most successful strategy. She had been asked to apply as the Bicycle and Pedestrian Stakeholder. Mr. Papé suggested each LaneACT member forward one to three names of potential members, including contact information, to Mr. Grier. He or Ms. McGowan could then do more targeted outreach. Mr. Grier agreed to do so.

Mr. Grier described the difficulty with filling the dedicated stakeholder positions (i.e., the Environmental Land Use and Rail stakeholders). He was working with the incumbents to help identify their successors.

Ms. McGowan summarized the feedback. She suggested amending the recruitment section of the public participation plan to acknowledge individual outreach efforts. Ms. McGowan said the revised Public Participation Plan would be ready for Commission action at the August LaneACT meeting.

8. Oregon Bicycle and Pedestrian Plan Update

Ms. Crawford, ODOT Principal Planner, asked Commissioner Leiken, a member of the Policy Advisory Committee, to introduce the topic. He described the committee and the process, noting they were approximately six months away from adopting the new 20- year plan. Commissioner Leiken emphasized the importance of bicycle and pedestrian modes being incorporated into the overall Oregon transportation system.

Ms. Crawford gave a PowerPoint presentation entitled, *Oregon Bicycle and Pedestrian Plan*. A copy of the presentation had been included in the agenda packet. The plan development process began by understanding existing conditions. The highest concern expressed during the public outreach was number of fatalities and serious injuries. Ms. Crawford shared the nine goals associated with the working vision of a safe and efficient system for all ages and abilities. She detailed policies and strategies for the nine goals: safety; accessibility and connectivity; mobility; community and economic vitality; equity; health; sustainability; strategic investment; and, coordination and collaboration. Commissioner Leiken explained each jurisdiction needed to figure out the best way to implement the policies and strategies.

LaneACT members expressed their concerns to the policies and strategies presented.

- **Safety:** Councilor Wiley advocated for ways to separate cars from bicyclists and pedestrians. Councilor Syrett noted requests she had received about increased law enforcement of traffic laws. Ms. Brindle added residents were often concerned when new bicycle or pedestrian facilities opened access to their area.
- **Access and Connectivity:** Ms. Amberg described the need for a better bicycle connectivity between Creswell and the Eugene/Springfield area. Ms. Crawford said ODOT was working with Oregon Parks and Recreation Department to identify ways to link smaller Oregon communities.
- **Mobility:** Mr. Organ applauded the committee's recognition that people in wheelchairs were pedestrians. Mr. Callery cautioned against putting bicycle paths immediately next to rail lines. A physical barrier between the modes was needed.
- **Community/Economic Vitality:** Mayor Munroe described the economic benefit to Cottage Grove from the rails to trails bike path. Ms. Humble concurred. She noted people flew into rural airports with their bicycles to take advantage of the Oregon bike network. Ms. Brindle added bicycle and pedestrian sporting events (e.g., local

marathons) also contributed to economic diversity. Councilor Syrett added walkable communities also had a tourism component.

- Equity: Ms. McRae questioned the term “transportation disadvantaged.” Ms. Crawford explained it referred to people who could not afford to buy a car. Ms. McRae responded many people, particularly younger people, choose not to have a car. Councilor Syrett added some people ended up getting a car because they had no other viable transportation option even though it took a disproportionate amount of their income.
- Health and Sustainability: Ms. Crawford referenced the memo of understanding between ODOT and the Oregon Health Authority. She also highlighted bicycling and walking were zero emission modes.
- Strategic Investment: Ms. Crawford emphasized the key strategy was to identify a new funding source for bicycle and pedestrian systems, not divert existing revenues. She said projects were prioritized by: maintenance/safety; critical connectivity; then enhancements. Commissioner Leiken acknowledged the difficulties inherent in the funding issues. He said it was the focus of the final sessions of the Policy Advisory Committee.

Ms. Crawford detailed the final steps in the plan adoption. July was focused on investment considerations. Then implementation considerations were to be addressed. The draft plan was scheduled to be released in fall 2015. Ms. Crawford offered to return to LaneACT for a follow-up discussion in October. The OTC was scheduled to review and adopt the plan in early 2016. She said more information was available online (<http://www.oregon.gov/ODOT/TD/TP/pages/bikepedplan.aspx>).

9. Lane County Transportation System Plan

Becky Taylor, Lane County Senior Transportation Planner, gave a PowerPoint presentation entitled, *Lane County Transportation System Plan Update*. A copy of the presentation had been distributed in the agenda packet. She also made available three tabloid sized maps labeled: *Study Area Growth Rate Methodology*, *Roadway Health Assessment*, and *Bicycle and Pedestrian Collisions*.

Ms. Taylor described the 2036 Lane County Transportation System Plan (TSP) objectives and process. She emphasized an updated TSP allowed Lane County to quickly respond to potential funding opportunities should they arise. The TSP was last updated in 2004. Ms. Taylor reviewed the public involvement goals, noting additional public involvement outreach was scheduled to begin in the fall. She discussed the Advisory Groups and stakeholder interviews, highlighting the interactive project website that allowed location-specific concerns to be collected. She summarized the key themes from the spring workshops: safety for all travel modes, connectivity between cities for all modes, bicycle accommodations throughout the county, continued coordination among jurisdictions, and funding needs/challenges. The consultants, DKS Associates, had collected baseline data on roadway health, mobility, safety (collisions, fatalities), and the existing bicycle, pedestrian, transit, freight, rail, airport, waterways, and pipeline systems.

Councilor Paulson and Councilor Brooker had follow-up questions regarding roadway health. Did the map illustrate all the roads Lane County was responsible for? Ms. Taylor explained the map only showed county collector and arterial roads and state highways. Councilor Brooker said pavement preservation for all county roads should be a priority.

Discussing mobility, Ms. Taylor said there were currently no capacity issues. Two intersections were close to capacity, McVey Highway and 30th Avenue and Highway 99 at Goshen. Councilor Paulson questioned the latter. He did not observe much traffic there now. When Councilor Wiley asked if there was mobility information about roundabouts, Commissioner Leiken noted roundabouts were only found in urban settings in Oregon. Mr. Reesor added there was some information from the federal government and the City of Bend he could share at a later time.

Turning to safety, Ms. Taylor said between 2008 and 2012 there had been 4,519 collisions resulting in 98 fatalities. The map showed the location of bicycle and pedestrian fatalities and injuries and indicated which roadways needed systematic improvement because their collision rate was higher than the state average for similar facilities. Ms. McRae observed bicycle and pedestrian injuries were underreported. Councilor Paulson asked to follow-up with Ms. Taylor about the safety information at a later time.

Ms. Taylor concluded her presentation by reviewing the remaining work: determine future conditions and needs; decide on solutions, standards, and recommendations; draft the TSP; and develop implementing ordinances. She invited LaneACT members to attend the public outreach sessions in the fall.

10. Legislative Update

Mr. Reesor distributed a handout entitled, *Area Commissions on Transportation, Legislative Update*, dated June 8, 2015. He highlighted the following portions:

- *ConnectOregon VI*: the Joint Committee on Ways and Means was reviewing three bills regarding the program. Funding ranged from \$58.6 million to \$100 million. The source of the funds was the Oregon Lottery.
- *Passenger Rail*: Budget discussions were underway. ODOT had proposed \$10.4 million. The Ways and Means Co-chairs' budget was for \$5 million.
- *Senate Bill 270 (amended)*: The bill which reallocated savings from the 2009 Jobs and Transportation Act was awaiting the Governor's signature. Ms. Brindle noted money saved from the Beltline Value Engineering Study and reallocated to the Beltline/Delta exchange was included in the bill.
- *House Bill 2736*: Established a Vision Zero task force which would also review the strategies and actions recommended in the updated Oregon Transportation Safety Action Plan. HB2736 was in Ways and Means.
- *House Bill 3402 (amended)*: Increased speeds on certain segments of Eastern Oregon highways and changed ODOT's authority to lower speeds on interstate highways. HB3402A was in Ways and Means.
- *Senate Bill 459*: Increased interstate speeds to 70 miles per hour (mph) for passenger vehicle, 60 mph for trucks. The bill was in the Senate Rules Committee.

When Mr. Organ asked on the status of the bill to fund transit passes for high school students (HB 2979), Ms. Luftig from LTD explained the bill was still in the House Transportation and Economic Development Committee.

11. STIP Update

Mr. Reesor said the OTC had met to discuss funding for the Statewide Transportation Improvement Program (STIP) Enhance projects. He reported the funding level was significantly reduced, but the final amount and revised timeline had not been set. The August 3, 2015, application deadline had been moved to November. ACTs and the SuperACT were still to be involved in the selection recommendation. Mr. Reesor assured LaneACT members he would e-mail the information as soon as it was available.

Mr. Grier clarified the OTC was hoping a transportation package would be passed at the federal level, which would affect the funds available for the Oregon STIP.

Mr. Callery added there had been a number of legislative changes to *ConnectOregon* program, including a minimum 30 percent match and a revised conflict of interest policy.

12. What's Coming Up

Mr. Grier corrected information on the agenda regarding the next LaneACT meeting. There was no meeting in July. The next LaneACT meeting will be on August 12, 2015.

Mr. Grier distributed certificates of appreciation to Mr. McNeel, Mr. Callery, and Ms. Nelson (in absentia). He thanked them all for the expertise they brought to LaneACT. LaneACT members acknowledged their work with a round of applause.

Ms. Brindle announced ODOT had hired Mary McGowen and therefore this was the last LaneACT meeting she would staff. Ms. Brindle praised her work. Mr. Reesor concurred. LaneACT members acknowledged Ms. McGowen with a round of applause.

13. Announcements and Info Sharing

Mr. Thompson noted Ms. McGowen had other responsibilities at LCOG and would be sorely missed. He said discussions were scheduled to determine who would staff LaneACT in the future.

Commissioner Leiken reported his recent trip to Salem had left him with a slight “glimmer of hope” that a transportation package would be passed before the legislature adjourned. He thought the needed votes were present in the Senate. He was unclear if it was also true in the House. On the federal level, Commissioner Leiken said the best to expect until the next

presidential elections were completed was for a series of continuing resolutions on transportation funding.

Mr. Organ invited LaneACT members to attend the American with Disabilities Act (ADA) 25th Anniversary Celebration on Saturday, July 25, 2015, at Amazon Park in Eugene. Highlights of the event included a deaf choir and a wheelchair dance group.

Mr. McNeel described his current work demands which made it infeasible for him to remain as an active LaneACT member. He noted his e-mail was in the current agenda packet and invited people to contact him.

Mayor Munroe recognized Ms. Brindle for the work ODOT had done at I-5 and Cottage Grove. The entrance to Cottage Grove had been enhanced.

Mr. Thompson announced the region's new OTC Commissioner was Sean O'Hollaren, vice president for Government and Public Affairs at Nike. Mr. Thompson described Mr. O'Hollaren's extensive government and transportation experience. Mr. Thompson also discussed a federal bill recently proposed that eliminated the Transportation Alternative Program (TAP) from the Federal Transportation Authorization Act. He suggested concerned LaneACT members contact their elected representatives.

Mr. Callery said he appreciated the opportunity to serve on LaneACT, even though he was from Coos Bay. On another note, he said some members of the U.S. Congress also wanted to eliminate funding from passenger rail service.

The meeting was adjourned at 7:32 p.m.

(Recorded by Beth Bridges)



Lane Area Commission on Transportation
Public Participation Plan
Adopted 8-10-2011
Edited March 13, 2013
Revised/Adopted June 10, 2015

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

INTRODUCTION

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

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

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

PURPOSE

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

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

The LaneACT public involvement strategy has five goals:

- ❖ To involve stakeholders in developing the Statewide Transportation Improvement Program (STIP);
- ❖ To inform the public about the STIP process and how they can participate;
- ❖ To educate the public on regional and statewide transportation issues, projects, and funding procedures;
- ❖ Engage key stakeholders and the general public with a process consistent with state and federal laws, regulations and policies; and
- ❖ To provide a local forum for sharing information, understanding, coordinating, and gaining consensus around transportation plans, policies, projects and funding.



KEY TOPICS FOR PUBLIC INVOLVEMENT

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

STIP Development

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

What is LaneACT

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

Funding Opportunities

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

Regional and Statewide Transportation Issues

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

AUDIENCE

Relationship of LaneACT to Other Organizations and Interests

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

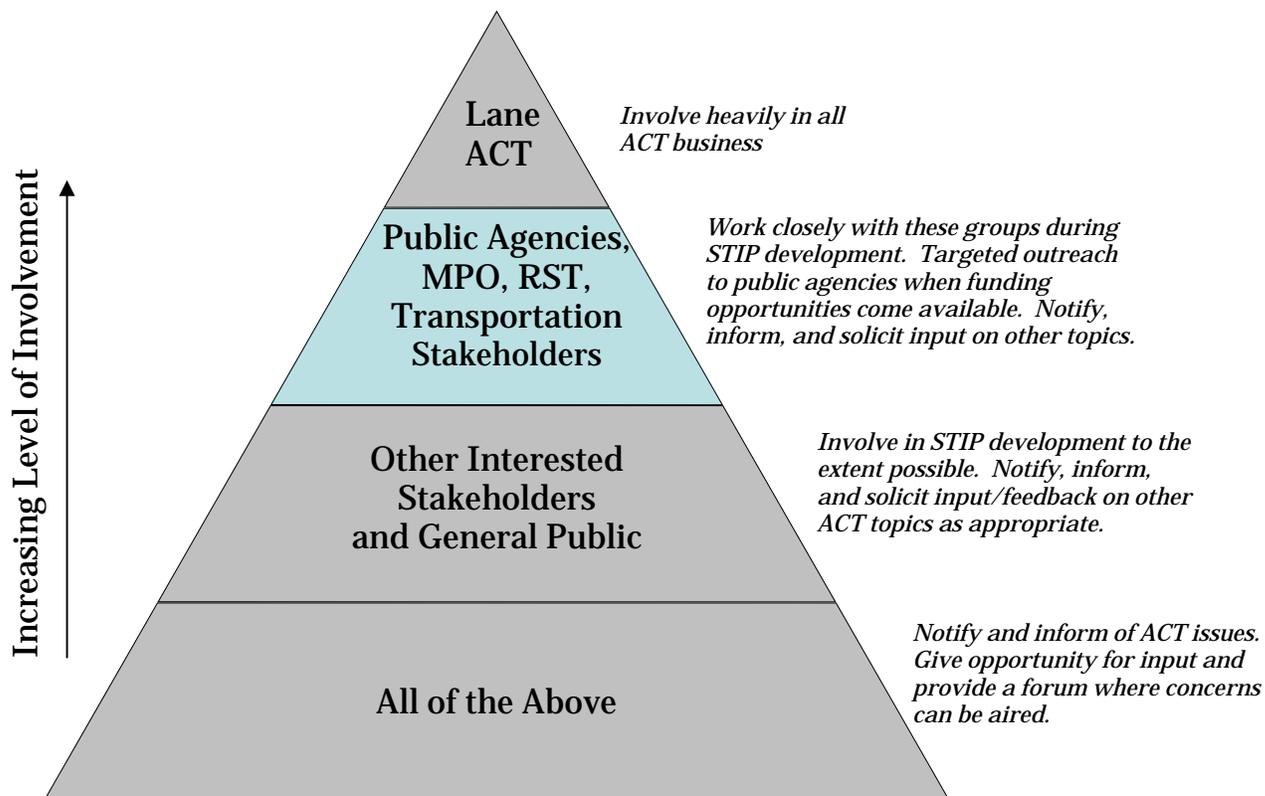
Target Audiences and Level of Engagement

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



of outreach and stakeholder engagement are needed, depending on the topic and interest levels of various audiences.

Finding the Right Level of Public Involvement



ENVIRONMENTAL JUSTICE

The LaneACT Bylaws state:

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

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

1. Avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority and low-income populations.
2. Ensure the full and fair participation by all potentially affected communities in the planning and decision-making process.



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

Strategy

- ❖ LaneACT members and staff shall network through key groups representing minority and low-income populations.
- ❖ Encourage participation for groups representing populations of transportation disadvantaged in relation to public health.
- ❖ Offer materials in languages other than English, when applicable.
- ❖ Provide advertisement (i.e., Stakeholder Recruitment) displays in publications that serve minority and low-income populations.
- ❖ Provide verbal messaging (i.e., Stakeholder Recruitment) to media outlets that serve minority and low-income populations.
- ❖ Post LaneACT notices at community gathering places for minority and low-income populations.

STAKEHOLDER RECRUITMENT

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

This section outlines the process for stakeholder recruitment.

Strategy

- ❖ Develop application for stakeholder recruitment
- ❖ Advertise LaneACT recruitment through the following sources, which could include:
 - Email announcements
 - Website posting
 - Display ads in media publications
 - Metro TV calendar
 - Press releases
 - Bus advertisements
 - Flyers
 - Social media
 - Targeted outreach to minority and low-income populations, as described in the Environmental Justice section
- ❖ Individual and personal contact by LaneACT members helps to solicit stakeholder interest

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

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



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

REQUIREMENTS FOR REGULAR MEETINGS

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

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

Public Comment

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

Anticipated public comment opportunities may include:

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

Meeting Notice

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

Meeting Materials

- ❖ For decision items, distribute information to everyone in attendance at the meeting.
- ❖ Provide time on the agenda for general public comment.



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

Meeting Schedule

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

Meeting Location

- ❖ Meets accessibility requirements of the Americans with Disabilities Act (ADA).
- ❖ No meeting may be held in buildings where discrimination (race, sex, age, national origin, color, creed, disability) is practiced. ORS 192.630(3).
- ❖ Generally held within the geographic boundaries of the ACT's jurisdiction. Training sessions may be held anywhere.
- ❖ Contains adequate seating and facilities to encourage attendance by the general public.
- ❖ Easily accessible by public transportation.

Meeting Minutes

- ❖ Minutes shall be prepared for all ACT meetings. Minutes must include at least:
 - Members present
 - All motions, proposals, and resolutions proposed and their disposition
 - Results of all votes/decisions. Secret ballots prohibited
 - Substance of all discussion
 - Reference to all documents discussed (confidentiality of records exempt from disclosure may be protected)
- ❖ After each ACT meeting the ACT shall prepare and distribute the minutes prior to the next ACT meeting.
- ❖ As appropriate to the Area, meeting minutes should be provided in languages other than English.
- ❖ Minutes must be preserved for a reasonable time.
- ❖ Post minutes from the meeting on the ACT website.

EXECUTIVE SESSIONS

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

CONTROL OF MEETINGS

- ❖ The presiding officer has inherent authority to keep order at meetings—can “reasonably” regulate the use of cameras and tape recorders.
- ❖ No smoking is permitted at any meeting of the ACT.



ROLES, RESPONSIBILITIES, and PPP UPDATE

The LaneACT Bylaws state:

“LACT will develop a Public Participation Plan. At least once every two years as part of its regular Report, LACT shall review the effectiveness of its public participation efforts.

In order to fulfill its advisory role in prioritizing transportation problems and solutions and recommending projects, LACT will involve the public and stakeholders in its decision-making process, as prescribed in its Public Involvement Plan. As LACT considers local, regional and statewide transportation issues, it will provide public information and involves the public in its deliberations. To comply with federal environmental justice requirements, the public involvement process will include a strategy for engaging minority and low-income populations in transportation decision-making.

LACT will look for opportunities to engage representatives of key interests as voting members, non-voting members, or invited guests, as appropriate.”

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



Lane Area Commission on Transportation

859 Willamette Street, Suite 500, Eugene, Oregon 97401-2910
541.682.4283 (office)



August 12, 2015

TO: Lane Area Commission on Transportation (LaneACT)

FROM: David Reesor, ODOT

SUBJECT: Agenda Item 5: Stakeholder Application Review, Recommendation, and Appointment

Recommended Action: Discuss and Appoint Two Designated Stakeholders and Two Other Stakeholder

Background

The LaneACT bylaws provide that:

“Following public advertisement, LaneACT shall appoint four (4) Designated Stakeholder members to represent each of the following designated interests: Trucking; Rail; Bicyclists and Pedestrians; and Environmental Land Use. Designated Stakeholder members must reside in the Area or represent a business or organization that operates in the Area.”

“Following public advertisement, LACT shall appoint between four and six Other Stakeholder members to represent other interests. The Other Stakeholder members should be selected, to the greatest extent possible, to represent a diversity of interests, which may include airports, public transit (bus & rail) riders, business, tourism, public safety, public health, schools, neighborhoods, senior citizens, special transportation needs, minorities, environment, parts of Lane County not otherwise well represented on LACT, and other interests. Other Stakeholder members must reside in the Area or represent a business or organization that operates in the Area.”

“The eight categories of voting members are designed as a whole to provide an extensive diversity of interests and representation. In the event there is overlap of membership between these categories, it is the responsibility of the member to reveal conflict of interest, so that any entity or interest is unable to exercise an undue voice in relation to others. In particular, a Highway 126 East, or Designated or Other Stakeholder member may not be someone who could be a voting member representing one of the other jurisdictions/entities, i.e., Lane County, a city, the Confederated Tribes, the Port of Siuslaw, LTD, ODOT, CLMPO, or LCRAC. Moreover, the Designated and Other Stakeholder members shall be appointed to balance out other members of LaneACT and provide a greater diversity of interests and geographic areas.”

The LaneACT has completed its recruitment process to fill the following positions:

- Rail and Environmental Land Use Stakeholder positions
- Two Other Stakeholder positions

The application period closed on June 22nd and four applications were received, as follows:

Position	Candidate	Interest Area
Designated Stakeholder - Rail	Scott Parkinson, ARG Transportation Services	Rail
Designated Stakeholder - Environmental Land Use and Other Stakeholder	Michael Farthing, Attorney at Law	Environmental Land Use; Business, Public Transit Riders, Senior Citizens
	Rob Zako, Sustainable Cities Initiative and Better Eugene-Springfield Transit (BEST)	Environmental Land Use, Public Transit Riders
Other Stakeholder	Kathleen Lamberg.	Public Health, Neighborhoods, Environment, Other (Wildlife)

The application materials for the new applicants are included in Attachment 1.

Selection Process

At the June 2, 2015, Lane ACT meeting, the Steering Committee was appointed as the Stakeholder Nominating Subcommittee. The Subcommittee met on July 16th. Two subcommittee members were present (George Grier and Frannie Brindle). The members reviewed the applications and are making the following recommendations to the Commission. Taking note that Ryan Pape, an existing Other Stakeholder, has agreed to serve another term.

Rail Designated Stakeholder Position
Scott Parkinson, ARG Transportation Services
Environmental Land Use Designated Stakeholder Position
Rob Zako, Sustainable Cities Initiative and Better Eugene-Springfield Transit (BEST)
Other Stakeholders (two positions)
Reappoint Randy Papé
No additional recommendation

The subcommittee members chose not to make a recommendation on the second Other Stakeholder position recently vacated by Gary McNeel. Instead, they agreed to let the Commission review the applications and make a selection for the Other Stakeholder position, noting that in the past, the Commission has expressed interest in providing a balanced geographic and diverse representation among the ACT members.

Recommended Action: Appoint one Rail Designated Stakeholder position, one Environmental Land Use Designated Stakeholder position and one Other Stakeholder position. Reappoint Ryan Papé, Other Stakeholder, to another term.

Next Steps

After action by LaneACT, staff will contact appointees to confirm their acceptance. Staff also will contact all applicants to thank them for their interest and to let them know they could reapply during subsequent recruitment. The hope is that new members will attend their first LaneACT meeting in September. The appointments will be for a 4-year term ending in June, 2019. Staff will schedule orientations for the new members.

Attachments

Attachment 1 Copies of LaneACT Stakeholder Applications

Scott Parkinson
Michael Farthing
Rob Zako
Kathleen Lamberg

Open Until June 22, 2015

Applicant Criteria

- Be able to attend monthly meetings on the 2nd Wednesday of each month, from 5:30 to 7:30 p.m. in Springfield
- Be willing to serve an up to 4-year term
- Live in Lane County OR represent a business or organization that operates in Lane County

Name:	SCOTT L. PARKINSON		
Residential/Business Address:	3543 SPRING BLVD		
	Street	City	Zip
		EUGENE	97405
Mailing Address:	P/O ARG TRANSPORTATION SERVICES		
	Street	City	Zip
	P.O. BOX 10456	EUGENE	97440
Home Telephone:	541-677-4795	Work Telephone:	541-344-4314
FAX:	N/A	E-Mail:	scott@argtrans.com
Employment:	ARG TRANSPORTATION SERVICES - OWNER/PRESIDENT		

The LaneACT is recruiting for the following positions:

- A Designated Stakeholder representing Environmental Land Use interests.
- A Designated Stakeholder representing Rail interests.
- An Other Stakeholder representing a wide variety of interests. (See Other Stakeholders below.)

Stakeholders will be appointed to 4-year terms and may be reappointed to subsequent 4-year terms by LaneACT.

Designated Stakeholders:

If you wish to apply for one of the Designated Stakeholder positions, please check ONLY ONE of the following boxes. You may apply for both a Designated and Other Stakeholder position.

<input type="checkbox"/>	Environmental Land Use
<input checked="" type="checkbox"/>	Rail

Other Stakeholders:

If you wish to apply for one of the Other Stakeholder positions, please check one or more of the following boxes. You may apply for both Designated and Other Stakeholder positions.

<input type="checkbox"/>	Airports	<input type="checkbox"/>	Public Transit Riders (Bus & Rail)	<input type="checkbox"/>	Public Safety
<input type="checkbox"/>	Business	<input type="checkbox"/>	Tourism	<input type="checkbox"/>	Neighborhoods
<input type="checkbox"/>	Public Health	<input type="checkbox"/>	Schools	<input type="checkbox"/>	Senior Citizens
<input type="checkbox"/>	Minorities	<input type="checkbox"/>	Special Transportation Needs	<input type="checkbox"/>	Environment
<input type="checkbox"/>	Parts of Lane County Not Otherwise Well Represented on LaneACT				
<input type="checkbox"/>	Other Interests, Please Specify:				

(OVER)

Please answer the following questions. Attach additional pages if necessary.

1. Please describe how your background, training and experience prepare you to represent the appropriate stakeholder position(s). Include employment, educational, vocational and skill training, degrees and certifications, licenses, participation on boards and committees, memberships, life experience, etc.

AS OWNER OF A EUGENE - BASED TRANSPORTATION SERVICES COMPANY I BRING A VERY SPECIFIC SET OF SKILLS & EXPERIENCE IN MANY TRANSPORTATION AREAS. ARG IS THE PARENT COMPANY OF SITORLINE FREIGHT RAILROADS, THIS PROVIDING DIRECTLY RELEVANT CONNECTION TO RAIL.

2. If you are a member of an organization representing the appropriate stakeholder position(s), and/or if you have received an endorsement to serve on LaneACT from such an organization, please describe your membership(s) and/or endorsement(s).

I REPRESENT ARG TRANSPORTATION SERVICES AS OWNER & PRESIDENT. ARG OPERATES TWO SITORLINE FREIGHT RAILROADS (COOS BAY RAIL LINK & SAN PEDRO & SOUTHWESTERN RAILROADS), A TRANSMODAL MATERIAL HANDLING COMPANY (FRONT ROYAL TRANSLOAD) AND AN AVIATION SERVICES COMPANY (ARG AVIATION SVCS)

3. Please provide any additional information about yourself which will help LaneACT select you.

I CONSIDER MYSELF A TRANSPORTATION PROFESSIONAL WITH EXPERIENCE IN MOST MODES OF TRANSPORTATION. MY ORIENTATION IS VERY DEFINITELY ON THE ROLE OF TRANSPORTATION IN COMMERCE. MORE SPECIFICALLY, I AM STRONGLY INVOLVED WITH THE TRANSPORTATION OF FREIGHT & CARGOES.

In addition to answering the above questions, you may attach a resumé to provide additional information about yourself if you wish.

Thank you for applying to be a LaneACT Stakeholder!

Demographic Information (Optional):

The LaneACT collects information on race, color, national origin, and gender of applicants to the Commission to ensure the inclusion of all segments of the population affected by LaneACT. You have the option of providing this information. You may apply to be a LaneACT Stakeholder even if you do not wish to provide this information. This information will not be used in the selection process.

Gender	MALE			Number of Persons in Your Household	4				
Annual Household Income:									
<input type="checkbox"/>	Less than \$25,000	<input type="checkbox"/>	\$25,000-\$44,999	<input type="checkbox"/>	\$45,000-\$74,999	<input checked="" type="checkbox"/>	More than \$75,000		
Disability	<input type="checkbox"/>	Yes	<input type="checkbox"/>	No	Senior	<input type="checkbox"/>	Yes	<input type="checkbox"/>	No
	<input type="checkbox"/>	African American	<input type="checkbox"/>	Hispanic	<input type="checkbox"/>	American Indian/Alaskan Native	<input type="checkbox"/>	Asian	
	<input type="checkbox"/>	Native Hawaiian and other Pacific Islander	<input type="checkbox"/>	Multiracial	<input checked="" type="checkbox"/>	White	<input type="checkbox"/>	Other	

Please Return Your Completed Application to:

Mail: Mary McGowan, LCOG / 859 Willamette Street, Suite 500 / Eugene, OR 97401-2910

E-Mail: MMcGowan@lcog.org

FAX: (541) 682-4099 Attn: Mary

RÉSUMÉ
OF
SCOTT L. PARKINSON

PROFESSIONAL EXPERIENCE

ARG TRANSPORTATION SERVICES

2005 to Present – President and owner of diversified transportation services company providing logistics solutions in multiple modes. Operate the San Pedro & Southwestern Railroad in Southeast Arizona and the Coos Bay Rail Link in Western Oregon. Coos Bay Rail Link chosen as the Railway Age shortline railroad of the year for 2014. Transmodal services provided to hardwood export customers in Virginia and Tennessee from operating subsidiary Front Royal Transload. Aircraft acquisition and leasing through subsidiary holding company ARG Aviation Services. Responsible for financial oversight, strategic planning and business development for the family of companies.

U.S. NAVY

1987 to Present - Professional Military Officer for over 28 years. Active duty Naval Aviator for seven years from 1987 to 1994. Veteran of Operations Desert Shield / Storm. Aide-de-Camp for senior U.S. Admiral at NATO Portugal. Recalled to active duty for Operation Iraqi Freedom – 2003 at U.S. Naval Forces Central Command, Bahrain. Recalled to active duty for Operation Enduring Freedom – 2013/2014 at NATO Training Mission – Afghanistan, Kabul. Currently Staff Officer at Commander THIRD Fleet Joint Forces Maritime Component Commander unit providing reserve augmentation to the U.S. Navy THIRD Fleet.

EVERGREEN HELICOPTERS

2004 to 2005 – Vice President Sales & Marketing for international aviation services company. Responsible for marketing and implementation of rotary and fixed wing service contracts to corporate, government and NGO markets. Led sales team in employing fleet of over 100 aircraft in worldwide operations. Hands-on project management for program start-ups.

CSI AVIATION SERVICES

1997 to 2003 – Vice President Sales & Marketing for air charter management company. Responsible for leading sales and marketing for international provider of airliner charters and leases. Project manager for corporate and government air charter programs. Supervised program providing the Justice Prisoner and Alien Transport System (JPATS) with aircraft for transporting federal prisoners and undocumented aliens throughout continental US and Latin America.

EDUCATION

Bachelor of Science, Cornell University, 1987
Master of Business Administration, University of New Mexico, 1998

Michael E. Farthing

Attorney at Law

462 Kodiak Street
Eugene, Oregon 97401

Office: 541-683-1950 < Fax: 541-654-5083

PO Box 10126
Eugene, Oregon 97440

email: mefarthing@yahoo.com

June 17, 2015

by email to: MMcgowan@lcog.org

Lane Area Commission on Transportation

Re: Application for stakeholder position on Lane Area Commission on Transportation

Ms. McGowan:

Attached is the completed application form that I am submitting for a stakeholder position on the Lane Area Commission on Transportation. It contains the details of my resume and qualifications for the position together with a completed application form.

Please let me know if you need additional information. I am available to attend an in-person interview if requested. Thank you for your consideration.

Sincerely,



Michael E. Farthing

MEF/mg

Attachments

Open Until June 22, 2015

Applicant Criteria

- Be able to attend monthly meetings on the 2nd Wednesday of each month, from 5:30 to 7:30 p.m. in Springfield
- Be willing to serve an up to 4-year term
- Live in Lane County OR represent a business or organization that operates in Lane County

Name:	Michael E Farthing		
Residential/Business Address:	1879 Happy Lane	Eugene , OR	97401
	Street	City	Zip
Mailing Address:	PO BOX 10126	Eugene , OR	97440
	Street	City	Zip
Home Telephone:	541-683-1950	Work Telephone:	541-683-1950
FAX:	n/a	E-Mail:	mefarthing@yahoo.com
Employment:	Licensed attorney in private practice specializing in land use (Oregon State Bar # 740919)		

The LaneACT is recruiting for the following positions:

- A Designated Stakeholder representing Environmental Land Use interests.
- A Designated Stakeholder representing Rail interests.
- An Other Stakeholder representing a wide variety of interests. (See Other Stakeholders below.)

Stakeholders will be appointed to 4-year terms and may be reappointed to subsequent 4-year terms by LaneACT.

Designated Stakeholders:

If you wish to apply for one of the Designated Stakeholder positions, please check ONLY ONE of the following boxes. You may apply for both a Designated and Other Stakeholder position.

<input checked="" type="checkbox"/>	Environmental Land Use
<input type="checkbox"/>	Rail

Other Stakeholders:

If you wish to apply for one of the Other Stakeholder positions, please check one or more of the following boxes. You may apply for both Designated and Other Stakeholder positions.

<input type="checkbox"/>	Airports	<input checked="" type="checkbox"/>	Public Transit Riders (Bus & Rail)	<input type="checkbox"/>	Public Safety
<input checked="" type="checkbox"/>	Business	<input type="checkbox"/>	Tourism	<input type="checkbox"/>	Neighborhoods
<input type="checkbox"/>	Public Health	<input type="checkbox"/>	Schools	<input checked="" type="checkbox"/>	Senior Citizens
<input type="checkbox"/>	Minorities	<input type="checkbox"/>	Special Transportation Needs	<input type="checkbox"/>	Environment
<input type="checkbox"/>	Parts of Lane County Not Otherwise Well Represented on LaneACT				
<input type="checkbox"/>	Other Interests, Please Specify:				

(OVER)

Please answer the following questions. Attach additional pages if necessary.

1. Please describe how your background, training and experience prepare you to represent the appropriate stakeholder position(s). Include employment, educational, vocational and skill training, degrees and certifications, licenses, participation on boards and committees, memberships, life experience, etc.

See attached statement

2. If you are a member of an organization representing the appropriate stakeholder position(s), and/or if you have received an endorsement to serve on LaneACT from such an organization, please describe your membership(s) and/or endorsement(s).

See attached statement

3. Please provide any additional information about yourself which will help LaneACT select you.

See attached statement

In addition to answering the above questions, you may attach a resumé to provide additional information about yourself if you wish.

Thank you for applying to be a LaneACT Stakeholder!

Demographic Information (Optional):

The LaneACT collects information on race, color, national origin, and gender of applicants to the Commission to ensure the inclusion of all segments of the population affected by LaneACT. You have the option of providing this information. You may apply to be a LaneACT Stakeholder even if you do not wish to provide this information. This information will not be used in the selection process.

Gender	Male		Number of Persons in Your Household		2	
Annual Household Income:						
<input type="checkbox"/>	Less than \$25,000	<input type="checkbox"/>	\$25,000-\$44,999	<input type="checkbox"/>	\$45,000-\$74,999	<input checked="" type="checkbox"/> More than \$75,000
Disability	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Senior	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	Youth <input type="checkbox"/> Yes <input type="checkbox"/> No
<input type="checkbox"/>	African American	<input type="checkbox"/>	Hispanic	<input type="checkbox"/>	American Indian/Alaskan Native	<input type="checkbox"/> Asian
<input type="checkbox"/>	Native Hawaiian and other Pacific Islander		<input type="checkbox"/>	Multiracial	<input checked="" type="checkbox"/> White	<input type="checkbox"/> Other

Please Return Your Completed Application to:

Mail: Mary McGowan, LCOG / 859 Willamette Street, Suite 500 / Eugene, OR 97401-2910

E-Mail: MMcGowan@lcog.org

FAX: (541) 682-4099 Attn: Mary

1. *(Please describe your background, training and experience prepare you to represent appropriate stakeholder position.)* Include employment, educational, vocational and skill training, degrees and certifications, licenses, participation on boards and committees, memberships, life experience, etc.

I was born in Ashland, Oregon, grew up in Medford, Oregon and graduated high school in 1966. I attended the University of Oregon and graduated in 1970 with a B.S. Psychology degree and from UO Law School in 1974 with J.D. I passed the Oregon bar in 1974 and began as an associate with Butler, Husk & Gleaves (now known as Gleaves Swearingen). Initially, I worked as Vernon Gleaves' associate representing a wide variety of local businesses and land owners, including those with large holdings of farm and forest lands. I became a partner in 1980. From the beginning of my legal career, I was involved in land use matters that involved Mr. Gleaves' and the firm's clients. One of my earliest cases involved a sawmill outside of the City of Coburg that eventually was decided at the appellate level, *Green v. Hayward*, and was one of the earliest land use cases decided after the enactment of SB 100 in 1973. I left the firm in 2000 and have been a sole practitioner, specializing in land use law since that time.

During my tenure at Gleaves Swearingen, I was the principal land use attorney and my practice was devoted almost entirely to land use matters but with a limited amount of work involving related real estate matters, e.g. leases, property line adjustments, conveyances. During that time I worked for a variety of clients ranging from large national corporations, e.g. Weyerhaeuser Real Estate Co., to individuals owning small farms and woodlots. At Gleaves Swearingen, I worked exclusively for persons seeking some type of land use approval. However, once on my own, I have represented many individuals and groups who have opposed a particular land use application. In short, I do not favor either developers or opponents but rather have focused my current practice on helping clients realistically formulate their goals for participating in a specific land use proceeding and then developing a strategy for achieving those goals. In providing this advice, one of my primary objectives is to provide a candid assessment about the potential client's likelihood for achieving their desired result.

Beyond my legal work, I have been a member of the Eugene Chamber of Commerce and served on the Board of Directors in the late 80's. I was also a member of the Oregon State Bar Real Estate and Lane Use Section Executive board. I have lived in Eugene for nearly 50 years, raised my children here, have four grandchildren and live with my wife of 27 years on a street appropriately named Happy Lane.

I say this as an introduction to my strong interest in Lane County's transportation infrastructure. In nearly all of the land use matters I have worked on over the last 40 years of representing businesses and individuals, some aspect of the local transportation system was involved in the decision process. The issues that arose range from the number and location of driveways to provision of a bicycle path as a condition of approval. Beyond the land use process, access to the transportation system also plays a critical role in evaluating a particular parcel of land for a specific use, whether that is a personal residence or relocation of a business.

The maintenance and enhancement of Lane County's transportation facilities is, in my view, one of the key elements to maintaining Lane County's superb quality of life. Planning for, rather than reacting to, population growth and the attendant demands on our transportation systems is critical to Lane County's future.

(Statement 1 Response)

2. (If you are a member of an organization representing the appropriate stakeholder position(s), and/or if you have received an endorsement to serve on LaneACT from such an organization, please describe your membership(s) and/or endorsements(s).)

Since 1974, I have seen the State land use laws evolve into a comprehensive and complex system that requires cities and counties to adopt and administer detailed zoning and regulatory codes that must comply with regulations adopted by the Land Conservation and Development Commission and, in some instances, the Oregon Legislature. Transportation matters, through the application of Statewide Planning Goal 12, has become a key factor in the land use planning process.

I am familiar with ODOT's Transportation Plan and the local transportation plans of Lane County and the Metro Area. I believe my work in the private sector and personal experience allow me to state that I will work for all residents of Lane County, rural and urban, business and individuals, old and young, able-bodied and disabled, to maintain and enhance our transportation systems and facilities.

I am not applying as a representative of any group or organization but I have been involved with numerous groups and activities primarily in the Metro Area. I have a deep and long-standing interest in strengthening our local transportation systems. This is critical to continuing our present quality of life.

3. (Please provide any additional information about yourself which will help LaneACT select you..)

Finally, beyond my land use experience, I believe I can speak for both seniors and disabled to some degree. I am 67 and I have artificial hips and knees. For now, I am able to move fairly easily through the community but I am increasingly sensitive to those in the community who may not be able to get around. Mobility and access to basic necessities is critical to their quality of life and I believe I can represent those who are similarly-situated.

I have been a passenger on LTD numerous times in the last ten years. My niece works for the City of Eugene as a bicycle event coordinator and my brother is a regular rider of LTD as well as a cyclist. My wife and I utilize the shuttle bus service for University of Oregon football and basketball games and have started bicycling in our Delta/Goodpasture neighborhood. Also, given where we live, the number one vehicular bottleneck in Lane County, which is the Delta Highway/Belt Line Highway/Willamette River intersection, occurs in my neighborhood between 4 PM and 6 PM every weekday, all year long. My interest in transportation has been magnified by my personal living situation.

Open Until June 22, 2015

Applicant Criteria

- Be able to attend monthly meetings on the 2nd Wednesday of each month, from 5:30 to 7:30 p.m. in Springfield
- Be willing to serve an up to 4-year term
- Live in Lane County OR represent a business or organization that operates in Lane County

Name:	Rob Zako	
Home Address:	1280-B East 28th Ave. Eugene, OR 97403-1616 541-343-5201	Mailing Address: <i>(same)</i>
FAX:	541-683-6333	E-Mail: robzako@gmail.com
Employment:	Research Associate Sustainable Cities Initiative 6206 University of Oregon Eugene, OR 97403-6206 541-346-8617	Executive Director Better Eugene-Springfield Transit (BEST) PO Box 773 Eugene, OR 97440 541-343-5201

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- A Designated Stakeholder representing Environmental Land Use interests.
- A Designated Stakeholder representing Rail interests.
- An Other Stakeholder representing a wide variety of interests. (See Other Stakeholders below.)

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Designated Stakeholders:

If you wish to apply for one of the Designated Stakeholder positions, please check ONLY ONE of the following boxes. You may apply for both a Designated and Other Stakeholder position.

<input checked="" type="checkbox"/>	Environmental Land Use
<input type="checkbox"/>	Rail

Other Stakeholders:

If you wish to apply for one of the Other Stakeholder positions, please check one or more of the following boxes. You may apply for both Designated and Other Stakeholder positions.

<input type="checkbox"/>	Airports	<input checked="" type="checkbox"/>	Public Transit Riders (Bus & Rail)	<input type="checkbox"/>	Public Safety
<input type="checkbox"/>	Business	<input type="checkbox"/>	Tourism	<input type="checkbox"/>	Neighborhoods
<input type="checkbox"/>	Public Health	<input type="checkbox"/>	Schools	<input type="checkbox"/>	Senior Citizens
<input type="checkbox"/>	Minorities	<input type="checkbox"/>	Special Transportation Needs	<input type="checkbox"/>	Environment
<input type="checkbox"/>	Parts of Lane County Not Otherwise Well Represented on LaneACT				
<input type="checkbox"/>	Other Interests, Please Specify:				

Please answer the following questions. Attach additional pages if necessary.

1. Please describe how your background, training and experience prepare you to represent the appropriate stakeholder position(s). Include employment, educational, vocational and skill training, degrees and certifications, licenses, participation on boards and committees, memberships, life experience, etc.

I have extensive experience in land use and transportation issues over the last 17 years, including:

- **University of Oregon Sustainable Cities Initiative**, Research Associate (2012–present): Current research is on “Assessing State Efforts to Integrate Transportation, Land Use and Climate.” Previous research, for the Lane Livability Consortium, was on “Sustainable Transportation Decision-Making.”
- **Better Eugene-Springfield Transit (BEST)**, Co-Founder & Executive Director (2012–present): BEST is interested in how the Eugene-Springfield area can accommodate an additional 50,000+ people over the next 20 years in essentially the existing land area—without significantly expanding transportation corridors—as called for in the Envision Eugene and Springfield 2030 visions. To accommodate this growth, local plans call for using existing transportation corridors more efficiently, in particular, by improving transit. Local plans also call for compact development that reduces the need for people to travel as far or as often.
- **Central Lane MPO**, Project Manager / independent consultant (2012): Assisted local governments in securing funding from ODOT to conduct integrated transportation and land use scenario planning to reduce greenhouse gas emissions from transportation.
- **Oregon Dept. of Land Conservation & Development**, Land Use-Transportation Planner (2010–2012): Administered Target Rulemaking Advisory Committee (TRAC) that recommended the targets the Land Conservation & Development Commission (LCDC) set for MPOs to reduce greenhouse gas emissions from transportation. Led development of the transportation and land use scenario planning guidelines.
- **Clackamas County**, Project Manager / independent consultant (2010–2011): Led project to explore establishing an Area Commission on Transportation (ACT) for the greater Mt. Hood region. Although the effort did not result in the formation of an ACT, four years later the Region 1 ACT (R1ACT) is being established for a larger area.
- **Lane Transit District**, Project Manager / independent consultant (2010): Organized the first “Let’s Talk Transit” public forum, which aimed to reengage civic leaders in the vision for EmX bus rapid transit and bolster support for a third leg in west Eugene.
- **Lane County**, Project Manager / independent consultant (2009–2010). In fulfillment of Senate Bill 944, designed and led a process leading to the formation of LaneACT.
- **West Eugene Collaborative**, Co-Founder & Coordinator (2006–2010). Helped launch a group of three dozen business, environmental, government, and community leaders looking for win-win solutions to traffic problems in west Eugene. Coordinated efforts to present the final report to local and state groups.
- **Lane County Moving Forward Together**, Project Manager / independent consultant (2007–2008): With Oregon Transportation & Growth Management (TGM) program staff and representatives of the REALTORS®, organized this all-day smart growth conference featuring nationally recognized speakers.
- **1000 Friends of Oregon**, Transportation Advocate (2003–2007): Worked on a variety of transportation and land use issues, including amendments to Oregon Transportation Planning Rule, the development of the Oregon Transportation Plan, amendments to the Oregon Highway Plan, and the “Big Look” Task Force reviewing Oregon’s land use planning program. Served on the Transportation & Growth Management (TGM) Advisory Committee and the State Transportation Improvement Program (STIP) Stakeholder Advisory Committee.
- **Friends of Eugene**, President (1998–2001): Led efforts around the development of *TransPlan*, the first EmX bus rapid transit line, and other transportation issues.

2. If you are a member of an organization representing the appropriate stakeholder position(s), and/or if you have received an endorsement to serve on LaneACT from such an organization, please describe your membership(s) and/or endorsement(s).

Both 1000 Friends of Oregon (where I worked until 2007) and Better Eugene-Springfield Transit (BEST) (where I am currently the executive director) endorse my application to serve on LaneACT. See letters of support submitted separately.

Both organizations understand that I will bring my extensive personal experience to the position, rather than narrowly representing either organization.

3. Please provide any additional information about yourself, which will help LaneACT select you.

In addition to answering the above questions, you may attach a résumé to provide additional information about yourself if you wish.

Thank you for applying to be a LaneACT Stakeholder!

Demographic Information (Optional):

The LaneACT collects information on race, color, national origin, and gender of applicants to the Commission to ensure the inclusion of all segments of the population affected by LaneACT. You have the option of providing this information. You may apply to be a LaneACT Stakeholder even if you do not wish to provide this information. This information will not be used in the selection process.

Gender: male				Number of Persons in Your Household: 2			
Annual Household Income:							
<input type="checkbox"/>	Less than \$25,000	<input type="checkbox"/>	\$25,000-\$44,999	<input checked="" type="checkbox"/>	\$45,000-\$74,999	<input type="checkbox"/>	More than \$75,000
Disability	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Senior	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Youth	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
<input type="checkbox"/>	African American	<input type="checkbox"/>	Hispanic	<input type="checkbox"/>	American Indian/Alaskan Native	<input type="checkbox"/>	Asian
<input type="checkbox"/>	Native Hawaiian and other Pacific Islander			<input type="checkbox"/>	Multiracial	<input checked="" type="checkbox"/>	White <input type="checkbox"/> Other

Please Return Your Completed Application to:

Mail: Mary McGowan, LCOG / 859 Willamette Street, Suite 500 / Eugene, OR 97401-2910

E-Mail: MMcGowan@lcog.org

FAX: (541) 682-4099 Attn: Mary



Willamette Valley Office • PO Box 51252 • Eugene, OR 97405 • (541) 520-3763 • fax (503) 223-0073
Portland Office • 133 SW 2nd Ave, Suite 201 • Portland, OR 97204 • (503) 497-1000 • fax (503) 223-0073 • www.friends.org
Southern Oregon Office • PO Box 2442 • Grants Pass, OR 97528 • (541) 474-1155 • fax (541) 474-9389

June 22, 2015

George Grier, Chair
Lane Area Commission on Transportation
644 A Street
Springfield, OR 97477

Re: Environmental Land Use Stakeholder seat

Dear Chair Grier:

Thank you for the opportunity to serve for the past two years as the Lane ACT's Environmental Land Use Stakeholder. As you consider applications for my replacement, please accept 1000 Friends' recommendation for Rob Zako.

Mr. Zako was the transportation advocate for 1000 Friends from 2003 to 2007, and has extensive knowledge of the connection between transportation and land use. Even though he is no longer officially representing the organization, he will likely present a similar perspective.

Sincerely,

A handwritten signature in blue ink, appearing to read "Mia Nelson".

Mia Nelson
Willamette Valley Advocate
1000 Friends of Oregon
P.O. Box 51252
Eugene, OR 97452
541.520.3763



Better Eugene-Springfield Transit

Board of Directors

Alexis Biddle
Kaitlyn Grigsby
Eric Gunderson
Shane MacRhodes
Bree Nicoletto
Walt Norblad
Brittany Quick-Warner
Matt Roberts
Brett Rowlett
Joshua Skov
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Shawn Boles
Dan Bryant
Claire Carpenter-Seguin
Julie Daniel
Tim Duy
Celeste Edman
Michael Eyster
Philip Farrington
Nigel Francisco
David Funk
Gerry Gaydos
Beth Gerot
George Grier
Pat Hocken
Dean Huber
Art Johnson
Terry McDonald
Ashley Miller
Mia Nelson
Mark Pangborn
Laura Potter
Sue Prichard
Larry Reed
Marc Schlossberg
Tom Schneider
Jean Tate
Laurie Trieger
Jenny Ulum
Carmen Urbina
John VanLandingham
Stefano Viggiano

June 22, 2015

George Grier
Chair, LaneACT
c/o Frannie Brindle

Dear George,

I am writing to support Rob Zako's application to serve on LaneACT, either as the "environmental land use" stakeholder or as an "other" stakeholder representing transit riders.

For the past three years, Better Eugene-Springfield Transit (BEST) has been fortunate to have Rob as our part-time executive director and to benefit from his extensive experience with transportation and land use issues in a variety of roles over the last 17 years. LaneACT will similarly benefit.

Although BEST's work does touch on land use issues—we see better transit as necessary to realize the Envision Eugene and Springfield 2030 visions for our community—we are focused more on transit issues, and to a lesser extent on bicycle and pedestrian issues. We are confident Rob will represent our interests, but will bring his broader perspective to issues coming before LaneACT.

On behalf of the BEST Board of Directors, I wholeheartedly support Rob for LaneACT.

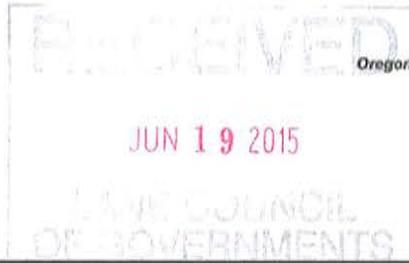
Sincerely,

Eric Gunderson
President, BEST

P.O. Box 773, Eugene, OR 97440 • 541-343-5201

info@best-oregon.org • www.best-oregon.org • www.facebook.com/BetterEugeneSpringfieldTransit

BEST is a 501(c)(3) nonprofit. Contributions are tax-deductible to the extent the law allows. Tax ID #42-1661720.



Open Until June 22, 2015

Applicant Criteria

- Be able to attend monthly meetings on the 2nd Wednesday of each month, from 5:30 to 7:30 p.m. in Springfield
- Be willing to serve an up to 4-year term
- Live in Lane County OR represent a business or organization that operates in Lane County

Name:	<i>Kathleen K. Lamberg</i>		
Residential/Business Address:	Street <i>1833 Labona Dr.</i> City <i>Eugene</i> Zip <i>97404</i>		
Mailing Address:	Street <i>same</i> City _____ Zip _____		
Home Telephone:	<i>541-954-3616</i>	Work Telephone:	
FAX:		E-Mail:	<i>KathyLamberg@gmail.com</i>
Employment:	<i>None at this time, Volunteer</i>		

The LaneACT is recruiting for the following positions:

- A Designated Stakeholder representing Environmental Land Use interests.
- A Designated Stakeholder representing Rail interests.
- An Other Stakeholder representing a wide variety of interests. (See Other Stakeholders below.)

Stakeholders will be appointed to 4-year terms and may be reappointed to subsequent 4-year terms by LaneACT.

Designated Stakeholders:

If you wish to apply for one of the Designated Stakeholder positions, please check ONLY ONE of the following boxes. You may apply for both a Designated and Other Stakeholder position.

<input type="checkbox"/>	Environmental Land Use
<input type="checkbox"/>	Rail

Other Stakeholders:

If you wish to apply for one of the Other Stakeholder positions, please check one or more of the following boxes. You may apply for both Designated and Other Stakeholder positions.

<input type="checkbox"/> Airports	<input type="checkbox"/> Public Transit Riders (Bus & Rail)	<input type="checkbox"/> Public Safety
<input type="checkbox"/> Business	<input type="checkbox"/> Tourism	<input checked="" type="checkbox"/> Neighborhoods
<input checked="" type="checkbox"/> Public Health	<input type="checkbox"/> Schools	<input type="checkbox"/> Senior Citizens
<input type="checkbox"/> Minorities	<input type="checkbox"/> Special Transportation Needs	<input checked="" type="checkbox"/> Environment
<input type="checkbox"/> Parts of Lane County Not Otherwise Well Represented on LaneACT		
<input type="checkbox"/> Other Interests, Please Specify:		<i>wildlife</i>

(OVER)

Please answer the following questions. Attach additional pages if necessary.

1. Please describe how your background, training and experience prepare you to represent the appropriate stakeholder position(s). Include employment, educational, vocational and skill training, degrees and certifications, licenses, participation on boards and committees, memberships, life experience, etc.

see Attached

2. If you are a member of an organization representing the appropriate stakeholder position(s), and/or if you have received an endorsement to serve on LaneACT from such an organization, please describe your membership(s) and/or endorsement(s).

see Attached

3. Please provide any additional information about yourself which will help LaneACT select you.

see Attached

In addition to answering the above questions, you may attach a resumé to provide additional information about yourself if you wish.

Thank you for applying to be a LaneACT Stakeholder!

Demographic Information (Optional):

The LaneACT collects information on race, color, national origin, and gender of applicants to the Commission to ensure the inclusion of all segments of the population affected by LaneACT. You have the option of providing this information. You may apply to be a LaneACT Stakeholder even if you do not wish to provide this information. This information will not be used in the selection process.

Gender					Number of Persons in Your Household									
Annual Household Income:														
<input type="checkbox"/>	Less than \$25,000	<input type="checkbox"/>	\$25,000-\$44,999	<input type="checkbox"/>	\$45,000-\$74,999	<input type="checkbox"/>	More than \$75,000							
Disability	<input type="checkbox"/>	Yes	<input type="checkbox"/>	No	Senior	<input type="checkbox"/>	Yes	<input type="checkbox"/>	No	Youth	<input type="checkbox"/>	Yes	<input type="checkbox"/>	No
<input type="checkbox"/>	African American	<input type="checkbox"/>	Hispanic	<input type="checkbox"/>	American Indian/Alaskan Native	<input type="checkbox"/>	Asian							
<input type="checkbox"/>	Native Hawaiian and other Pacific Islander				<input type="checkbox"/>	Multiracial	<input type="checkbox"/>	White	<input type="checkbox"/>	Other				

Please Return Your Completed Application to:

Mail: Mary McGowan, LCOG / 859 Willamette Street, Suite 500 / Eugene, OR 97401-2910

E-Mail: MMcGowan@lcog.org

FAX: (541) 682-4099 Attn: Mary

#1 One of the most interesting things about me is my interest in wildlife and environment. I am currently using my decades of accumulated expertise in wildlife/birding to help a local golf course acquire Audubon certification. This field of study has been of such interest to me that I have managed to memorize the calls of over 60 bird species, and I have gained awareness of the importance of maintaining a healthy balance between human and natural habitats.

My B. A. in Psychology and my A. S. in Dietetics, along with my years of work in hospitals, has taught me to pay attention to health issues in the community. I assisted school nursing staff in both Howard Elementary and Kelly Middle School, in addressing student health issues like vision screening and personal hygiene.

Not only were my research skills developed and strengthened through achieving an M. A. in Theological Studies, but by pursuing a graduate degree, I found that I could share my love of learning through tutoring, and I currently tutor the ancient language of Greek. Reading is also important to me. I try to keep books in the hands of kids on my side of town by serving on the River Road Santa Clara Volunteer Library Board and actively working at soliciting donations for the organization. Many families in the River Road and Santa Clara area are outside the Eugene city limits and cannot afford a Eugene Library card.

Not only do I enjoy teaching my Greek students, but my neighbors as well, taking time out to make sure they are aware of nature around them, as I point out the neighborhood hawk's nest to the kids who pass by my house. My life-education and interest in wildlife, my formal education and community-oriented service in learning and teaching, qualify me as a representative in each area: environment, public health, and neighborhood, and to hold a stakeholder position.

#2 Does not apply

#3 I am very interested in Oregon State legislation and have made the trip to Oregon's Capitol once a week during the current legislative session (2015) in order to follow the progress of our legislators. I understand the importance of a working relationship between our state and county governments. Transportation issues are among the most important issues facing Oregonians, and I would like to be a part of Lane Area Commission on Transportation.

Kathleen K. Lamberg

1833 Labona Drive
Eugene, OR 97404

kathylamberg@gmail.com

541-954-3616

PROFILE

- Greek Language Teacher
Teaches private tutoring lessons
 - 2014 Candidate for State Representative
 - Outstanding College and Graduate Student
Graduated Suma Cum Laude, Northwest Christian College
3.98 GPA, George Fox University
Received Zondervan Greek Achievement Award
Dean's List, Northwest Christian College
 - Professional
Teacher's Assistant, Northwest Christian College
Diet Clerk
Kitchen Supervisor (Relief Shift)
 - Community Oriented
Birding Expert, Shadow Hills Golf Club Audubon Certification Committee
River Road Santa Clara Volunteer Library Board
Library volunteer, Kelly Middle School
North Eugene Booster Club
Green Hill Animal Shelter
-

EDUCATION

- M. A. Theological Studies, George Fox University, Portland, OR 2011
 - B. A. Psychology, Northwest Christian College, Eugene, OR 2005
 - A. S. Dietetic Assistant, Lane Community College, Eugene, OR 1980
-

WORK HISTORY AND EXPERIENCE

- Teacher's Assistant
2004-2005 Northwest Christian College, Eugene, OR
- Diet Clerk
1982-1985 Campbell County Memorial Hospital, Gillette, WY
- Diet Clerk
1980-1982 Sacred Heart Medical Center, Eugene, OR
- Kitchen Supervisor (Relief Shift)
1980 Oh Susannah's Restaurant, Eugene, OR



Lane Area Commission on Transportation

859 Willamette Street, Suite 500, Eugene, Oregon 97401-2910
541.682.4283 (office)



August 12, 2015

TO: Lane Area Commission on Transportation (LaneACT)
FROM: Rich Brock, Senior Financial Analyst, ODOT Financial Services
Matthew Harris, Senior Financial Analyst, ODOT Financial Services
SUBJECT: Agenda Item 6: Oregon Transportation Infrastructure Bank

Recommended Action: None. Information only.

Background

The Oregon Transportation Infrastructure Bank (OTIB) was established by the department (ODOT) in 1996 as part of a federal pilot “State Infrastructure Bank” (SIB) program, federally authorized by the National Highway System Designation Act of 1995. The OTIB has been lauded by the Federal Highway Administration (FHWA) as one of the most successful SIBs in the country.

To date, the OTIB has originated 40 loans totaling \$84.4 million in assistance to city, county, special district, and not-for-profit borrowers. This includes three (3) loans totaling \$11.0 million in from 7/1/14 to 7/29/15.

The OTIB is generally well received by ODOT’s local government partners because the OTIB can offer interest rates equivalent to highly rated, publicly financed municipal bonds. The OTIB also offers flexible loan terms, with typically lower administrative costs (particularly for small loan sizes) than municipal bonds. Many of the OTIB’s loans are structured similar to general construction loans, allowing funds to be drawn down over the construction period of a project.

Benefits to local government borrowing from the OTIB include:

1. The costs of paying interest on debt for a project may be substantially less than construction inflation costs over time.
2. A loan may allow a borrower to stretch the cost of a project over several budget cycles. This can be especially beneficial when federal matching funds are in play, so that a borrower does not potentially miss out on grant funds that may be available immediately.
3. Borrowing for a project shifts the cost of acquiring the asset to the users of that asset, who can and will change over time.

For more information about the OTIB, or to request a Loan Application, please contact Matthew Harris at 503-986-3393 or matthew.d.harris@odot.state.or.us.

Attachments

Attachment 1 OTIB Brochure



OREGON TRANSPORTATION INFRASTRUCTURE BANK (OTIB)

For additional information or an application
please visit the ODOT web-site:

www.oregon.gov/odot/cs/fs/pages/otib.aspx

or contact:

Matthew Harris
Senior Financial Analyst
matthew.d.harris@odot.state.or.us
503-986-3393

Lee Helgerson
Debt Management
lee.a.helgerson@odot.state.or.us
503-986-6634



**Oregon
Department
of Transportation**



Oregon Transportation Infrastructure Bank (OTIB) provides low cost loans for transportation related projects by:

- Reducing total up-front costs
- Reducing overall interest costs
 - No prepayment penalties
 - Draw funds only as needed

OTIB loans are processed quickly and a decision is typically received **within 60 days**, with loan closing **between 90-120 days**.

FLEXIBILITY TO MEET A VARIETY OF NEEDS

- Low interest loans for all or part of a project
 - Loans with interest-only periods in early years
 - Construction period financing
 - Credit enhancement
 - Subordinated debt instruments for revenue bonds
- The OTIB provides a cheaper alternative source of funding for a wide range of transportation projects.

LOW COST + FLEXIBILITY + QUICK PROCESSING =
THE **OPTIMAL FINANCING ALTERNATIVE**

BORROWER QUALIFICATIONS

Oregon cities, counties, special districts and private entities with a qualified transportation project are considered eligible borrowers.

Qualified transportation projects are defined as any highway/road or public transit project that facilitates transportation within the state of Oregon.

APPLICATION PROCESS

The process starts with an inquiry and/or an application.

Applications are reviewed by ODOT financial and Region staff and a recommendation is made to the Oregon Transportation Commission (\$1 million or more) or ODOT's Chief Financial Officer. The applicant is then notified of the outcome.

OTIB ACCOMPLISHMENTS

Since its start in 1996, the OTIB has provided 39 loans totaling **\$73.3 million**.

For their contributions to the Newberg-Dundee bypass,

- **City of McMinnville** borrowed \$3.2 million. An OTIB loan saved the city approximately \$91k.
- **Yamhill County** borrowed \$10.4million. An OTIB loan saved the city approximately \$594k.



Photographs courtesy of ODOT, Newberg-Dundee bypass construction, an OTIB project.



Lane Area Commission on Transportation

895 Willamette Street, Suite 500, Eugene, Oregon 97401-2910

541.682.4283 (office)



August 12, 2015

TO: Lane Area Commission on Transportation (LaneACT)

FROM: David Reesor, Senior Transportation Planner, ODOT
Cosette Rees, Accessible and Customer Service Manager, Lane Transit District
Jean Palmateer, Public Transportation Planner, ODOT

SUBJECT: Agenda Item 7: Florence/Yachats Transit Service Stakeholder Engagement

Recommended Action: None. Information only.

Staff from the Lane Transit District (LTD) and ODOT are pleased to provide the LaneACT with information about the public transportation issues relating to Florence and Yachats. Staff will present a high-level overview of stakeholder engagement during the August 12th Lane ACT meeting and will be available for questions.

Background

Travel options between Florence and Yachats are not available on a regular, consistent, predictable and affordable basis for routine travel. Intercity service between Florence and Yachats, called “the gap,” and regional connectivity appears to be underserved by the available services. While each community has public transit service, the two services do not connect. The gap is a barrier to north-south and east-west travel. Reliable transportation access is needed for employment, medical appointments, tourism, school, recreation, and general purposes. Refer to Attachment 1 for a map showing the transit network in Oregon.

There are several issues related to the situation: Intercity travel as currently provided on Highway 101 is the result of county transit agencies, such as Lincoln County Transit, providing connections to its coastal communities, and private intercity bus businesses providing connections from coastal communities to inland destinations. Funding and transit planning patterns for transit generally align to transit district, county, and city jurisdictions. The service area of Florence and Yachats falls into the cracks—they are in two different counties, outside of a transit district, and not on the path of travel of an intercity bus carrier.

At the request of city leadership in both Florence and Yachats, in the spring of 2015 LTD and ODOT convened a meeting of a wide variety of stakeholders to analyze the need, feasibility, and public support for potential transit solutions to the fill the gap. Refer to Attachment 2 for a list of stakeholder participants.

Initial meetings with the stakeholders identified transportation challenges and opportunities, and defined the goals for the engagement. The challenges are:

- For Florence: The community perceives a need for more frequent service including a wider geographic coverage, possibly to Dunes City and Mapleton and on evenings and weekends. There are infrequent connecting public transit services east to Eugene.
- For Yachats: The primary gap is insufficient service south for residents to access services and activities in the Florence area. They also note that there is a need for more frequent service north.
- For ODOT: The primary problem is the gap in the intercity bus network, and a lack of planned connectivity between intercity bus providers in the regional area.
- For all stakeholders: Safety along the 101 corridor is of high importance—many participants pointed to the narrow segment of 101 near Cape Perpetua and the lack of safety for cyclists and other users. The group also noted lack of information about existing linkages going east from Florence connecting to Eugene and north from Yachats, connecting to Corvallis, Albany, Tillamook, and Portland.

The stakeholders established the following goals:

- Establish affordable, convenient, reliable, accessible, safe public transportation between Florence and Yachats.
- Consider service to the surrounding areas.
- Increase awareness of existing services.
- Increase understanding of unmet needs.
- Increase travel availability for tourism; Transportation Options/transportation for event management.
- Assure connectivity of services.
- Identify potential funding opportunities.

Based on this input, the stakeholders are now exploring potential solutions to address the defined goals. For example, Cascade West COG applied for a Transportation and Growth Management (TGM) planning project to further analyze and design public transportation and transportation options solutions. In the event that this grant is not funded, the group is targeting other grants. Other stakeholders are drafting public information about services currently available and looking at sources of funds for transit operations.

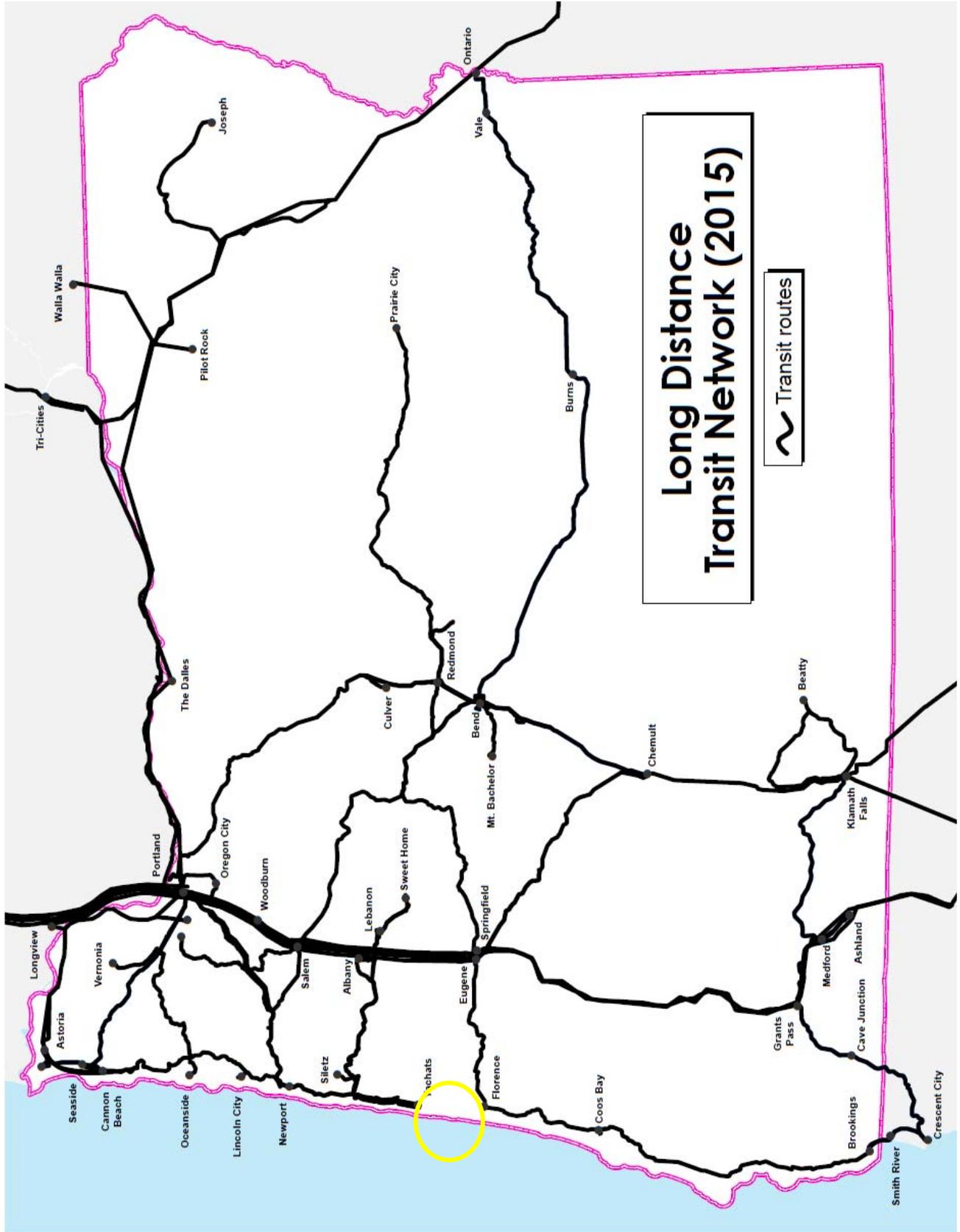
Initial discussions with the stakeholders indicate strong potential for several solutions to filling the gap: ODOT could provide grant funds; local communities have the potential to provide more locally-defined transportation services such as a volunteer driver program that could serve seniors and people with disabilities needing access to medical and other service not locally available, and both LTD and Cascade West COG operate Transportation Options programs that could reach out to the communities to offer carpooling, vanpooling, and other transportation operations solutions.

The stakeholders are committed to creating a Declaration of Cooperation that will document commitment and participation to assure continuance of the engagement. They understand that success will require a commitment of funding and other resources, and will require creating a cross-jurisdictional governance structure along with a commitment to participating for potentially many years in order to assure the success of the project.

Attachments

Attachment 1 Map Showing the Transit Network in Oregon

Attachment 2 List of Stakeholders



LIST OF STAKEHOLDERS

Yachats – Mayor Ron Brean
Florence – Mayor Joe Henry
Lincoln County Transit – Cynda Bruce
Lane Transit District – Cosette Rees
Confederated Tribes of Siletz – Tracy Bailey
Trillium CCO – Shannon Conley
Florence Transit Advisory Committee – don Patton
Yachats City Council – Barbara Fry
Florence City Manager – Erin Reynolds
Caravan Airport Shuttle – Felix Roldan
River Cities Taxi – Josh Haring
PeaceHealth –Rick Yecney
ODOT – Jean Palmateer
ODOT – Amy Ramsdell

Plus several citizens have attended meetings which have rotated between Florence and Yachats.



Lane Area Commission on Transportation

895 Willamette Street, Suite 500, Eugene, Oregon 97401-2910

541.682.4283 (office)



August 12, 2015

TO: Lane Area Commission on Transportation (LaneACT)

FROM: Frannie Brindle, ODOT Area 5 Manager

SUBJECT: Agenda Item 8: Governor’s Transportation Vision Panel

Recommended Action: None. Information only.

Background

The Governor’s Transportation Vision Panel (GTVP) has been meeting since November 2014 in an effort to develop a Work Plan to address transportation issues across the transportation modes and regions of the state. Members on the Vision Plan include legislative representatives, business owners, and civic leaders from across Oregon. The GTVP has been charged with the following tasks:

1. Assess the major challenges facing Oregon’s transportation system today.
2. Develop a vision for what Oregon’s transportation system should look like in the next 30 years.
3. Create a set of recommended actions for 2016 - 2020 to lay the groundwork for the vision.

Work to Date

Since January 2015, the GTVP has been working to assess the major challenges facing Oregon’s transportation system including long-term revenue shortfall across all transportation modes, system reliability, seismic risk, innovation, and the growing unmet demand for freight, transit service, and active transportation infrastructure. The GTVP is creating a series of *preliminary recommended actions* that will go beyond general policy goals outlined in the Oregon Transportation Plan. The recommendations include specific legislative and administrative actions to be undertaken over the next four years to improve and modernize Oregon’s transportation system across all modes.

Regional Forum Objectives

To further develop and refine the *preliminary Vision and Recommended Actions*, the GTVP will hold a series of regional forums in early 2016 throughout Oregon. The regional forums will have the following objectives:

1. GTVP, will present the *preliminary* recommendations and familiarize stakeholders with the reasoning and decision-making behind these draft recommendations.
2. Elicit input about distinct regional needs and priorities as they relate to the panel’s long-term vision.

3. Seek stakeholder *input* on the preliminary recommended actions to ensure that these recommendations reflect regional needs and interests, and *prioritize* among these preliminary recommendations.
4. Get feedback from stakeholders on which recommended actions are high-priority items for each region.

The regional meetings are expected to take 1½ hours. The Area Manager and the LaneACT Steering Committee will schedule the regional forum for our area, most likely to be in January or February of 2016. The meeting will either be part of the LaneACT agenda or be scheduled as a stand-alone session prior to the LaneACT meeting. Key stakeholders and participants to be invited include:

- ACT members, Area Manager
- Regional Solutions Team
- MPC members
- County officials
- Tribal officials
- Lane Transit District agency official
- Locally significant industry clusters
- Other business and community stakeholders

Updates and assistance will be provided to both the ACT and the MPC as the regional forum plans develop.

Recommended Action: None. Information only.



Lane Area Commission on Transportation

895 Willamette Street, Suite 500, Eugene, Oregon 97401-2910

541.682.4283 (office)



August 12, 2015

TO: Lane Area Commission on Transportation (LaneACT)

FROM: Shaun Quayle, P.E., Senior Engineer, Kittelson & Associates, Inc.
Galen McGill, P.E., ITS Manager, Oregon Department of Transportation

SUBJECT: Agenda Item 9: Beltline Ramp Metering & Delta Queue Warning System

Recommended Action: None. Information only.

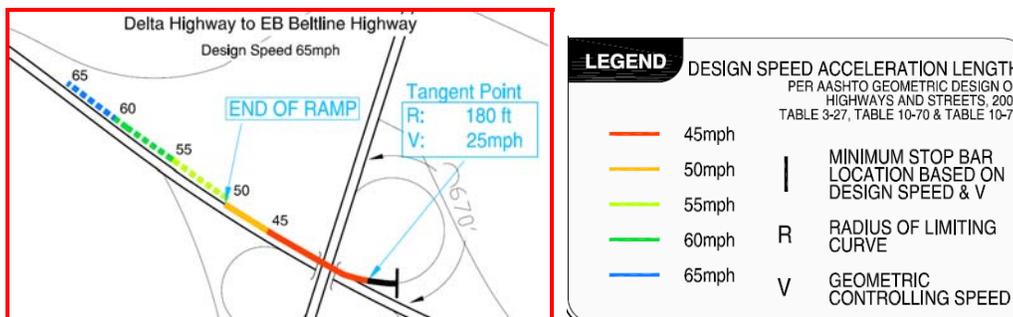
The lead consulting staff from Kittelson & Associates, Inc. and staff from the Oregon Department of Transportation are pleased to provide the LaneACT with information about the Beltline Highway Ramp Metering Preliminary Engineering & Evaluation and Delta Highway Queue Warning System projects and be available for questions. The following provides an excerpt of the executive summaries for both technical reports.

Background

Beltline Highway Ramp Metering Evaluation

With Oregon DOT, Kittelson & Associates, Inc., conducted high-level feasibility analysis of ramp geometries and recommended ramp metering locations for the Beltline Highway to manage traffic flows and conflicts (safety) for merging/diverging vehicles, particularly across the Willamette River Bridge, which acts as a bottleneck to corridor operations. In some cases, less than optimal ramp queue storage is available (e.g., eastbound at River Road) and thus faster ramp metering rates are used with the adaptive ramp metering system to balance aid to mainline traffic flows and avoiding queue spillback into adjacent surface street traffic signals. In some cases, like the northbound Delta Highway to westbound Beltline Highway loop ramp, both loop widening and ramp extensions appear necessary to accommodate existing and future demands, without spilling back onto Delta Highway mainline northbound, as shown in Figure 1.

Figure 1 – NB Delta Highway to WB Beltline Highway Ramp Meter Feasibility Assessment



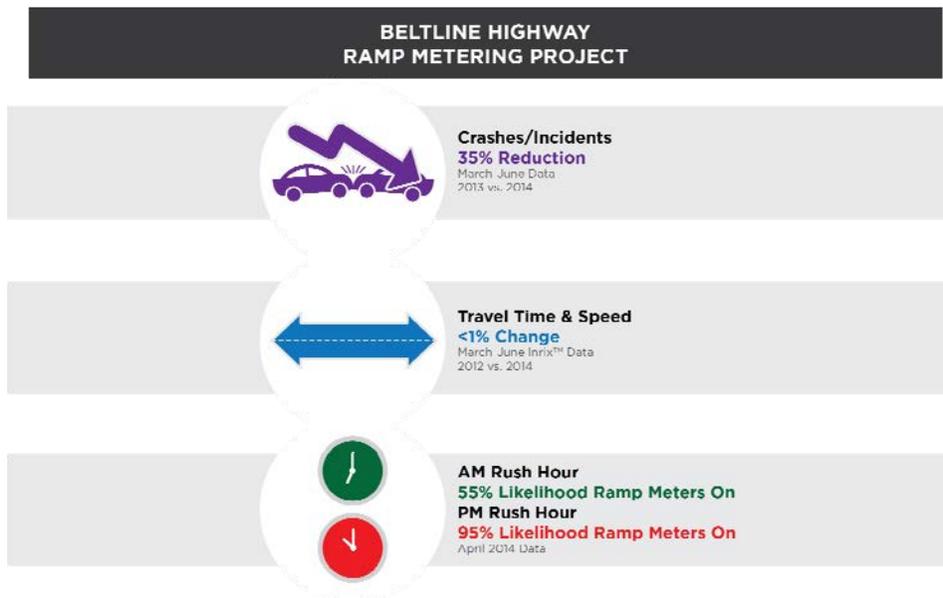
Kittelson also led the project performance evaluation of Beltline Highway (OR 569, Randy Pape Beltline) in Eugene, Oregon, before and after implementation of Beltline Highway on-ramp meters at River Road, River Avenue, Delta Highway (westbound from Green Acres Road), and Coburg Road, as shown in Figure 2 below.

Figure 2 – Beltline Highway Ramp Meter Locations



A summary of several performance metrics (including incidents, volumes, speeds, travel times, and travel time reliability) is provided in Table 1 below, with additional information about each performance metric available in the ACT presentation.

Table 1. Before-and-After System Performance Summary Infographic



Delta Highway Queue Warning System

Lane County, along with support from ODOT, City of Eugene, and Representative Nathanson of District 13, was selected through the ITS Operations Innovation and Demonstration Program. ODOT led the design and construction of the smart queue warning system, which uses radar speed sensors to trigger warning messages (e.g., CONGESTION 1/4 MILE PREPARE TO SLOW) on a downstream variable message sign in advance of a roadway (horizontal) curve limiting sight distance. Crash records indicated vehicles were crashing into the back of queued cars northbound on Delta Highway, south of the Goodpasture Island interchange as a result of congestion in the Beltline Highway interchange area. The project goal was to reduce back of queue crashes.

Kittelson led the crash safety evaluation and conducted interviews with users. An equal crash analysis period of 16 months for the before (May 2010 – August 2011) and 16 months after (May 2012 – August 2013) indicate a reduction in reported crashes on Delta Highway south of Goodpasture Island interchange from 11 before to 7 after, which is an reduction in excess of 35 percent. The results proved to be statistically significant, a promising sign for this Queue Warning System and its application in other back of queue crash risk locations.

Recommended Action: None. Information only.



Lane Area Commission on Transportation

895 Willamette Street, Suite 500, Eugene, Oregon 97401-2910
541.682.4283 (office)



August 12, 2015

TO: Lane Area Commission on Transportation (LaneACT)

FROM: David Reesor, Senior Region Planner, Area 5, ODOT

SUBJECT: Agenda Item 10: Statewide Transportation Improvement Program (STIP) Update

Recommended Action: Review and conduct STIP “Homework” assignment

Background

Please find attached in Attachment 1, a memo from Region 2 Manager Sonny Chickering that describes the current state of the 2018-2021 STIP Program as approved by the Oregon Transportation Commission (OTC) on July 16. The memo also describes how Region 2 will conduct the revised Enhance Non-Highway program (for which eligible agencies may propose projects) and the new State Highway and Active Transportation Leverage programs. The purpose of the attached memo is to request that you do some “homework” in advance of our next ACT meeting so that you are better prepared for the quick turnaround on the revised Enhance Non-Highway project proposal process and are better able to provide your input on ODOT Region 2’s initial State Highway and Active Transportation Leverage project recommendations.

Included in Attachment 1 are four documents referred to in the homework memo. Attachment A is a talking points overview of the OTC’s July 16 action to define the programs and processes associated with the 2018-2021 STIP. Attachment B is a spreadsheet that lists Region 2’s initial Leverage project recommendations. Attachment C is another spreadsheet that lists the recommended Fix-it projects for each Area in Region 2 (organized by tabs). Attachment D is the revised Region 2 schedule outlining the project identification, prioritization, scoping, and recommendation timeline for the Enhance Non-Highway and Leverage programs.

Please feel free to get in touch with Frannie Brindle, Area Manager, or myself if you have any questions in advance of our next ACT meeting.

Recommendation

Review the materials in advance of the meeting as requested in Attachment 1.

Attachments

Attachment 1 Memo from Region 2 Manager Sonny Chickering

Attachment A- STIP Talking Points

Attachment B- Region 2 STIP Leverage Projects

Attachment C- Region 2 Areas 150% Fix-It List

Attachment D- Updated Region 2 Timeline for Enhance Non-Highway and Leverage Programs



Oregon

Department of Transportation

Region 2 Headquarters

455 Airport Road SE Building B
Salem, Oregon 97301-5395
Telephone (503) 986-2600
Fax (503) 986-2630

DATE: July 30, 2015

TO: ODOT Area Managers and Enhance Eligible Jurisdictions and Agencies

FROM: Sonny Chickering, Region 2 Manager

RE: FY 2018 – FY 2021 STIP Process

On July 16, 2015, the Oregon Transportation Commission (OTC) approved funding and a revised process for the FY 2018 – 2021 State Transportation Improvement Program (STIP). Since FY 2018 was funded through the last STIP process, this new program actually covers FY 2019 – 2021. The approved program does feature a variety of changes from our past processes. The STIP process for FY 2018 – 2021 will be more focused on our Fix-it activities than the previous process and will include several new funding categories. Please refer to the attached talking points (**Attachment A**), from Travis Brower, Chief of Staff to ODOT Director Matt Garrett, for a summary of the new STIP funding structure.

Aside from the ConnectOregon program, the five primary funding sources requiring Region 2 project priority recommendations to the OTC are (1) the Fix-it program for preservation and repair of existing highway assets, (2) the All-Roads Transportation Safety (ARTS) program, (3) a new Enhance “Non-Highway” program for which local jurisdictions and agencies may propose, focused on funding bicycle, pedestrian, and other eligible Enhance “Non-Highway” program projects, (4) a new State Highway “Leverage” program, primarily focused on adding enhance-type elements, as identified by Region 2 staff, to Fix-it program projects, and (5) a new Active Transportation “Leverage” program, focused on adding active transportation project elements to Fix-it projects – Region 2 will include its \$1.8 million share of the \$6 million available statewide for the Active Transportation Leverage program as part of its overall State Highway Leverage program funding threshold. The project selection processes are already established for the Fix-it program and ARTS.

The OTC has provided each ODOT Region with the flexibility to establish a process and program parameters for identifying and selecting Enhance Non-Highway, State Highway Leverage, and Active Transportation Leverage projects that best fit each Region’s unique characteristics. This memo and its attachments are being sent to Region 2 ACT and MPO members and staff as a “homework” package to review in preparation for assisting Region 2 staff in the development of the 2018 – 2021 STIP over the next couple of months.

In addition to encouraging local jurisdictions to submit proposals for the Enhance Non-Highway funds, Region 2 is also requesting local input on the projects we have identified for funding under the new State Highway Leverage and Active Transportation Leverage programs. These proposed projects are included as **Attachment B**. Specifically, we are interested in understanding the degree to which these proposed projects have local support and whether there are any ideas for other projects or additional project leveraging and coordination that might be associated with these proposed projects. The Region 2 process and parameters for implementing the Enhance Non-Highway, State Highway Leverage, and Active Transportation Leverage programs are outlined below:

FY 2018 – 2021 STIP Process
July 30, 2015

- Enhance Non-Highway process and program parameters:
 - Approximately \$9.25 million will be made available to Region 2 for FY 19, 20, and 21
 - The minimum match will continue to be 10.27%
 - Program projects will be selected for recommendation to the OTC through a modified Enhance process using the proposal materials made available online in January 2015 (materials may be adapted as needed to support reduced program focus)
 - The Enhance Non-Highway program focus is bicycle, pedestrian, and other non-highway projects (ADA projects and bus replacements will be addressed through a separate statewide process)
 - Due to the higher percentage of administrative costs typically associated with federal aid construction projects, proposals involving federal-aid implementation oversight must meet a minimum funding request threshold of \$500,000 – project planning and other eligible non-construction activities are not subject to the \$500,000 limitation (contact the Region Enhance Coordinator with questions about proposal eligibility)
 - Region 2 encourages coordination with prospective proposers during a pre-proposal consultation period from July to October 2015
 - Due to the overall limitation on funding, proposals are limited to five per Area in Region 2's four Areas
 - Proposal submission priorities must be determined by each ACT, with input from the MPO's for projects within their boundaries – MPO input shall be considered in accordance with local ACT/MPO agreements
 - Proposals are due November 20, 2015
 - Projects will be selected through a Region-wide review and recommendation process
 - Due to the limited amount of funding available for the Enhance Non-Highway program in Region 2 and to help ensure that the strongest projects are recommended, there is no guarantee of projects or dollar values by Area
 - The Region 2 Super ACT will review all proposals and create the 150% Enhance Non-Highway scoping list by mid-January 2016
 - Region 2 will scope the 150% Enhance Non-Highway proposals with the assistance of the proposers between February and June 2016
 - The Super ACT will develop the 100% Enhance Non-Highway project recommendations by July 2016
 - Region 2 will submit the 100% Enhance Non-Highway project recommendations to OTC in August 2016
 - The post-September 2016 process will follow previously published STIP timelines

- State Highway Leverage and Active Transportation Leverage process and program parameters:
 - Approximately \$17.3 million will be made available to Region 2 for FY 19, 20, and 21 (\$15.5M State Highway Leverage and \$1.8M Active Transportation Leverage)
 - State Highway Leverage and Active Transportation Leverage projects will be selected and recommended to the OTC by Region 2 staff, with input from ACTs and MPOs

FY 2018 – 2021 STIP Process
July 30, 2015

- The State Highway Leverage and Active Transportation Leverage program focus is to identify projects or project elements that can “leverage” higher overall investment value by adding capacity/new facility elements to Fix-it projects – stand-alone safety, ITS, and bottleneck reduction projects may also be considered
- Region 2 will prepare “homework” packets for each ACT and MPO that include the 150% list Fix-it projects identified for each Area (provided in **Attachment C**), the initial Region 2 recommendations for State Highway Leverage and Active Transportation Leverage projects, and a request for input about these recommendations from ACT and MPO members
- Homework packets will be distributed in July 2015 – input will be gathered from ACTs and MPOs between August and October 2015
- Region 2’s State Highway Leverage and Active Transportation Leverage 150% project recommendation decisions will be shared with ACTs and MPOs in October and November 2015
- Region 2 will conduct the 150% Fix-it and “Leverage” project list scoping between December 2015 and June 2016
- Region 2 will share its 100% Fix-it and “Leverage” project recommendation decisions with ACTs and MPOs in July and August 2016
- Region will submit the 100% Fix-it and “Leverage” recommendations to OTC August 2016
- The post-September 2016 process will follow previously published STIP timelines

The OTC has also authorized a \$15 million bus replacement program and a \$6 million program to support improvements that implement the Americans with Disabilities Act (ADA). The Bus Replacement program and the ADA program processes will be conducted on a statewide basis and are still being developed. Further information will be released when it is available. An overall STIP funding eligibility matrix is being developed and will be provided by mid-August.

ODOT will also be working to coordinate these new STIP program processes with the upcoming ConnectOregon process. Our principle concern will be to make sure that the Connect staff and Modal Committee review and recommendation process outcomes are shared with the ACTs and MPOs in a timely manner to ensure that the Connect recommendations may be considered in advance of developing the 100% project recommendations for the Enhance Non-Highway and State Highway Leverage and Active Transportation Leverage programs. Additional guidance relating the Enhance Non-Highway and State Highway Leverage and Active Transportation Leverage program processes and the Connect program process (and timelines) will be provided as soon as the final parameters for the Connect process are developed.

In addition to the materials provided with this memo, please be aware that ODOT’s All-Roads Transportation Safety program (ARTS) project selection process is also currently underway. While this process is separate from the Fix-it, Enhance Non-Highway, and Leverage processes, additional opportunities to bundle and leverage proposed ARTS project activities with Fix-it, Non-Highway Enhance, and Leverage project proposals may exist. We encourage you to make note of these possible opportunities and reference them as you provide our staff with input on

FY 2018 – 2021 STIP Process
July 30, 2015

the Fix-it and Leverage proposals or as you put together your Enhance Non-Highway proposals. The ARTS 150% project proposal lists can be accessed via the following link:

http://www.oregon.gov/ODOT/HWY/TRAFFIC-ROADWAY/Pages/ARTS_R2.aspx

The new Region 2 timeline for the FY 2018 – 2021 STIP process is provided in **Attachment D** to this memo. As these processes move forward, the Region 2 Enhance Coordinator will be available to address all issues related to the Non-Highway Enhance proposal process, guidance, project eligibility, and forms. The Area Managers (along with Area Planners Dan Fricke in Area 3 and Bill Johnston in Area 1) will be the Area points of contact about project proposal issues, the scoping process, and the ACT/MPO review and recommendation process.

The STIP Program contacts remain as provided in January 2015:

Region 2 STIP Enhance Process Coordinator:

Terry Cole
(503) 986-2674

terry.d.cole@odot.state.or.us

Contact Process Coordinator with questions about Enhance proposal process and form

Region 2 Area Contacts:

Area 1:

Tim Potter, Area Manager
(503) 986-2764

james.t.potter@odot.state.or.us

Bill Johnston, Area Planner
(503) 325-5281

bill.johnston@odot.state.or.us

Area 3: Tim Potter, Area Manager

(503) 986-2764

james.t.potter@odot.state.or.us

Dan Fricke, Area Planner

(503) 986-2663

daniel.l.fricke@odot.state.or.us

Area 4: Amy Ramsdell, Area Manager

(541) 757-4167

amy.s.ramsdell@odot.state.or.us

Area 5: Frannie Brindle, Area Manager

(541) 736-9611

francis.brindle@odot.state.or.us

Contact Area Managers (or the Area Planners in Areas 1 and 3) with questions about project proposals (Non-Highway and Leverage) and ACT/MPO process and coordination

2018-2021 STIP Talking Points

With transportation funding limited and uncertain in the future, ODOT will focus most of its resources on preserving the transportation system and making it safer as it selects projects in the next Statewide Transportation Improvement Program (STIP). The STIP will provide opportunities to make strategic investments in both roads and non-highway infrastructure. It will focus on squeezing maximum benefit out of limited resources by leveraging preservation and safety projects into more comprehensive transportation solutions.

Background Information

- With state highway funding nearly fully dedicated to basic maintenance activities, debt service, and operational costs, ODOT has to rely almost exclusively on federal highway funds for projects in the 2018-2021 STIP.
- However, the federal Highway Trust Fund runs out of cash again this year, and it's running a \$15 billion annual deficit. As a result, long term federal funding is highly uncertain and could be cut deeply if Congress doesn't put additional money into the Highway Trust Fund.
- Since we don't know how much federal money we'll have for projects six months from now, much less six years from now, ODOT is being conservative and assuming a 10 percent reduction in federal funds through 2021 compared to current levels.
- Consistent with the priority ODOT's policies place on safety and preservation of the transportation system, the Commission has put most funding into Fix-It programs that focus on improving safety and preserving infrastructure.
- The Commission has also provided \$50 million for a targeted statewide program that will invest strategically in improving safety and operations of the state highway system. This State Highway Leverage Program will seek to get the most bang for the limited bucks by adding additional funds to bridge, pavement and safety Fix-It projects to address bottlenecks and safety issues on state highways.
- A similar Active Transportation Leverage Program will make \$6 million available for non-highway modes, providing opportunities to add bikes lanes, sidewalks, and transit features to preservation and road safety projects on state highways.
- In addition, \$30 million will be made available for an Enhance Non-Highway Program that will fund bicycle, pedestrian, transit, and other non-highway projects, both on and off the state system. This program will use the proposal form for Enhance projects that was released earlier this year; proposals will be due this fall.

ATTACHMENT A

- Recognizing the importance of local stakeholder involvement, Area Commissions on Transportation (ACTs) will play a key role in recommending projects in the two leverage programs and the Enhance Non-Highway Program. In the two leverage programs, ODOT staff will seek ACT concurrence on opportunities to add funds to Fix-It projects, and ACTs will make recommendations in the Enhance Non-Highway Program. Funding in these three programs will be distributed by the regional equity formula.
- The OTC has preserved funding for other grant programs in the STIP, including the Immediate Opportunity Fund, Transportation and Growth Management and Safe Routes to School Education programs.

ATTACHMENT B

**Region 2 State Transportation Leverage and Active Transportation Program
150% Recommendation List**

Project Name	Project Description	Project Location	Area	Project Type	Initial Cost Estimate
US 101 Urban Upgrade	Upgrade sidewalks, parking, bike facilities, and ADA compliance to enable future or concurrent pavement preservation project	Garibaldi	1	State Highway Leverage	\$ 5,500,000
OR 47 Urban Upgrade	Upgrade sidewalks, parking, bike facilities, and ADA compliance to enable future or concurrent pavement preservation project	Carlton	3	State Highway Leverage	\$ 3,000,000
US 101 Urban Upgrade	Upgrade sidewalks, parking, bike facilities, and ADA compliance to enable future or concurrent pavement preservation project	Depoe Bay	4	State Highway Leverage	\$ 3,000,000
OR 99 Urban Upgrade	Upgrade sidewalks, parking, bike facilities, and ADA compliance to enable future or concurrent pavement preservation project	Cottage Grove	5	State Highway Leverage	\$ 3,000,000
OR99E:Hubbard	Construct SB add lane, improve sidewalks, parking, bike, and ADA compliance	Marion	3	State Highway Leverage	\$ 3,000,000
US 20: MP 3.95 (Merloy Ave)	Install Left Turn Lane	Corvallis/Benton County	4	Safety	\$ 2,000,000
OR99E:Harrisburg	Upgrade sidewalks, parking, bike facilities, and ADA compliance to enable future or concurrent pavement preservation project	Harrisburg	3	Active Trans. Leverage	\$ 2,000,000
OR99:Junction City to Eugene	Install median safety cable barrier	Lane County	5	Safety	\$ 3,000,000
Various Highways	Improve key pedestrian crossings and install Rapid Flashing Beacons	TBD	All	Safety	\$ 1,000,000
			TOTAL		\$ 25,500,000

100% Funding Threshold (including Active Transportation Leverage)

\$ 17,300,000

150% Funding Threshold

\$ 25,950,000

ATTACHMENT C

Area 5 150% Fix-it List - 18-21 STIP Update

Updated: July 27, 2015

Type	Project Name	Description	County	Route	Beg MP	End MP	Estimate	Comments
PRESRV	OR569: Terry St - Pacific Hwy.	Single Lift Inlay + Localized ACPR	Lane	OR 569	3.10	12.25	\$ 13,000,000	
PRESRV	OR58: Goshen - Pheasant Lane	Single Lift Inlay + Localized ACPR	Lane	OR 58	0.30	6.50	\$ 3,400,000	
OPS-SLD	OR58: Rockfall Remediation MP 53.3 - 55.9	Look at tree removal, scaling, and/or rock screening as possible solutions to rock fall problem. Three locations are: MP 53.3 (north side of hwy, area known as "Graffiti Rock"); MP 54.2 (north side of hwy, area know as "Single Rock"); MP 55.9 (north side of hwy just west of the Salt Creek tunnel)	Lane	OR 58	53.30 54.20 55.90	53.30 54.20 55.90	\$ 3,700,000	There is PE for this project in the 15-18 STIP (shelf project). This project would provide construcion funding for a fix. This project has already been scoped so no further scoping needed.
OPERAT	OR58 @ MP 33.5 Culvert Replacement	Existing culvert has a 16" slip liner. Needs to be replaced with a 48" pipe	Lane	OR 58	33.54	33.54	\$ 250,000	
OPS-SLD	OR126 Roadway Fill Erosion Repair	Erosion of the roadway fill leads to cracking and settling of the pavement. Requires frequent maintenance	Lane	OR 126	51.00	52.00	\$ 500,000	
BRIDGE	US101: Cape Creek Bridge Repair & Cathodic Protection	Place cathodic protection; repair electrical system; strengthen cross beams.	Lane	US 101	178.35		\$ 14,762,500	Project name updated per STIP format. AKA Cape Creek, Hwy 9: Bridge No.01113
BRIDGE	US101: Big Creek Bridge Rail Retrofit	Replace bridge rail. Repair concrete cracking.	Lane	US 101	175.02		\$ 499,500	Project name updated per STIP format. AKA Big Creek, Hwy 9 at MP 175.02: Bridge No.01180

ATTACHMENT C

BRIDGE	OR569: Willamette R & River Ave WB Bridge Deck Overlay	Seismic retrofit (Phase 2). Add cross frames between two bridges; replace all bearings with base-isolation bearings, retrofit the end bents. Replace existing west bound curb and rail. Replace deck from end spans plus deck overhangs. Place deck seal. Replace expansion joints. Paint 9,000 SF bridge.	Lane	OR 569	9.59		\$ 12,287,500	Project name updated per STIP format. AKA Willamette River & River Ave, Hwy 69 WB: Bridge No.08638. roadbed 2
BRIDGE	I-105 over Future Hwy 62 Deck Overlay & Rail Retrofit	Deck overlay; Retrofit bridge rail - 3 Tube; replace expansion joints	Lane	I-105	0.63		\$ 1,466,800	Project name updated per STIP format. AKA Hwy 227 over Future Hwy 62: Bridge No.09572
BRIDGE	OR569: Willamette R & River Ave EB Bridge Deck Overlay	Seismic retrofit (Phase 2). Added cross frames between two bridges; replace bearings with base-isolation bearings, retrofit the end bents. Replace existing west bound curb and rail. Replace deck from end spans plus deck overhangs. Place deck seal. Replace expansion joints. Paint 9,000 SF bridge.	Lane	OR 569	9.59		\$ 5,208,200	Project name updated per STIP format. AKA Willamette River & River Ave, Hwy 69 EB: Bridge No.08638A
CULVRT	OR58: Fix-it Corridor Culverts	Repair or replace culverts based on condition and funding level (approx. \$7M)	Lane	OR 58	40.00	55.00	\$ 7,000,000	Specific culverts to scope will be identified at a later time

ATTACHMENT C

OPS-ITS	Eugene - Springfield Sensors/Cameras Phase 2	Install cameras and traffic sensors connected to the NWTOC for operations and traffic data for planning: OR569 at OR99W, Barger, W. 11th and I-105 at 6th (OR99W).	Lane	OR 569 OR 569 OR 569 I-105	6.58 5.62 3.10 0.08	6.58 5.62 3.10 0.08	\$ 550,000	
Total Area 5 Fix-It:							\$ 62,624,500	

ATTACHMENT D

***Region 2 2018 – 2021 STIP Process Timeline
July 31, 2015***

- **July – October 2015** Region sends out Area “homework” packets and meets with ACTs to go over revised process, timelines, and gather input about possible State Highway Leverage projects
- **July – October 2015** Enhance Non-Highway pre-proposal consultations
- **November 2015** Enhance Non-Highway proposals due/share final Region 2 State Highway Leverage program recommendations with ACTs
- **Nov 2105 – Jan 2016** Super ACT creates 150% list for Enhance Non-Highway
- **Dec 2015 – June 2016** Conduct Fix-it/State Highway Leverage projects 150% list scoping
- **Feb – June 2016** Conduct Enhance Non-Highway 150% list scoping
- **July 2016** Super ACT develops 100% Enhance Non-Highway list for OTC/Region 2 shares Fix-it/State Highway Leverage 100% decisions w/ACTs
- **August 2016** Region 2 submits Enhance Non-Highway and Fix-it/State Highway Leverage recommendations to OTC
- **October 2016** OTC makes 2019 – 2021 STIP decisions
- **Oct 2016 – Feb 2017** Conduct air quality conformity determinations.
- **January 2017** OTC releases Draft 2019 – 2021 STIP for public review.

MINUTES

Metropolitan Policy Committee
Springfield City Hall, 225 Fifth Street
Springfield, Oregon

May 7, 2015
11:30 a.m.

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

Brenda Wilson, Mary McGowan, Paul Thompson, (Lane Council of Governments (LCOG)); Tom Schwetz, Sasha Luftig, Theresa Brand, (Lane Transit District (LTD)); Jeff Kernen (City of Coburg), Rob Inerfeld (City of Eugene), Tom Boyatt, (City of Springfield); Erik :Havig, Lucia Ramierez, David Reesor (Oregon Department of Transportation (ODOT)); Rob Zako (Better Eugene Springfield Transit), Chris Rall (Transportation4America), and Carleen Riley (River Road), guests.

WELCOME AND INTRODUCTIONS

Mr. Farr welcomed everyone to the Metropolitan Policy Committee (MPC) meeting. He announced Sid Leiken, Lane County, had an excused absence. Those present introduced themselves.

Mr. Farr thanked those present who had worked to provide their constituents information on the upcoming Lane County vehicle registration fee ballot measure.

CALL TO ORDER/APPROVE April 2, 2015 Meeting Minutes

Mr. Farr called the meeting to order at 11:31 a.m.

Mr. Farr asked if there were any additions or corrections to the minutes submitted. There were none.

Ms. Piercy, seconded by Ms. Lundberg, moved to approve the April 2, 2015, meeting minutes as submitted. The motion passed unanimously, 9:0.

ADJUSTMENTS TO THE AGENDA/ANNOUNCEMENTS FROM MPC MEMBERS

There were no adjustments to the agenda.

Ms. Piercy noted the Oregon legislature was nearing adjournment and she was very concerned they had yet to allocate the needed resources for passenger rail service in the state.

COMMENTS FROM THE AUDIENCE

Mr. Zako, Better Eugene Springfield Transit (BEST), spoke in favor of the City of Springfield's Franklin Boulevard TIGER Grant Application. BEST supported the concepts of infill development and multi-modal boulevards and agreed the Glenwood area was ripe for improvement. They had some concerns about traffic safety, especially for bicyclists and pedestrians crossing Franklin Boulevard.

Mr. Ruiz arrived at the meeting at 11:38 p.m.

Mr. Farr noted the United Front delegation had advocated for the TIGER grant during their recent trip to Washington, D.C.

METROPOLITAN PLANNING ORGANIZATION (MPO) ISSUES

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

Mr. Thompson said the draft UPWP had been discussed at the prior MPC meeting. The only difference between the draft and the final work program was the inclusion of the financial information on page 100. LCOG had received no public comment on the proposed work program.

Mr. Zelenka moved, seconded by Mr. Gillespie, to approve Resolution 2015-02 adopting the FY2016/FY2017 Unified Planning Work Program and programming FY2016 STP-U UPWP funding.
The motion passed unanimously, 9:0.

b. Amendment to Metropolitan Transportation Improvement Program (MTIP)

Mr. Thompson stated the MTIP amendment had been discussed at the April MPC meeting. He summarized the amendment: \$180,000, of unused programmed STP-U funds from the City of Eugene's West 18th Avenue (Josh St-Bertelsen St) project, was to be reallocated to the Eugene Riverfront Path Reconstruction project. During the public comment period, one comment in support of the proposal had been received. It was included in the agenda packet.

Ms. Piercy moved, seconded by Mr. Gillespie, to approve Resolution 2015-03 amending the MTIP to add a new project: Eugene Riverfront Path Reconstruction, and transfer the unused programmed MPO discretionary STP-U funds from the City of Eugene 18th Avenue project to the new project.
The motion passed unanimously, 9:0.

c. Letter of Support for Franklin Blvd TIGER Grant Application

Mr. Boyatt distributed a copy of the cover of the Franklin Boulevard Complete Street Reconstruction Project submitted by the City of Springfield to the United States Department of Transportation (USDOT) for the FY2015 Transportation Investment Generating Economic Recovery (TIGER) Capital Project Grant. Mr. Thompson handed out a revised version of the letter of support.

Mr. Boyatt detailed the planning history of Franklin Boulevard and previous grant application efforts. He acknowledged ODOT's decision to de-federalize \$6 million in funding to help leverage the grant. Mr. Boyatt opined the current \$15 million grant application aligned well with the grant requirements,

including project readiness. Still, there was cause for caution. Less than 6% of the applications received funding.

Mr. Thompson referenced the letter and noted the MPC had supported the project previously, including allocation of more than \$1 million of MPO funds for preliminary design efforts.

Ms. Lundberg thanked all who had supported the project in the past and collaborated on the application.

Mr. Zelenka had a number of questions. How was bike connectivity achieved? On the project vicinity map included in the agenda packet, what was meant by the shadowed buses pointing to the trees? What were the implications of acquiring the needed right-of-way? Given the use of roundabouts in the design, were there any traffic signals?

Addressing the bicycle connectivity question, Mr. Boyatt explained there was a project underway to extend the bike path from the viaduct to Glenwood Boulevard. Protected bike lanes were part of the Franklin Boulevard design. The long term goal was to build a riverfront bike path, which would connect to Buford Park (Mt. Pisgah) and Lane Community College (LCC). Mr. Thompson added the Riverfront Bike Project and the upgrade of Glenwood Avenue to meet urban standards significantly improved connectivity for Springfield bicyclists. Ms. Piercy advocated modes be separated whenever possible. Bicyclists felt safer.

Answering Mr. Zelenka's other questions, Mr. Boyatt said the shadowed buses indicated the incorporation of future transit capacity in the Franklin Boulevard design. The color boxes on the map showed the twenty businesses impacted by right-of-way acquisitions. The only traffic control devices were user-activated pedestrian/bicycle crossing signals. The roundabout design eliminated the need for vehicle traffic signals.

Mr. Farr recognized those participating in the United Front trip to Washington, D.C. He noted Lane County had considered applying for a TIGER grant for Territorial Highway improvements but had not. Mr. Farr asked for more information about the time line.

Mr. Boyatt outlined the time line. Applications were due June 5, 2015. He understood applicants were to be notified in October or November. The funds needed to be obligated by June 2016. Mr. Thompson added that the MPO would need to take action to program the spending allocation, should the grant be awarded.

Ms. Brindle described the reasons ODOT supported the project. It improved the transportation system for all modes, provided a great gateway to Springfield, and enhanced access to ODOT's recently completed I-5 Willamette River Bridge park improvements. She also opined it a fairness issue.

Ms. Piercy moved, seconded by Mr. Wildish, to approve the letter of support for the Franklin Boulevard TIGER Grant Application. The motion passed unanimously, 9:0.

d. Update to Central Lane MPO Title VI Program Plan

Ms. McGowan explained the provisions of Title VI, including environmental justice. The intent was to eliminate barriers and conditions that prevented minority, low income, and other disadvantaged groups and persons from receiving access, participation, and benefits from Federally assisted programs, services, and activities. She referenced the draft document included in the agenda packet and reviewed the

substantive revisions outlined in the cover memo. Ms. McGowan also described the public involvement tools and approaches envisioned.

Ms. Piercy suggested the draft plan be sent to the City of Eugene's Human Rights Commission. Mr. Zelenka concurred and asked the plan also be sent to the City of Eugene's Sustainability Commission.

Mr. Farr opened the public hearing at 12:06 p.m.

No one had signed up to make comment on the Central Lane MPO Title VI Program Plan.

Mr. Farr closed the public hearing at 12:07 p.m.

Mr. Thompson said approximately three years prior the MPO had undergone a Title VI federal audit. The auditors had issued no findings. Audits occurred approximately every ten years.

e. Central Lane MPO Title VI Program Annual Accomplishment Report

Ms. McGowan referenced the report included in the agenda packet. She discussed the key initiatives proposed with respect to Title VI issues in four program areas: planning and investment; public outreach and involvement; data collection; and education and training.

Mr. Gillespie noted the demographic breakdown of LCOG staff was 100% Caucasian. Did she have concerns regarding their ability to identify outreach strategies to minority populations?

Ms. McGowan responded LCOG staff referenced LTD's list of Title VI related organizations when drafting their outreach strategies. She also described recruiting efforts for increased outreach to minorities.

Mr. Farr requested the report also be forwarded to the City of Eugene's Human Rights Commission.

f. Oregon Mosaic: Oregon's Value and Cost Informed Transportation Planning Tool

Mr. Thompson introduced Erik Havig, ODOT Planning Section Manager, and Lucia Ramirez, ODOT Principal Planner. They distributed a copy of the PowerPoint presentation, *Oregon Mosaic Project Outcomes* and an accompanying handout, *Specific Indicators*. Mr. Thompson noted the Mosaic Project had been four years in the making. He thought it a very useful tool for long range transportation planning.

Ms. Ramirez said the purpose of the Mosaic application and process was to help decision-makers identify the most cost-effective mix of transportation options. The primary goals were to provide a fair comparison of different kinds of transportation solutions and to make the decision-making process more transparent. She described how the transportation planning Excel tool and process established a common set of measures to evaluate the tradeoffs between bundles of actions. Nine categories and indicators were quantified or qualified (mobility, funding, economic vitality, quality of life/livability, land use/growth management, environmental stewardship, safety/security, equity and accessibility). Specifics on indicators on each category were detailed in the handout. Ms. Ramirez referenced the web sites for the tool (www.oregonmosaic.org) and the project (www.oregon.gov/ODOT/TD/TOP/pages/lcp.aspx) and described the contents of each in more detail. She concluded the presentation by outlining what they had learned during the development and testing of the program and process, emphasizing that the information informed but did not dictate decisions.

Mr. Havig stressed the method was an open, transparent process to provide information to decision-makers on the ramifications of their transportation choices. It could be tailored to each jurisdiction's needs and resources. He emphasized communities integrated their own values into the process. Mr. Havig described the Albany MPO's upcoming use of Mosaic by in their Regional Transportation Plan (RTP) process.

When Mr. Gillespie asked if it was open source software, Ms. Ramirez said no. However, because it was developed with public funds the material was available for use by any jurisdiction at no charge.

Ms. Piercy observed that often agencies had ongoing lists of transportation projects that weren't always adjusted over time to reflect changes in values and funding. She thought the tool useful in helping agencies re-assess projects in light of current priorities. Ms. Piercy asked how the model incorporated the State's adopted values for transportation investments.

Mr. Havig said staff referenced the Oregon Transportation Plan and other Oregon policies in developing the list of values and indicators. Following up to an observation by Mr. Zelenka that the indicators seemed similar to those mandated in the Scenario Planning Process, Mr. Havig acknowledged the community values portion was strongly aligned. Mr. Thompson added that one of the consultants involved in the development of Mosaic had also advised the state and the Central Lane MPO on the Greenstep and Scenario Planning processes.

Responding to Ms. Brindle's question regarding ODOT's ability to assist a jurisdiction in using the Mosaic approach, Mr. Havig said only limited technical assistance was available. Jurisdictions needed to do their own data collection and provide staff or hire consultants to facilitate the process.

When Ms. Piercy asked if the process was applicable for the Lane Area Commission on Transportation (LaneACT) to use in their deliberations, Mr. Havig emphasized it was not a tool for prioritizing individual projects. Mr. Thompson thought it more applicable at the Super ACT level, where discussions were underway about funding one highway project versus multiple bicycle/pedestrian projects. Ms. Lundberg observed it difficult to use at a regional level when the individual jurisdictions therein held different community values.

Several MPC members expressed concerns about the complexity of the process and lack of ODOT assistance. Ms. Piercy thought most Oregon jurisdictions did not have the technical staff needed to use the tool. Mr. Wildish suggested the expertise was better placed in the Council of Governments (COGs), not individual agencies. Mr. Thompson noted LCOG had much of the quantifiable data required. Mr. Farr agreed the need for either training of technical staff or assistance from ODOT was unanswered. He was interested in learning more from Albany's experience in using the process.

g. Scenario Planning Update

Ms. Wilson observed the Scenario Planning project was coming to an end. The revised preferred scenario had been presented to the Springfield and Coburg City Councils. It was scheduled to be reviewed by the Eugene City Council in May and the Lane County Board of Commissioners in June. Consistent with the Jobs and Transportation Act (JTA), a legislative report was to be submitted in June, 2015.

f. Follow-up and Next Steps

- **ODOT Update**—Ms. Brindle distributed a *Legislative Update* document, dated May 4, 2015. She highlighted key upcoming legislative dates: May 22, 2015 was the last day to schedule a work session for a bill in the second chamber; June 5, 2015 was the last day to complete a work session for a bill in the second chamber. Ms. Brindle noted the \$10 million shortfall for passenger rail service had not yet been resolved and HB2639, LTD’s youth pass bill, had not yet been assigned to a Ways and Means subcommittee. She offered to send updates via e-mail. Ms. Brindle also described the Beltline Untie 4 Open House held the previous evening. Approximately forty people had attended, many expressing strong support for sound walls.
- **Legislative Update**—Mr. Thompson described the most recent Oregon Transportation Commission (OTC) discussion on the Statewide Transportation Improvement Projects (STIP) funding. Should the limited funding be dedicated to only Fix-it projects, in which case the ACTs were not involved in selecting the projects, or should \$20 million be allocated to Enhance projects? Did \$20 million statewide for Enhance projects warrant the amount of effort local jurisdictions had to undertake to compete for the funds? He said the OTC planned to make a decision in the next two weeks. If they decided to fund Enhance projects, the request for applications would be released soon thereafter. When Mr. Farr asked if Governor Brown supported increased transportation funding, Mr. Havig said ODOT staff was working closely with the Governor’s office. Whether or not the legislature had the collective will to pass a transportation package had yet to be determined.
- **Springfield Main Street Safety Update**—Mr. Reesor listed the projects completed and underway to improve safety on Main Street, e.g., pedestrian mid-block crossings, signal reflective back plates, LTD stop adjustments, and coordinated education efforts. The City of Springfield had requested a speed reduction and was investigating installing red light enforcement cameras. They were preparing an application for lighting from the All Roads Transportation Safety (ARTS) program. Ms. Lundberg added Springfield and ODOT were moving quickly on short-term fixes. She described their longer term planning efforts and shared her personal observation that people were choosing to slow down.
- **Rail Update**—Ms. Piercy referenced the unresolved status of the \$10 million funding for Oregon’s passenger rail system. She described the lobbying efforts of rail advocates. There was no longer federal funding and long term state funding had not been addressed. She was shocked that some legislators were contemplating shutting down passenger rail service in Oregon.
- **LaneACT**—Mr. Reesor detailed the agenda items for the upcoming May 13, 2015 LaneACT meeting. Topics included stakeholder recruitment, work plan, TGM grants, and the City of Eugene airport terminal expansion project.
- **MTIP Administrative Amendment**—Mr. Thompson referred Committee members to the amendment in the agenda packet.

Next Steps/Agenda Build

- Mr. Thompson recapped topics for the June MPO meeting: adopt the Title VI Program Plan, review the draft Public Participation plan, consider STIP Enhance project proposals, and update the MPO Project funding allocations.
- Ms. Piercy led committee members in a round of applause in recognition of Ms. Lundberg’s receipt of the Travel Lane County’s Community Leadership Award.

The next meeting was scheduled for June 4, 2015, at the Eugene Library, Bascom Tykeson Room, 100 West 10th Avenue, Eugene.

The meeting was adjourned at 1:32 p.m.

(Recorded by Beth Bridges)

<p style="text-align: center;">May 13, 2015</p> <ul style="list-style-type: none"> • Stakeholder Recruitment • Work Plan • Transportation Growth Management • City of Eugene Airport • Road Usage Charge Program • Highway 126 W Safety Task Force Update 	<p style="text-align: center;">June 10, 2015</p> <ul style="list-style-type: none"> • Work Plan Adoption • Stakeholder Nominating Committee • Public Participation Plan • Oregon Bicycle/Pedestrian Plan • Lane County TSP Update • Legislative Update • STIP Update 	<p style="text-align: center;">July 8, 2015 (Recess)</p>	<p style="text-align: center;">August 12, 2015</p> <ul style="list-style-type: none"> • Stakeholder Application Review and Appointment • Oregon Transportation Infrastructure Bank • Florence/Yachats Transit • Beltline ITS • Governor's Transportation Vision Panel; Regional Forums • STIP Update
<p style="text-align: center;">September 12, 2015</p> <ul style="list-style-type: none"> • Oregon Transportation Safety Action Plan • Vision Zero • ConnectOregon VI • STIP Update 	<p style="text-align: center;">October 14, 2015</p> <ul style="list-style-type: none"> • Scenario Planning Update • Oregon Public Transportation Conference Info Share • MovingAhead • Bicycle and Pedestrian Plan • Public Transportation Plan • STIP Update • ADA Regulations 	<p style="text-align: center;">November 11, 2015 (Veteran's Day)</p> <ul style="list-style-type: none"> • STIP Update (<i>Applications tentatively due</i>) • Intelligent Transportation System (ITS) Plan Update • MPO Data Portal • Nominating Committee 	<p style="text-align: center;">December 9, 2015</p> <ul style="list-style-type: none"> • Election of Officers • STIP Update
<p style="text-align: center;">January 13, 2016</p> <ul style="list-style-type: none"> • Governor's Transportation Vision Panel – Regional Forum • STIP Update 	<p style="text-align: center;">February 10, 2015</p> <ul style="list-style-type: none"> • STIP Update 	<p style="text-align: center;">March 9, 2016</p> <ul style="list-style-type: none"> • STIP Update 	<p style="text-align: center;">April 13, 2016</p>

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



2015-2016

Other Pending Items (schedule still to be determined):

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

LaneACT Attendance 2014-2015

Stakeholder	JUL'14	AUG'14	SEP'14	OCT'14	NOV'14	DEC'14	JAN'15	FEB'15	MAR'15	APR'15	MAY'15	JUN'15
Coburg	X		X	X	A		X	X	X		A	X
Cottage Grove	X		A	A	X		X	X	X		X	X
Creswell	A		X	X	X		X	X	X		X	X
Dunes City	X		X	X	X		A	X	X		X	X
Eugene	X		X	X	X		X	X	X		X	X
Florence	X		X	X	X		X	X	X		X	X
Junction City	A		A	A	A		A	X	X		X	A
Lowell	X		X	A	A		X	X	X		A	X
Oakridge	X		A	X	A		A	A	X		X	X
Springfield	X	R E C E S S	X	X	X	R E C E S S	X	X	X	R E C E S S	X	X
Veneta	A		X	X	X		X	X	X			
Westfir	A		A	A	A		A	A	A			
Lane County	X		X	X	X		X	X	X			
Port of Siuslaw	X		X	A	X		X	A	A		X	
Lane Transit District	X		X	X	X		X	X	X		X	
Confederated Tribes	A		A	X	X		X	X	X		X	X
ODOT Area 5	X		X	X	X		X	X	X		X	X
Central Lane MPO	X		X	X	X		X	X	X		X	X
LC Road Advisory	X		X	X	X		A	A	A		X	X
Highway 126 E	X		X	X	A		X	X	X		X	X
DS Trucking - McCoy	X		X	X	A		X	X	X		X	X
DS Rail - Callery	X		X	A	X		X	X	X		A	X
DS Bike/Ped - McRae	X		X	X	X		X	X	X		X	X
DS Envir LU - Nelson	A		A	X	A		A	X	X		A	A
OS - Gary McNeel	A		X	X	X		A	A	X		A	X
OS - Eugene Organ	X		X	X	X		A	X	X		X	X
OS - George Grier	X		X	X	X		A	X	X		X	X
OS - Ryan Pape'	X		A	X	X		X	X	X		A	X
OS - Jennifer Jordan	X		X	X	X		X	X	X		X	A
OS - Shelley Humble	Vacant	Vacant	Vacant	Vacant	X		X	A	A		A	X

TOTAL	22(29)	No Meeting	22(29)	23(29)	22(30)	No Meeting	20(30)	24(30)	27(30)	No Meeting	22(30)	25(30)
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Lane Area Commission on Transportation

859 Willamette Street, Suite 500, Eugene, Oregon 97401
 541.682.4283 (office)

Membership 2015
 Last Update July 1, 2015

Jurisdiction	Member	Email	Phone	Address
Lane County				
Primary Rep	Sid Leiken Commissioner [LaneACT Vice Chair]	sid.leiken@co.lane.or.us	541.682.4203	125 E 8 th Avenue, PSB Eugene, OR 97401
Alternate Rep	Jay Bozievich Commissioner	jay.bozievich@co.lane.or.us	541.682.3719	125 E 8 th Avenue, PSB Eugene, OR 97401
Coburg				
Primary Rep	Jerry Behney Councilor	rdy876@gmail.com	541.683.6544	32738 E. Dixon Street Coburg OR 97408
Alternate Rep	Ray Smith Councilor	coburggray@gmail.com	541.485.3498	32790 E. Maple Street Coburg OR 97408
Cottage Grove				
Primary Rep	Thomas Munroe Mayor	mayor@cottagegrove.org	541.942.5501	400 E. Main St. Cottage Grove OR 97424
Alternate Rep	Garland Burback Councilor	councilorburback@cottagegrove.org	541-337-3702	P.O. Box 1498 Cottage Grove OR 97424
Creswell				
Primary Rep	Dave Stram Mayor	dstram@creswell-or.us	541.895.2531	PO Box 276 Creswell OR 97426
Alternate Rep	Michelle Amberg City Administrator	mdamberg@creswell-or.us	541.895.2913	PO Box 276 Creswell OR 97426
Dunes City				
Primary Rep	Maurice Sanders Councilor	Maurice.sanders@dunecity.com	541.997.3338	PO Box 97 Westlake OR 97493
Alternate Rep	Fred Hilden City Recorder	recorder@dunescityor.com	541.997.3338	PO Box 97 Westlake OR 97493
Eugene				
Primary Rep	Clair Syrett Councilor	Claire.m.syrett@ci.eugene.or.us	541.682.8347	125 East 8 th Avenue 2 nd Floor, PSB Eugene OR 97401
Alternate Rep	Alan Zelenka Councilor	alan.zelenka@ci.eugene.or.us	541.682.8343	125 East 8 th Avenue 2 nd Floor, PSB Eugene OR 97401

Florence				
Primary Rep	Joe Henry Mayor	Joe.henry@ci.florence.or.us	541.999.2395	250 Hwy 101 Florence OR 97439
Alternate Rep	Mike Miller Public Works Manager	mike.miller@ci.florence.or.us	541.997.4106	250 Hwy 101 Florence OR 97439
Junction City				
Primary Rep	Mike Cahill Mayor	mcahill@ci.junction-city.or.us	541.998.2153	PO Box 250 Junction City OR 97448
Alternate Rep	Jim Leach City Council	leaco@comcast.net	541.998.8489	385 Timothy Street Junction City OR 97448
Lowell				
Primary Rep	Steve Paulson Councilor	Steve.paulson@ci.lowell.or.us	541.937.5004	PO Box 490 Lowell, OR 97452
Alternate Rep	Don Bennett Mayor	Donbennett47@q.com	541.937.2312	540 Sunridge Lane Lowell OR 97452
Oakridge				
Primary Rep	Jim Coey Mayor	Jbryan522@msn.com	704.400.4605	PO Box 122 Oakridge, OR 97463
Alternate Rep	Rick Zylstra City Councilor	Rzylstra37@gmail.com	541.782.2256	48426 Sunnynook Oakridge, OR 97463
Springfield				
Primary Rep	Hillary Wylie City Councilor	hwylie@springfield-or.gov	541.852.2147	339 South E Street Springfield OR 97477
Alternate Rep	Christine Lundberg Mayor	mayor@springfield-or.gov	541.520.9466	2031 Second Street Springfield OR 97477
Veneta				
Primary Rep	Tim Brooker City Councilor	tbrooker@ci.veneta.or.us	541.935.4281 541.231.9047 (c)	PO Box 655 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	Gary Wildish Board Member	gwildish@chambers-gc.com	541.228.6284 (c) 541.688.6878 (h)	2424 Quince Street Eugene OR 97404
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	David Reesor Area 5 Planner	David.Reesor@odot.state.or.us	541.747.1354	644 A Street Springfield OR 97477
Central Lane MPO				
Primary Rep	Paul Thompson Transportation and Infrastructure Program Manager	pthompson@lcog.org	541.682.4405	859 Willamette St., Suite 500 Eugene OR 97401
Alternate Rep	Brenda Wilson Executive Director	bwilson@lcog.org	541.682.4395	859 Willamette St., Suite 500 Eugene OR 97401
LC RAC				
Primary Rep	Jeff Paschall Member	jpaschall@springfield-or.gov	541.726.1674	225 5 TH Strtee Springfield OR 97477
Alternate Rep				
Highway 126 East				
Primary Rep	Charles Tannenbaum	caroltan@q.com	541.736.8575	40882 McKenzie Hwy Springfield OR 97478
Alternate Rep	Dennis Ary	dary@orcasin.com	541.896.3059 (h) 541.953.8584 (c)	90399 Mountain View Ln Leaburg OR 97489

Designated Stakeholders					
Trucking	Bill McCoy	wmlmccoy@comcast.net	541.912.2259 (C)	1199 N Terry St, Sp 322 Eugene OR 97402	Term Expires June 30, 2017
Rail	VACANT				Term Expires June 30, 2019
Bicycle & Pedestrian	Holly McRae	hollymcrae@yahoo.com	541.345.1718	2584 Friendly Street Eugene OR 97405	Term Expires June 30, 2017
Environmental Land Use	VACANT				Term Expires June 30, 2019
Other Stakeholders					
	George Grier [LaneACT Chair]	ggrier@efn.org	541.726.6131	1342 ½ 66 th Street Springfield OR 97478	Term Expires June 30, 2017
	VACANT				Term Expires June 30, 2019
	Eugene Organ	eorgan@lilaoregon.org	541.683.6556 (H) 1.866.790.8686 (W)	2850 Pearl Street Eugene OR 97405	Term Expires June 30, 2017
	Ryan Papé REAPPOINT	rpape@pape.com	541.915.7286 (H) 541.868.8912 (W)	PO 407 Eugene OR 97440	Term Expires June 30, 2015
	Shelley Humble	shumble@creswell-or.us	541.895.2913 (W) 541.953.9197 (C)	PO Box 276 Creswell OR 97405	Term Expires June 30, 2017
	Jennifer Jordan	jennifer.jordan@co.lane.or.us	541 682 3781 (W)	151 W 7th Ave, Suite #410 Eugene OR 97401	Term Expires June 30, 2017