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

Wednesday, September 14, 2016
5:30 – 7:30 p.m.

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

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

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

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

A G E N D A

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

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

3. Consent calendar **5:40**

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

a. Approve August 10, 2016 Minutes ***(QUORUM REQUIRED)***

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

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

5. Member presentation – Lane County **5:50**

Action Requested: None. Information only.
Objective: Learn about member issues, opportunities, and current projects.
Presenter: David Reesor, Lane County

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

6. Joint Legislative Committee on Transportation Preservation and Modernization – letter of testimony ***(QUORUM REQUIRED)*** **6:05**

Action Requested: Discuss, refine as necessary, and approve/reject submittal of a letter of testimony to the Committee.
Objective: Decide on submittal of letter of testimony to the Committee.
Presenter: Sid Leiken, Chair

7. 2016-17 LaneACT Work Program **6:35**

Action Requested: Review draft.
Objective: Provide guidance to staff on 2016-17 work program.
Presenter: Sid Leiken, Chair

8. Rural Transit **6:40**

Action Requested: None. Information only.
Objective: Update the ACT on state and local transit programs.
Presenter: Jamey Dempster, ODOT; Becky Taylor, Lane County; Kelly Hoell, Lane Transit District

9. SuperACT Update **7:10**

Action Requested: None. Information only.
Objective: Update the ACT on SuperACT outcomes.
Presenter: Sid Leiken, Chair

10. Oregon Freight Advisory Committee (OFAC) **7:15**

Action Requested: Provide input on what ACT would like to accomplish from the conversation.
Objective: Prepare questions and/or comments for October 12 discussion with the OFAC.
Presenter: Bill Johnston, ODOT

11. Announcements and information sharing *(please be brief)* **7:25**

a. ODOT update: ARTS
b. Metropolitan Policy Committee update (minutes attached)
c. Other member updates

Other attachments (for information only)

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

Upcoming meetings

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

- **September 22–Steering Committee** – 11:00 a.m. to noon, ODOT conference room

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

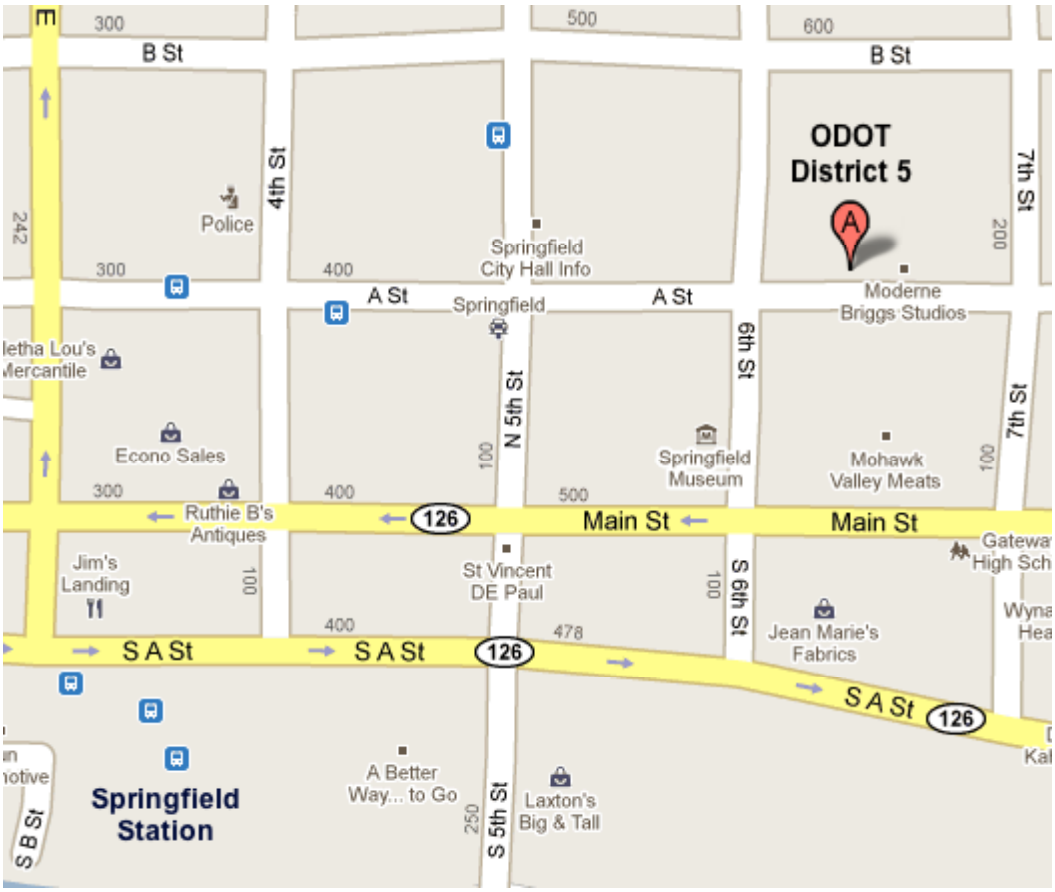
- **October 12–LaneACT –** 5:30 to 7:30 p.m., ODOT McLane Room
- **October 20–Steering Committee** –11:00 a.m. to noon, ODOT conference room
- **November 9–LaneACT –** 5:30 to 7:30 p.m., ODOT McLane Room
- **November 17–Steering Committee** –11:00 a.m. to noon, ODOT conference room

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

GETTING THERE:

Meeting location

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



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

M I N U T E S

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

August 10, 2016
5:30 p.m.

PRESENT: Jerry Behney, Coburg
Tom Munroe, Cottage Grove
Dave Stram, Creswell
Maurice Sanders, Dunes City (via teleconference)
Claire Syrett, Eugene
Mike Miller, Florence (via teleconference)
Mike Cahill, Junction City
Steve Paulson, Lowell
Jim Coey, Oakridge
Hillary Wylie, Springfield
Sandra Larson, Veneta
David Reesor, for Sid Leiken, Lane County
Chief Warren Brainard, Confederated Tribes
Don Nordin, Lane Transit District (LTD)
Charles Tannenbaum, Highway 126 East
Nancy Rickard, Port of Siuslaw
Jeff Paschall, Lane County Roads Advisory Committee (LCRAC)
Frannie Brindle, Oregon Department of Transportation (ODOT)
Paul Thompson, Central Lane Metropolitan Planning Organization (MPO)
Holly McRae, Bicycle and Pedestrian Designated Stakeholder
Rob Zako, Environmental Land Use Designated Stakeholder
Scott Parkinson, Rail Designated Stakeholder
George Grier, Other Stakeholder
Shelley Humble, Other Stakeholder
Eugene Organ, Other Stakeholder
Ryan Papé, Other Stakeholder

ABSENT: Westfir; Jason Muggy, Trucking Designated Stakeholder; Jennifer Jordan, Other Stakeholder

OTHERS: Jenna Berman, Bill Johnston, Jae Pudewell, ODOT; Michelle Amberg, Gary Mounce, Creswell; Rob Inerfeld, Eugene; Emma Newman, Springfield; Ric Ingham, Veneta; Kelly Hale, AJ Jackson, Tom Schwetz, LTD; Daniel Callister, Denise Walters, Lane Council of Governments (LCOG); Ken Rivernider, Emerald Valley Chapter of the Blind.

Distributed to LaneACT members prior to the start of the meeting were the following documents: *Oregon's Road Usage Charge Program, Area 5 2018-21 STIP Enhance proposals—150% scoping list,* and *Connect*Oregon VI *Final Review Committee Prioritized Funding Recommendation.*

1. Call to Order (Welcome and Introductions)

George Grier called the meeting of the Lane Area Commission on Transportation (LaneACT) to order at 5:32 p.m. Members and the audience introduced themselves. Mr. Grier welcomed Bill Johnston, newly hired ODOT Region 2 Area 5 Planner.

2. Review Agenda – Additions or Deletions

There were no changes to the agenda.

3. Consent Calendar

A. Approve Minutes (June 8, 2016)

Consensus: The Minutes of June 8, 2016 were approved as submitted.

4. Comments from the Audience

Ken Rivernider, Emerald Valley Chapter of the Blind, had attended the Joint Committee on Transportation's public hearing. He noted several people spoke about safety concerns on Highway 126 West. To reduce overall traffic on the highway, Mr. Rivernider recommended LTD provide more transit service to Veneta. He suggested state or federal grants be used to pay for the pilot project.

5. Statewide Transportation Improvement Program (STIP) Enhancement Scoping Results Update

Mr. Johnston reviewed the *Area 5 2018-21 STIP Enhance proposals—150% scoping list.* He noted the estimated cost of the Veneta-Elmira Multi-use Path had increased from $870,900 to $1,573,600. Project estimates for the Springfield and Eugene projects had decreased which is an unusual outcome of the scoping process. Mr. Johnston said the regional SuperACT meeting was scheduled for the first week in September. At that time, the list would be narrowed to a 100% proposal. Given the MPO-LaneACT working agreements, Mr. Johnston said the question before the Commission was to affirm or switch the relative position of the Veneta and Florence projects.

LaneACT members questioned how the scoping had changed the estimated costs. Mr. Johnston explained the methodology in detail. Ms. Brindle added ODOT also included up to a forty percent contingency factor. The Veneta project had an environmental impact component that might significantly raise the cost. Since project overruns were the responsibility of the local agency, it was better to add the contingency factor and fully fund the project.

When Councilor Wylie and Mr. Thompson questioned why the Springfield match amount was unchanged even though the overall project cost had decreased, Mr. Johnston responded ODOT staff had carried forward the originally proposed match because it was more than the minimum required. He said the scoping results had just been released and ODOT was open to discussions with the local agencies. Mr. Johnston thought adjusting the match to the minimum 10% required was acceptable.

Discussion turned to the Florence project. Mr. Miller explained the original proposal had been the first phase of a larger project. Now community members were working to fund the entire $6 million project. Ms. Brindle explained ODOT had put the highway repaving project on hold for a year to enable Florence to raise the total amount needed. Some funding was coming from the urban renewal agency. Responding to questions from Mayor Coey, Mr. Miller said they had identified $3 million and were still looking to fund an additional $3 million to cover the total $6 million. If they were not able to raise the additional money, they would return to the phased approach.

Mayor Coey asked if the other applicants had secured the entire amount of match needed. Mr. Ingham (Veneta), Ms. Newman (Springfield), and Mr. Inerfeld (Eugene) assured him their respective agencies had done so. Mayor Coey suggested moving the Florence project to the bottom of the list.

Mayor Cahill recalled the discussion LaneACT members had in April to determine the priority of the 150% list. The only thing that had changed was the cost estimate. He supported leaving the priorities as they were. Councilor Syrett concurred.

After Mr. Thompson reviewed the funds available ($10.5 million for Region 2, LaneACT's 150% list was $3.5 million), Mr. Zako observed prior to the scoping there had been a sense the funding was assured for all the projects. With the increase in the Veneta project, it was possible those lower on the list would not proceed. He emphasized the importance of supporting rural communities.

Councilor Wylie echoed support for rural communities. She suggested in the future the group consider the cost of projects as part of balancing rural and urban distribution of funds to be strategic in the prioritization of projects given overall funding available.

Mr. Grier asked if there consensus to leave the projects prioritized as they were.

Consensus: The LaneACT STIP Enhance proposals' rank order was unchanged.

6. OReGO Update

Mr. Grier, a participant in the pilot OReGO program, described his experiences. He had chosen the high tech option and found it easy to use and quite informative. His only issue to date was that the mileage he incurred using the private road on his farm was included in the road use fee. The pilot program was open for another year. Mr. Grier encouraged LaneACT members, with vehicles newer than 2004, to enroll in the pilot.

Responding to a question from Ms. Brindle regarding record keeping of gas purchases, Mr. Grier explained gas usage was calculated based on the vehicle's manufacturer's estimated miles per gallon. Actual gas purchases were not tracked.

When Councilor Syrett asked if it was only the state gas tax that was credited to his account, Mr. Grier assured her it was. Neither federal nor local gas taxes were included.

Mayor Munroe thought a zone approach was more equitable. People who lived in Eastern Oregon did not have transit opportunities and had to travel longer distances.

Mr. Grier said there were not enough people in Eastern Oregon participating in the pilot program to provide meaningful data to decision-makers. Mr. Thompson added the technology allowed for a zonal approach as well as other modifications such as increased fees during times of high traffic congestion.

7. *Connect*Oregon Update

Mr. Johnston referred LaneACT members to the *ConnectOregon VI, Final Review Committee Prioritized Funding Recommendation* spreadsheet. He noted those highlighted in yellow were from ODOT Region 2. Mr. Johnston had added a column in which he had annotated the regional ratings of LaneACT applications. He said the final review committee recommended funding through item 39. The only proposal from Lane County in the top thirty-nine projects was the Lane Transit District's Santa Clara Community Transit Center and Park & Ride.

Mr. Thompson described the process used by the final review committee. He emphasized the "straw man" proposal developed by ODOT staff equally weighted ODOT statutory scoring, modal committee rankings, and regional priorities. Mr. Thompson distributed another spreadsheet entitled, *Region 2 ConnectOregon VI Applications: Presented in order of ODOT staff starting ranking for final review committee.* He summarized the results of ODOT's methodology as "scrambling" the ACT's priorities. Mr. Thompson felt the process undermined and undervalued the work done by the MPOs and ACTs. They were also the only forums for public input regarding the proposals. The MPO had reviewed the results in July and Commissioner Leiken testified at the July 21,

2016 Oregon Transportation Committee (OTC) public hearing in favor of a different ranking system.

Mr. Grier and Councilor Wylie said the same problem (the regional priorities were given less weight) had occurred in earlier *Connect*Oregon funding cycles. They had expressed their unhappiness with the process at previous statewide ACT chair meetings.

After Ms. Brindle suggested LaneACT develop a specific proposal to present to the OTC, Mr. Thompson said the MPO staff were working on different approaches to weight the three criteria and planned to present the options to LaneACT at a later meeting.

Ms. Humble thought another valid approach, one used in the past, was to start the list by using each region's top priority.

When Councilor Syrett asked if there were a possibility of changes in the final recommendation, Mr. Thompson opined minor adjustments were possible. For example, sometimes project costs changed or the applications were withdrawn and the funding was extended further down the list. Items 40 and 41 were both from Region 2, but the final recommendation was the reverse of the regional priority. If funding were made available, the Mid-Willamette Valley ACT was requesting the regional priority be honored.

Mr. Grier reminded LaneACT members that each region was allocated a minimum amount of money and some adjustments to the proposed final list were inevitable.

8. Debrief on Joint Legislative Committee on Transportation Preservation and Modernization Lunch and Public Hearing

Mr. Grier described the day spent (July 20, 2016) with the interim Joint Committee on Transportation. Many LaneACT members had attended some or all of the event. The record was open for public comment until the end of September. Mr. Grier said the Steering Committee had not proceeded with submitting written testimony as discussed at the June meeting because they thought it was more effective to tailor the letter to the needs of the committee. He referenced the draft letter from the MPO in the agenda packet and suggested it was a starting place for a letter from LaneACT.

Ms. Brindle suggested the letter explicitly support an increase to the gas tax, e.g., raise the gas tax by at least xx cents. The members of the Joint Committee on Transportation needed to hear there was broad community support for a significant increase.

When Mr. Papé asked what amount of an increase was being discussed, Mr. Grier explained it needed to increase by at least thirteen cents per gallon to provide $300 million/year. Ms. Brindle added it was important to include an index for inflation.

Mr. Thompson said the MPO members had reviewed the draft letter and suggested there be more emphasis on passenger rail, more specificity on the gas tax amount, and an additional section on seismic vulnerability.

LaneACT members suggested the following concepts be included:

- In addition to an increase in gas tax, look at other funding mechanisms to create a comprehensive funding strategy (increased vehicle registration fees, sliding vehicle registration fees tied to vehicle cost, toll roads, carbon tax, retail marijuana tax, and/or entertainment tax).
- Amend current policy to better address needs of rural communities, for example, lower the project cost threshold for eligible bicycle/pedestrian projects or extend the time frame cities had to spend their gas tax revenue.
- Include ideas on how to best explain to the public the need for an increase in the gas tax.
- Advocate for better passenger rail service, including service to rural communities.

Mr. Grier asked LaneACT members to e-mail other suggestions to Ms. Walters next week. Mr. Thompson and she planned to draft the letter for the Steering Committee to review at their August 18, 2016 meeting. The final review or the letter was scheduled for the September 14, 2016 LaneACT meeting.

9. LaneACT Member Presentation Concept

Mr. Grier shared that the Steering Committee members had received a request from Mr. Organ to ask each LaneACT member to give a short presentation on their transportation issues. Mr. Organ suggested starting with the smaller entities. When Mr. Parkinson noted the memo in the agenda packet had specified cities, Mr. Grier said the intent was for all members to participate. Commission members had a choice as to whether they wished to give the presentation or wanted to ask a staff person to do so.

Consensus: LaneACT members agreed member presentations should be added as a standing agenda item.

Mr. Papé suggested the presentations last about ten minutes and be at the beginning of the meetings. Mr. Zako added the presentations should begin the next month.

Mr. Reesor volunteered Lane County as the topic for the first presentation.

10. Announcements and Info Sharing

Ms. Brindle announced the OTC's next meeting was August 18, 2016 and August 19, 2016 in Klamath Falls. Major agenda topics included: *Connect*Oregon VI project selection; Oregon's American with Disabilities Act (ADA) Transition Plan; Interchange Area Management Plans; and Congestion Mitigation and Air Quality funding. Ms.

Brindle also discussed the design process underway for the Delta Highway/Beltline interchange. She anticipated public outreach efforts would begin in October.

Ms. Rickard thanked ODOT staff for the paving improvements and bridge maintenance projects on Highway 126.

Mr. Parkinson described the recently awarded $11 million federal Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies (FASTLANE) grant to the Port of Coos Bay for rail tunnel improvements. He noted the Coos Bay Rail Line Railroad recently celebrated its one hundredth year anniversary. Mr. Parkinson also said Greenhill Road in Eugene had reopened. A short closure was planned in the fall to improve the railroad crossing.

Mayor Coey said the first meeting of Travel Oregon's bicycle tourism studio on East Lane County regional bicycle routes had been scheduled for October 20, 2106. He thanked the Marine reserves for their work on the North Shore road.

Mr. Zako announced the auditor who had been hired to perform the audit on the ODOT had been let go.

Mr. Thompson said the MPO had been given a presentation on the findings from the Cascadia Rising emergency preparedness exercise. He thought LaneACT members would find the presentation of interest. Mr. Thompson also shared a recent interpretation of Measure 97 which asserted corporate taxes from revenues related to automobiles (approximately $250 million annually) had to be dedicated to the transportation system. If so, and the measure passed, it was possible support for increasing the gas tax might wane.

Ms. McRae shared a recent experience of being first on the scene of an accident on Highway 126. A person had died while they were waiting for emergency services to arrive. She emphasized Vision Zero needed to be the highest priority when weighing grant or project applications. Mr. Thompson added the MPO/Lane County Safety Plan included a Safe Communities staff position.

The meeting was adjourned at 7:34 p.m.

(Recorded by Beth Bridges)

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

August 25, 2016

TO: Lane Area Commission on Transportation (LaneACT)

FROM: David Reesor, Transportation Planning Supervisor, Lane County

SUBJECT: Agenda item 5: Member Presentation – Lane County

Background
LaneACT recently initiated a member presentation agenda item to provide committee members a deeper understanding of the issues of and opportunities for the region. Lane County staff will be the first to present on this agenda item, and will facilitate a discussion about transportation opportunities and challenges facing Lane County. Other LaneACT jurisdictions and stakeholders will present at future LaneACT meetings.

Discussion
The agenda request was for each LaneACT agency / stakeholder group to give a 10 – 15 minute presentation highlighting current transportation issues, followed by a five (5) minute question-answer period.

Lane County staff have prepared a brief presentation for the LaneACT, and look forward to an open discussion and questions. Highlights of the presentation include:

- Lane County transportation key facts
- Current challenges
  - Funding
  - Traffic safety for all modes
  - Preservation of existing facilities
- Examples of "Tackling Tough Problems"
- Opportunities for Partnership and Collaboration

Action
None. Information only.

Attachments
None

Lane Area Commission on Transportation
895 Willamette Street, Suite 500, Eugene, Oregon 97401-2910
541.682.3177 *(office)*

September 14, 2016

TO: Lane Area Commission on Transportation (LaneACT)

FROM: Denise Walters, LCOG

SUBJECT: Agenda Item 6: Joint Interim Committee on Transportation Preservation and Modernization Testimony

Background

The Oregon Legislature's Joint Interim Committee on Transportation Preservation and Modernization (JIC) visited Lane County on July 20, 2016 to discuss issues with LaneACT and members of the Metropolitan Planning Organization (MPO) Policy Board. The JIC toured metro are projects prior to conducting a public hearing on transportation issues. At its August meeting Lane ACT directed staff to solicit input from LaneACT members and develop a letter of testimony for submittal to the JIC.

Staff received input from the City of Oakridge and the City of Dunes City. Generally, the City of Oakridge comment (Attachment B) is that provided on the Oregon Bicycle and Pedestrian Plan highlighting the need for such infrastructure, how rural needs differ from urban needs, and rural needs are under considered. Dunes City provided an overview of Council sentiments regarding transportation funding (Attachment C).

Discussion

The purpose of this agenda item is to provide staff with edits and agree on a final letter for submittal to the JIC. The draft letter is modeled on a letter crafted for the Metropolitan Policy Committee (MPC). Some questions to consider include:

- At the August meeting there was discussion about being specific in regard to a gas tax increase. Staff copied the proposed increase of 10 cents per gallon from the MPC letter. What increase per gallon does LaneACT envision? (paragraph 4, page 2 of the draft letter)

- A variety of new revenue sources were brainstormed during the last meeting. Are those listed in paragraph 4, page 2 suggestions LaneACT wants to put forward? Note: discussion included registration fee increases for recreational trailers and similar

vehicles. These fees go to the Oregon Parks and Recreation Department so this idea was dropped from the potential source list.

- Are the 11 items to be included in the transportation package items LaneACT believe should be included?

Action Recommended:
Direct staff to edit letter as discussed by group and submit to JIC for consideration.

Attachments

A. Draft JIC letter
B. City of Oakridge comment
C. City of Dunes City comment

Attachment 6A

September 14, 2016

Dear Joint Interim Committee on Transportation Preservation and Modernization Members,

The Lane Area Commission on Transportation (LaneACT) would like to thank the Oregon Joint Committee on Transportation Preservation and Modernization for its visit to Lane County on July 20, 2016. LaneACT members appreciated the opportunity to share local concerns and ideas at both the lunch and the evening's public hearing. After having some time to digest the conversation, LaneACT is submitting further comment for your consideration.

LaneACT supports a truly visionary transportation package for the 2017 legislative session. Such a package would address the whole of Oregon in all its diversity and complexity. It is essential for the efforts of the Joint Committee and the full Legislature in 2017 to not only provide significant support for the state's transportation system in the near term, but also create a solid and lasting foundation for ongoing support. The Joint Committee can be a springboard for leadership in the area of Oregon transportation.

Transportation needs are significant, are growing, and are dependent on stable revenue. The time is right to raise additional sustainable revenue to support all modes of transportation in Oregon. Considerations of revenue sources must include a full spectrum of measures, diversifying beyond traditional highway or gas tax approaches. Revenue sources to support bicycle and pedestrian improvements, special needs transportation, passenger rail improvements, transit capital and operations as well as highway and road improvements, operations, and maintenance must all be part of any package to truly move the dial on meeting Oregon needs.

Established funding sources need to be increased. In terms of the gas tax: be bold – do as many other states in the nation have done in recent years, front-load a significant increase in the gas tax to address the tremendous backlog in need for maintaining and preserving our existing transportation assets. A slow incremental increase in the gas tax may only end up finding the state falling further behind. We can envision a gas tax increase of 10 cents per gallon. New revenue considerations may include components such as Pay-As-You-Drive concepts for high efficiency vehicles, carbon tax, and/or portion of recreational marijuana tax.

LaneACT is committed to developing a multimodal transportation system which balances rural and urban needs, and maximizes transportation options for all users in our community. In pursuit of these ends we strongly advocate any transportation package considered by the Oregon Legislature in 2017 include the following:

1. **Prioritize Safety and Universal Access.** Prioritize safety and universal access to the transportation system above and beyond reducing congestion or any other consideration. We would like to see cost effective investments which increase mobility of people in an equitable manner. There should be more emphasis on and support for the Mayor's Challenge, Vision Zero, complete streets, mobility hubs, and ADA improvements. Multimodal and mixed-use design

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focused on safety for *all* users can save lives, enhance economic development in communities, and increase healthy transportation options for residents and visitors, which, when everything is accounted for, saves the state and local jurisdictions more money than congestion reduction investments.

2. **Transit funding**. We would like to see increased support for transit operation funding as well as providing funds for new system build out. Funding must include expansion of accessible services, especially with the aging population in Oregon.

3. **Support for both Freight and Passenger Rail.** There should be more emphasis in both of these areas. Passenger rail is an essential component of moving Oregon's transportation system efficiently and equitably into the future for increased access and options for rural areas, as well as for anticipated growth in the state and west coast corridor. Freight rail presents significant opportunities for improving the movement of freight in Oregon, which is vital to Oregon's economy, while at the same time providing congestion relief on the state's highways.

4. **Support investments in community bicycle and pedestrian improvements.** It would greatly benefit Lane County if the funding eligibility for bicycle and pedestrian infrastructure could be expanded beyond existing "in the right of way" constraints to also include those adjacent to and beyond the right of way. Increased investments in bicycle and pedestrian improvements are critical to both our urban and rural areas. Lane County jurisdictions have a desire, and great need, to connect communities and other destinations via bicycle and multi-use paths and trails which are not always in the right-of-way particularly in rural areas. Such investments are also significant when it comes to attracting and leveraging tourism dollars. LaneACT supports increasing bicycle/pedestrian infrastructure funding by dedicating additional federal funds and increasing the share of the State Highway Fund dedicated to active transportation. Funding should be restructured to emphasize and prioritize cost effective investments, including walking, biking, and other transportation options infrastructure and programming. Policies in related state plans need to be adjusted so as not to put rural areas at a further deficit. For example, Strategy 2.6a in the draft Oregon Bicycle and Pedestrian Plan sets a population threshold of 35,000 for Regional Paths. This threshold greatly exceeds the overwhelming majority of Oregon cities. It is important to connect utilitarian active transportation system needs with recreational trail systems, which can also serve as resiliency resources in the case of earthquakes or other catastrophic disasters.

5. **Seismic vulnerability.** Given the age and status of Oregon bridges (Lane County has 416 bridges), funding for seismic upgrades for lifeline transportation routes should be a priority. In addition to infrastructure improvements, it is vital for the Oregon Department of Transportation to communicate with emergency response professionals on which routes have been designated by the State as high priority seismic lifeline transportation routes.

6. **Climate Change.** Given the transportation sector is responsible for more than one-third of the greenhouse gas emissions in Oregon, the likelihood of more extreme weather events, and the overall vulnerability across the state and particularly in Lane County, a stable long term transportation funding package is an essential component of public health, safety, and welfare.

7. **Jurisdictional transfers.** This topic needs to be explored by local jurisdictions along with the state to ensure that the level of funding would be adequate to make the arrangements work

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from the local perspective. Adequate funding is critical; funding needs to cover costs to modernize and maintain the facilities in question.

8. **Direct more Funding and Authority to Local Communities.** There are diverse needs and priorities. Let local communities choose more often where to invest as long as there is proven efficiency, such as prioritizing projects that accomplish multiple goals. ODOT should provide more flexibility in design standards and more local authority in the process for establishing speed limits to be able to accomplish local safety and mobility goals.

9. **Support increasing investment in Safe Routes to School Programs.** Not only is continued support for Safe Routes to School programs essential, we would also like to suggest expanding the programs to include middle school and high school students to reflect the needs of our local community's programs.

10. **Intra-city Transit.** Intercity transit is often the focus of transit discussions at the state level, but intra-city transit improvements are just as often overlooked. There is a need for the metropolitan areas across the state to expand, operate, and maintain robust intra-city and intra-metro transit services. Intra-city transit investments will be cost effective and help achieve the state's greenhouse gas reduction goals.

11. **Improve Efficiency and Coordination in the Provision of Special Transportation Services.** The state estimates that between the Oregon Department of Transportation, the Department of Human Services, and the Oregon Health Authority, hundreds of millions of dollars are spent annually providing special transportation services, with significant opportunities for improving coordination and efficiency among providers. The opportunities for improving the efficiency, cost-effectiveness, and service to the end users in this area should be emphasized in the Legislature's deliberations.

Thank you for your consideration of these comments.

Sid Leiken, Chair
Lane Area Commission on Transportation

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Attachment 6B

City of Oakridge
48318 E. 1st Street-P.O. Box 1410
Oakridge, Oregon 97463
Phone: 541-782-2258 FAX: 541-782-1081

February 17, 2016

Oregon Department of Transportation
Mill Creek Building
Transportation Planning Unit, Ste 2
555 13th Street N.E.
Salem, OR 97301-4178

Dear Oregon Bicycle and Pedestrian Plan PAC:

On behalf of the Mayors and citizens of the rural cities of Lane County, accept this letter as written testimony for the draft Oregon Bicycle and Pedestrian Plan. Having heard a presentation by Savannah Crawford from ODOT to the Lane ACT on February 10, 2016 in regards to the Draft Oregon Bicycle and Pedestrian Plan and after reading on your website what the objective of the plan is and which communities will be directly impacted I do not believe that this plan appropriately addresses the needs that we have in rural Oregon.

The plan appears to be very biased and addresses primarily the needs of the urban areas of Oregon. At issue is Draft policy 2.6 A and the population threshold of 35,000 residents, when the average sized city in Oregon is 2000 residents. The proposed threshold puts all the rural communities within Oregon at a serious disadvantage. If you were to remove the population of the cities of Springfield and Eugene from Lane County's population, the remaining 8 cities within Lane County combined barely reach the 35,000 resident threshold of Draft policy 2.6A.

When you consider that 75% of the population resides in six cities, within 5 counties of the 36 counties within the state of Oregon, it is extremely apparent that the rural communities are being grossly under served. Further, there is no mention in the draft plan of unpaved connectivity or safety features that would serve the citizens of rural Oregon.

Respectfully

James B. Coey
Mayor, City of Oakridge

Attachment 6C

August 15, 2016

Denise Walters
Senior Planner, LCOG
859 Willamette, Suite 500
Eugene, Oregon 97401

Re: LaneACT-Letter of Testimony to Joint Interim Committee on Transportation Preservation and Modernization

As the LaneACT representative for the City of Dunes City it is imperative that the feelings of that community need to be known. I request this letter be forwarded to the Steering Committee as you outlined in your email dated August 11, 2016.

The City of Dunes City recognizes the need for additional revenues for Oregon's future transportation needs, inclusive of maintenance.

With that in mind support is not there for any gas tax increase UNLESS the transient non-resident users of Oregon's transportation system pay it and not the residents of Oregon. Exemption of Oregon's residents, through a valid Oregon Driver's License, is critical. Also, a vote of the people is essential for any gas tax changes in my opinion.

There is no support for mileage use in addition to or in lieu of registration fees if it involves the state gaining knowledge through a GPS system where a citizen drives, how much time is spent driving, and other personal information. It this is done it would put the state in the position of further intruding into the lives of its citizens as this information is simply none of the State of Oregon's business. We are not subjects of the state, but citizens. There is no support for and no opposition against a proposal to use a GPS system provided the GPS system would report ONLY the miles driven within the State of Oregon. It is recognized that there is a need to capture loss revenues "at the pump" with the increase of hybrid and electric vehicles. However the concern is the impact to persons who live in rural Oregon that may be operating their vehicles on their ranches and not on public roadways.

There is reluctant support for an increase in vehicle registration fees and a "luxury tax" on recreational vehicles, motorhomes, fifth-wheels, travel trailers, and trailers used for recreational purposes.

There is support for a statewide specific transient room tax dedicated to Oregon's transportation needs, such as .5%. This specifically dedicated transportation transient room tax would contribute to funding Oregon's transportation needs. While the motel and hotel industry would revolt with this, tourism would be contributing to resolving the impacts of tourism on the state's roadways. Again, this is a matter that should be put to the voters to decide.

The views expressed in this letter may not be consistent with other viewpoints or even popular. Any increased fees, surcharges, and taxes to Oregonians is adversely impactful to most citizens. Even temporary funding measures with a "sunset clause" are feared as it is known that government has an insatiable appetite for money. Once the proverbial "camel" gets its nose under the tent, it is impossible to get the "camel" out of the tent".

Sincerely,

Maurice K. Sanders, Council President
Dunes City Council

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

September 14, 2016

TO: Lane Area Commission on Transportation (LaneACT)

FROM: Bill Johnston, ODOT Area 5 Planner

SUBJECT: Agenda Item 7: 2016-17 LaneACT Work Plan

Background

The LaneACT Bylaws (revised 2014) require the ACT to develop and adopt a work plan. The work plan can be amended at any time. The current 2015-16 work plan was adopted in June 2015. It needs to be updated for Fiscal Year 2017 (July 2016 – June 2017).

Discussion

Many of the tasks identified in the work plan are ongoing tasks that need to be included in each update. For instance, coordinating with other commissions and agencies, and reviewing providing recommendations on funding opportunities. Other tasks are periodic or one-time responsibilities that may not carry over in each update.

The attached draft 2016-17 work plan shows the changes staff is recommending to the previously adopted 2015-16 work plan. The proposed changes are shown in *track changes* format as ~~strikethoughs~~ and <u>underlines</u>.

Staff is requesting assistance from ACT members in identifying any additional tasks or special activities the ACT should undertake. Notes and questions for the members to consider are indicated in *[bracketed italics].*

Action requested: No formal action is required at this meeting. Staff will introduce the topic and present a draft work plan (attached) for the ACT to review and refine. The meeting agenda allows a small amount of time for members to provide initial input. There will be additional time for input and discussion at the October meeting.

Attachments

A. Draft 2016-17 LaneACT Work Plan

~~Lane Area Commission on Transportation (LaneACT)~~

Annual Work Plan

July 2015 – June 2016

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

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

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

Updating the work plan provides an opportunity to reflect on the work accomplished over the previous year. The LaneACT reports these achievements to the Oregon Transportation Commission (OTC) every other year in a Biennial Report. *[Note: This report is currently being compiled by staff.]*

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

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

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

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

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

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

Commission Education

LaneACT will receive continued education on the following transportation funding programs, and processes: *[Are all of these still relevant?]*

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

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

- Updates on local planning projects (e.g., local Transportation System Plans underway in the region, airport and rail planning, Scenario Planning, MovingAhead, etc.).
- Updates from local transportation facility operators, such as the Eugene Airport and other similar facilities.
- Updates on transportation regulatory guidance (e.g., ~~Right of Way~~ right-of-way

regulations for Americans with Disabilities Act).

- Discussions surrounding transportation safety (e.g., Vision Zero, transport of hazardous materials, and Main Street improvements, etc.).
- Updates on public health and transportation related efforts (e.g., memorandum of understanding between ODOT and the Oregon Health Authority~~—Memorandum of Understanding~~).
- Demographic, funding and other trends and their impact on transportation.
- Other local projects~~/~~, initiatives~~/~~ and processes as they relate to the LaneACT.

Advisory and Coordination Activities

LaneACT will be responsible for the following advisory activities:

- Advise the OTC on state and regional policies affecting the Lane County regional transportation system.
- Review and provide recommendations on the following short and long-term funding opportunities: *[No need for note (*). It's understood these are mandatory tasks.]*
  - ~~2015-2018~~ 2018-21 STIP~~*~~, including priorities for STIP Enhance project funding.~~*~~
  - Special funding opportunities and programs.~~*~~
  - Priorities for state transportation infrastructure and capital investments~~*~~
- Discuss and advise the OTC on new funding mechanisms.
- Provide a report to the OTC at least once every two years.

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

[Are all of these still relevant?]

- Identify opportunities to further discussion and action on key focus areas identified in the LaneACT's Lightning Round discussions, which included funding, safety, and economic development. Work to continually update the region's priorities and identify ways that this work can be further incorporated into the operations of the LaneACT.
- Coordinate with Oregon Health Authority and other public health focused entities regarding public health issues and transportation.
- Review and provide recommendations on transportation policies, including Local Transportation System Plans and ODOT Plans, when applicable.
- Advocate Lane County area regional transportation issues to the public, neighboring regions, area legislators, and other interested organizations.
- Provide a forum for communicating, learning, and understanding transportation issues as they

affect the area's economic opportunities and livability.

- Provide a local forum for sharing information, understanding, coordinating, and gaining consensus around transportation priorities, plans, policies, projects and funding.
- Provide a forum to explore opportunities to coordinate on project development and delivery to achieve enhanced, coordinated investments and maximize leveraging.
- Provide a local forum to engage the private sector and explore the potential for public-private partnerships.
- Coordinate with Federal Highways Administration (FHWA) to determine ways to streamline project development and delivery with respect to environmental assessments and impact statements.
- As applicable, consider all modes and aspects of the transportation system, including air, marine, rail (freight and passenger), road, transit, bicycle, pedestrian, and pipelines. In addition, consider how the connectivity between the modes can be improved.
- Build a greater understanding of the current state of the system. In addition, review and monitor the condition of the Area's transportation system, using appropriate benchmarks.
- Recommend short and long-term transportation investment priorities based on state and local plans and addressing identified needs of the Area's transportation system while balancing local, regional and statewide perspectives.
- Communicate and coordinate regional recommendations, priorities and activities, and collaborate with other organizations and interests, including as applicable the Central Lane Metropolitan Planning Organization (CLMPO), other ACTs, the OTC, ODOT advisory committees, the Governor's Regional Solutions Team, regional partnerships and investment boards, state legislators, Oregon's congressional delegation, and other agencies and stakeholders.

Commission Governance

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

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

Public Involvement

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

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

Lane Area Commission on Transportation
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September 6, 2016

TO: Lane Area Commission on Transportation (LaneACT)

FROM: Jamey Dempster, ODOT Regional Transit Coordinator
Kelly Hoell, Lane Transit District Development Planner
Becky Taylor, Lane County Transportation Planner

SUBJECT: Agenda Item 8: Rural Transit: ODOT, Lane Transit District, and Lane County

Background

The Governor's *Transportation Vision Panel* recently reported that many Oregonians – particularly students, seniors, and people with disabilities – rely on public transit to meet their daily needs. Public transportation was listed as one of the top three priorities at all of the listening meetings across the state. The panel report noted three critical transit needs, two of which are relevant to rural Lane County: reducing gaps in transit service, and maximizing transit funds. The third need is increasing flexibility of K-12 student transportation services.

The LaneACT has previously received public comments about public transit service in rural areas. As part of the Lane County Transportation System Plan (TSP) update process, Lane County convened a meeting with stakeholders to learn more about rural transit service. The LaneACT shared these comments with the Legislature's *Joint Interim Committee on Transportation Preservation and Modernization*.

Rural transit requires a collaborative effort to adequately address the full range of service and funding needs. Transit providers and partners need innovative solutions to stretch and prioritize limited resources. Partnerships with local communities will be key to addressing the need for additional rural transit service. Three partners are discussing shared needs and resources:

- Lane County – Currently updating their Transportation System Plan (TSP). Coordinating with partners to address needs;
- Lane Transit District – The largest public transit service provider in Lane County; and
- ODOT Region 2 and the Rail and Public Transit Division – Administers state and federal transit funding programs; supports local and regional transportation planning.

Discussion

Staff from LTD, ODOT and Lane County will present facts about existing conditions and services, future services, and funding sources. Staff requests input from the LaneACT to help identify key issues, potential partnerships, and solutions.

Action: None. Information only.

Attachments

- Lane County TSP SWOT Analysis
- Regional rural transit funding summary

Attachment 8A

DATE: March 4, 2016
TO: Rural Transit Coverage Stakeholders
FROM: Becky Taylor, Senior Transportation Planner
SUBJECT: **Rural Transit Coverage Assessment for TSP Update**

Lane County is in the process of updating its transportation system plan (TSP). State law requires TSPs of various transportation agencies, including Lane County. The update process is being funded by the Oregon Department of Transportation. The TSP is a planning document that guides transportation decisions over a 20-year period by providing:

- A set of solutions to address existing and future transportation needs for biking, walking, using transit, driving, freight, and rail
- A blueprint for transportation investments with priorities articulated through policies and a list of construction projects
- A coordination tool with regional and local agencies and governments

The variety of transportation needs of across Lane County requires coordination among multiple agencies, particularly since County roads are the only transportation mode over which Lane County exercises direct jurisdiction. Other transportation agencies, including Lane Transit District, are represented on the advisory committees guiding Lane County's TSP update. It is in the County's interest to support and encourage the expansion of public transit.

Transit in the rural areas plays a key role in responding to the problem of social exclusion. The large distance between services in the rural areas means it is difficult for people without cars to access health care service and other opportunities, such as employment and education. Transit plays a key role in keeping these people engaged in mainstream society.

There is also the need to provide transit to rural areas from the urban core. As the urban areas encourage reduced reliance on the automobile, urban dwellers without a car – either by choice or circumstance -- may not be able to access the recreational opportunities of the rural areas, such as the coast and the mountain ranges that define Lane County. Students, the young,

SWOT ANALYSIS

Rural Transit Coverage

Strengths

- Over 12 Service Providers
- Over 6 Rural Transit Routes
- Interest in Innovation

Weaknesses

- Service Gaps
- Infrequent Service
- Competing Priorities

Opportunities

- Pilot Service
- FTA Funding
- Collaboration

Threats

- Sustainable Funding
- Rural Travel Distances
- Proximity to Resources

elderly, disabled, and poor are particularly vulnerable populations when it comes to transportation alternatives. Transit also enables tourists to visit rural communities.

Lane County recently completed a round of public outreach to share the preliminary findings regarding existing conditions and future needs. The following analysis of strengths, weaknesses, opportunities, and threats regarding transit service within Lane County is based on information collected as part of the TSP update process to date. (For more detailed findings, refer to the project's *Technical Memorandum #5 Existing Transportation Conditions* and *Technical Memorandum #7 Future Transportation Conditions and Needs*). The following also incorporates the themes expressed by the public through a variety of community outreach efforts.

This analysis is intended to inform stakeholders about the needs, resources, barriers, and other considerations surrounding the issue of rural transit coverage.

Strengths

The strength of Lane County's transit system is the existing services provided by Lane Transit District, Ride*Source*, South Lane Wheels, Diamond Express, Rhody Express, Friends of Florence Van, Veteran's Transportation, Medicaid, Oregon Health Plan, Senior and Disabled Services, Greyhound Line, and Porter Enterprises, as described below.

Lane Transit District (LTD)

LTD operates 34 fixed bus routes throughout the Eugene-Springfield Metro Area and provides rural service to and from the Eugene-Springfield area for the communities of McKenzie Bridge, Veneta, Junction City, Coburg, Cottage Grove, and Lowell. Rural routes typically have a morning, midday and early evening run. All buses have bicycle racks and are wheelchair accessible. LTD currently transports approximately 15,500 bicycles monthly. Rural LTD routes all operate out of the downtown Eugene station, primarily on state highways and major collector and arterial roads. Following is general route information:

- **91 - McKenzie Bridge** travels along Highway 126 east, all the way to the McKenzie River Ranger Station, serving rural communities along the way. The service makes four trips in each direction on weekdays and two trips on Saturdays and Sundays. Communities served include Walterville, Leaburg, Vida, Nimrod, Finn Rock, and Blue River.

- **92 - Lowell via Dexter, Goshen, Pleasant Hill and Lane Community College** travels along Highway 58, with three trips from Eugene to Lowell and four trips returning, on weekdays only.

- **93 - Veneta** operates on Highway 126, Territorial Road/Highway, Broadway (park & ride), Perkins, and Huston with eight trips in each direction on weekdays and two trips on Saturdays. For this year's Annual Route Review (ARR) LTD is proposing to add two

more trips on Saturdays bringing the total to 4 trips and to introduce Sunday service by providing two trips.

- **95 - Junction City** travels on Highway 99, serving the Oregon State Mental Hospital, and continuing to Junction City. There are eight trips on weekdays in each direction and four trips on Saturdays.

- **96 - Coburg** travels on Oakway and Gilham road through the Cal Young neighborhood before continuing on to County Farm Road. It continues on after serving Coburg to provide service along Coburg Industrial Way which is home to the Coburg North Industrial Park. There are seven trips on weekdays. For this year's ARR LTD is considering adding more weekday trips to route 96 to provide more trip options for the new developments happening in the City of Coburg such as Serenity Lane.

- **98** - **Cottage Grove** travels generally on I-5 and also serves Lane Community College, and **Creswell**, with nine weekday trips, three trips on Saturday, and two trips on Sunday.

Special Transportation Services

There are multiple transportation services available for elderly, disabled, and other residents with specialized transportation needs in Lane County. Two of the services listed below, South Lane Wheels and the Ride*Source* Call Center, coordinate all the human services' transportation within the county such as transportation for veterans, Medicaid clientele, and other special needs circumstances. The special transportation services include:

Ride*Source* Services

- **Ride*Source*** is a curb-to-curb transit service for eligible riders traveling within Eugene-Springfield, and the River Road area. Special Mobility Services (SMS) is a private non-profit agency that operates Ride*Source* and associated programs through a contract with Lane Transit District. Ride*Source* complies with federal Americans with Disabilities Act (ADA) requirements.

- The **Ride*Source* Shopper** is a once a week shopping service for elderly and disabled residents of Eugene, Springfield , and Coburg that offers assistance with grocery and other purchases.

  Special Mobility Services also administers the **Ride*Source* Escort** program using their own volunteers and those associated with other cooperating agencies. Volunteers use their own vehicles and receive a mileage reimbursement to transport elderly and disabled residents to and from medical appointments. Areas served include Eugene, Springfield, the River Road area, Veneta, Cottage Grove, Creswell, Junction City,

Oakridge, and Florence. Whenever possible residents in other rural areas of the County are served.

South of Eugene-Springfield

South Lane Wheels is a South Lane Wheels is a thirty-three year old private non-profit public transportation organization managed by an executive director and governed by a board of directors. Through a contract agreement with the City of Cottage Grove, it provides door-to-door, dial-a-ride service to residents of Cottage Grove, Creswell, and nearby rural communities and a deviated fixed route within the Cottage Grove city limits. All services are open to the general public on weekdays. South Lane Wheels also operates as a contracted provider of medical and non-medical rides for those who qualify through the Medicaid brokerage housed in RideSource. It leases vehicles from Lane Transit District and is funded by federal and state grants so it meets all compliance requirements for reporting performance data, vehicle preventive maintenance, drug and alcohol testing, background checks, ADA, contracting, and Title VI.

- **Diamond Express** began in March 2003 and offers weekday commuter inter-city bus service between the City of Oakridge and Eugene. The service is managed by Lane Transit District, through a contract with Special Mobility Services, a non-profit agency that also operates the **Ride*Source*** Call Center. The service is funded, in part, by grants from the Oregon Public Transit Division's Intercity Passenger Program. The Diamond Express bus comes into downtown Eugene, allowing customers to make an easy transfer to the LTD system and connects to Amtrak.

Florence Area

- **Rhody Express** is a local fixed route bus service serving Florence and is operated by River Cities Taxi. It has evolved from a special transportation needs service to serving the City's general population Monday through Friday from 10:00 a.m. to 4:00 p.m. There is also a complementary ADA service in the City of Florence provided by River Cities Taxi.

- **Friends of Florence Van** is operated by volunteers who transport cancer patients between Florence and the Eugene Cancer Center Monday through Friday.

- **Veteran's Transportation** assists veterans in the Florence area.

Other Special Programs

- **Medicaid** offers transportation services to qualifying persons requiring medical services.

- The **Oregon Health Plan** coordinates with service providers to fund medical-related transportation.

- **Senior and Disabled Services**, a division of Lane Council of Governments, coordinates volunteer medical rides.

Intercity and Interstate Bus Transportation

Greyhound Line coordinates operations to provide intercity and interstate bus service from Eugene between bus terminals, to the Amtrak station in Eugene, and to points throughout the state. Greyhound Line travels generally north and south, and Porter operates out of Coos Bay, traveling up the coast through Florence, into Eugene, and to points east.

Weaknesses

Deficiencies in Lane County's transit system that may limit transit use are outlined below. The deficiencies listed below need to be evaluated within the transit funding context. Fiscal constraints create the need to prioritize transit service, balancing coverage needs with the productivity of the system. Some transit service gaps exist due to choices made by local communities.

Lane Transit District is authorized through a state legislative decision to operate throughout Lane County; however the LTD Board has never unilaterally expanded the District's service boundary. Several of these cities joined the LTD district in the mid-1970's while others chose not to be included and therefore no transit service has been provided to these cities.

In 2000, the cities of Cottage Grove and Creswell requested LTD service be extended to serve their residents and LTD created route 98. Discussions within the cities of Oakridge and Florence have occurred, however no formal request has been made to LTD. Once service expansion is requested, LTD will analyze the tax base within the expansion area to ensure adequate resources are available to fund new transit service.

- **Transit Coverage:** The existing transit routes provide adequate service to the populated areas of Lane County. However, rural and coastal residents have few if any transit options. Where transit does exist in rural areas, it is infrequent; service may be only twice a day, with one to five-hour waits between buses, or only during the week, with an occasional Saturday-service. This makes it unreliable for rural residents to access the Eugene-Springfield metro area for employment, educational, and medical opportunities. It is also challenging for urban residents to access the coast and mountain range recreational opportunities.

- **Transit Access:** Transit access should be a comfortable experience for passengers and those considering riding transit. Several streets adjacent to existing transit stops lack sidewalk coverage and safe crossing opportunities. This can create uncomfortable

conditions for transit passengers seeking to access their bus stop or final destination. It is also a deterrent for some potential transit users, including elderly users and persons with disabilities.

- **Transit Operations**: The hours of operation should be convenient to encourage transit ridership. Some bus routes provide infrequent service through the rural portions of the County with limited to no buses available on weekends. While transit service is provided every weekday and serves the typical business hour employee, the existing hours of service are not convenient for those making trips outside of typical business hours.

- **Transit Amenities:** Attractive stops with clear signage, user information and amenities help promote transit as an easy, comfortable way to get around. While some stops in Lane County may provide shelter, seating, signage, route information, lighting, and trash receptacles, others only provide a sign designating the stop location. Bus stops can at times be difficult to find, which may discourage ridership. It is also important to provide route information at stops to help riders navigate the system. On the rural services LTD policy allows residents to flag for pickup if there is a safe location for the bus operator to pull off. Many of LTD facilities cannot be installed along rural routes as the roads are not held to the same standards as they are in the city. It can also be unsafe to position shelters along busy highways.

Opportunities

LTD, the City of Eugene, and Lane Community College are currently working to launch a pilot service that would allow riders to connect to a shuttle service from route 95 to Junction City. There are also several opportunities to work with Tribes in the County to support expanded and/or new transit service.

Funding transit service to rural areas would benefit from a source other than payroll tax. Although there is a need for transit service for commuters into the urban areas, public comments received as part of Lane County's TSP Update process indicate that the need for rural transit is predominantly to either:

- enable metro residents to access to the natural recreation areas of the coast and mountain range; or

- to enable rural residents to access medical services and educational opportunities in the metro area

Payroll tax funding translates well for employee commutes; however, in addition to the lack of an employer base in rural areas to support transit, the needs for transit (above) suggest a different funding mechanism should be explored. While there are some special transit services

provided for medical purposes, those are limited. Similarly with recreation-related transit, these needs may be better fulfilled through private partnerships with businesses that rely on tourism.

The irregularity of transit services to rural areas suggests that some level of public subsidy is necessary and that the system would benefit from a more comprehensive and coordinated approach. Around the world, collaborative structures such as partnerships are often used to govern rural transportation and accessibility issues. Partnerships in transportation are useful because:

- Local transport and accessibility issues are complex, intersecting with many sectors, levels of government and policy areas;
- Low population densities and resource constraints in rural areas make innovation and flexibility in local transport a necessity;
- All rural areas are different, and strategies need to take into account local problems and opportunities; and
- Effective delivery of projects often depends on the expertise or capacity of multiple actors, from multiple sectors.

For example, in Australia, school buses are the only form of public transport available in many rural communities. Past regulations had prevented people other than school students from access those buses, even when spare seats were available. Those regulations were changed to enable the whole community to access the school bus.

The Florence Chamber of Commerce presented the idea of combining other needs with transportation issues, i.e. training veterans to obtain commercial driver's license for driving refurbished, retired school buses as commercial and commuter routes between the coast and the cascades.

New technology – Intelligent Transportation Systems (ITS) – for proving and managing rural transit continues to develop with encouragement from the Federal Transit Administration (FTA) programs. New institutions are emerging and increased collaboration among federal and state transportation and social service agencies are producing innovations in transit and transit-related services. The FTA is working on an interactive web site that will enable transit systems to share their experiences in implementing rural transit ITS.

Threats

Low rural population density makes viable public transport difficult, though people in rural areas usually have a greater need for transport than urban dwellers. Certain rural groups (the

young, old or poor) always require public transport. Transport plays a key role in responding to the problem of rural social exclusion. The large distances between services and populations centers in rural areas make it difficult for people without access to private transport. Transport also underpins the economic and employment development strategies of many local communities. Transport enables tourists to visit rural communities or workers to access employment.

There are several special service providers to the rural area. With a large number of agencies and organizations involved in the delivery of public transport, there is a real risk that policy agendas will be operating at cross purposes without effective collaborative governance. It is also necessary to consider that there are complex intersections between public transportation and other policy concerns, such as employment, health, and education. For example, if medical appointments are being scheduled at times when transit services are not available, it may make more sense to reschedule the appointment than fund a new transportation service.

The primary threat to transit service within Lane County is funding. LTD service is funded through payroll taxes and rider fees. These resources do not sufficiently cover operating costs. Payroll taxes are sensitive to economic cycles and depend on an employer base that is difficult to support in rural areas.

Since 2009, there has been a severe recession/depression in the economy with high unemployment and underemployment. The income of many households was reduced. This may have increased ridership because riding the bus can be less expensive than owning and operating a vehicle. On the other hand, recession may have suppressed ridership through the reduction in job commuting, along with reduced travel to entertainment, dining, and shopping venues.

LTD had been receiving Business Energy Tax Credit (BETC) funds that subsidized the Student Transit Pass Program, which allowed students to ride the bus for free. Middle and High School ridership increased significantly with the inception of the program. In 2011, the legislature abruptly curtailed the BETC program, ending the free bus fare for students. This substantially reduced the number of student riders.

Proximity to resources: Serving rural areas puts LTD operators, customers, and resources at risk due to the fact that they are so far away from Maintenance facilities. We have this issue on route 91 McKenzie. If the bus breaks down on the outbound portion of the route then the response time is greater. There is also a greater length of time before we can send security or transit supervisors.

Oregon Department of Transportation

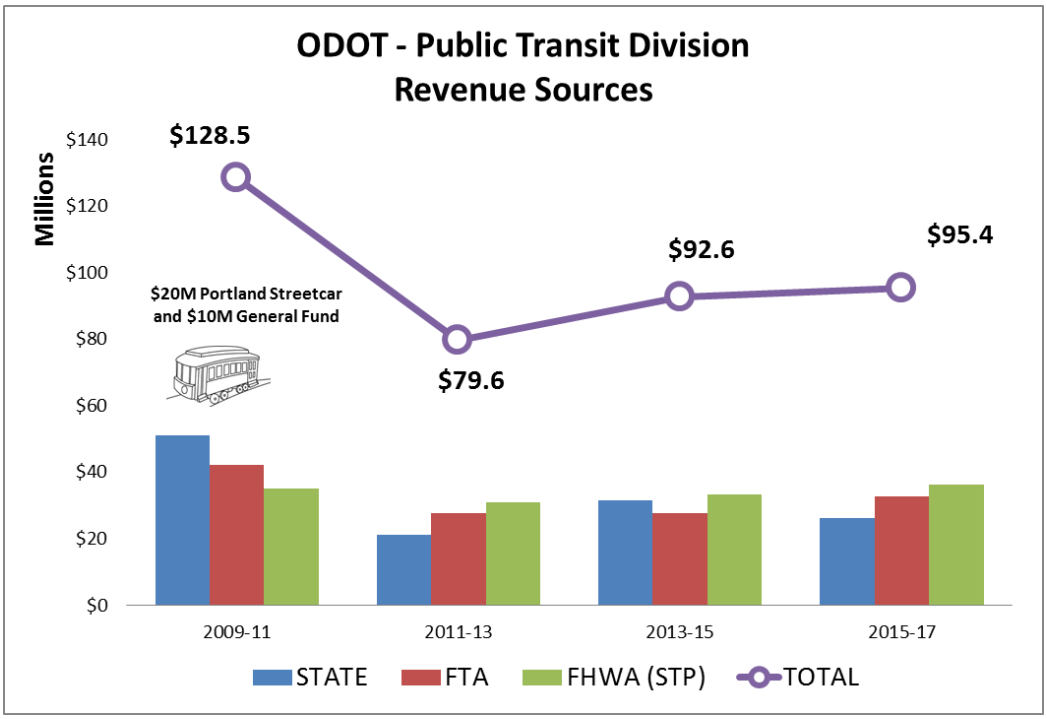
PUBLIC TRANSPORTATION FUNDING SOURCES SUMMARY

- ORS and OAR sets forth ODOT Rail and Transit Division authority (see **Table 1**)
- ODOT-managed formula funds distributed every 2 years
- Special Transportation Fund Agencies include transit districts, counties, and tribes.
- FTA-direct share 50% operations, 80% capital; ODOT managed federal share 56.03% operations, 89.73% capital
- Other sources may include:
  - FTA discretionary programs, such as:
    - Low or No-Emissions Vehicles; Mobility Services for All Americans; Safety, Resiliency, Emergency Response; Workforce Development; Transit Oriented Development Planning
  - Federal Highway Administration (FHWA)
    - Surface Transportation Program (STP)
    - Congestion Mitigation and Air Quality Improvement Program (CMAQ)
    - Federal Lands Access Program (FLAP)
  - Other ODOT sources:
    - Transportation Growth Management (TGM)
    - STP Flex: STIP Enhance and Fix-It programs
    - ConnectOregon

Table 1. FTA and Oregon DOT funding programs

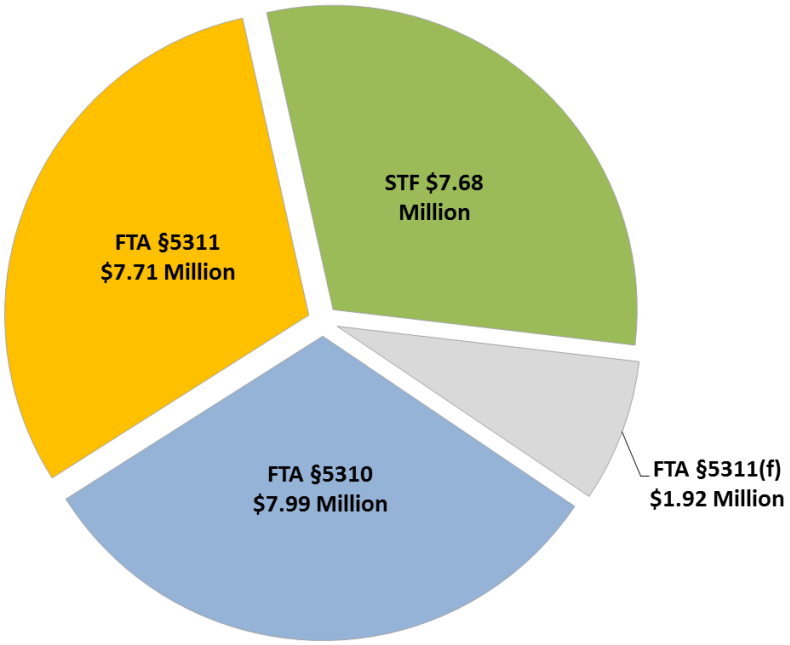
	Program	Allocation			Purpose
		FTA	*ODOT*	*STF Agency*	
FORMULA	**FTA §5307:** Urbanized Area	Formula			Any
FORMULA	**FTA §5311(c):** Tribal Transit	Formula			Any
FORMULA	**FTA §5311:** Formula Grants for Other than Urbanized Areas		Formula		Population < 50,000
FORMULA	**FTA §5310:** Enhanced Mobility for Seniors and People with Disabilities	Formula to urban areas and states	Formula for non-urban	Discretionary prioritization	Seniors, people with disabilities, low income
DISCRETIONARY	**STF:** Oregon Special Transportation Fund		Formula *and* discretionary	Discretionary prioritization	Seniors, people with disabilities
DISCRETIONARY	**FTA §5303/4:** Statewide & Non-Metropolitan Planning	Formula to urban, states	Discretionary		Planning
DISCRETIONARY	**FTA §5309:** Capital Investment Grants	Discretionary			Major projects (New Starts, Small Starts)
DISCRETIONARY	**FTA §5311(f):** Rural intercity		Discretionary		Population < 50,000
DISCRETIONARY	**FTA §5337:** State of Good Repair	Discretionary			Fixed guideways
DISCRETIONARY	**FTA §5339:** Bus and Bus Facilities	Discretionary for urban, state	Discretionary rural via state		Any; Vehicles, facilities, equipment

Figure 1. Oregon DOT Statewide Public Transportation Funding



Source: ODOT

Figure 2. Oregon DOT Region 2 Public Transportation Funding



Note: Total $25.3 million. ODOT Region 2 includes Clatsop, Columbia, Tillamook, Lincoln, Yamhill, Marion, Polk, Benton, Linn and Lane Counties. Source ODOT.

Table 2. Lane County area state and federal funding estimate, Oregon fiscal years 2015-2017

Organization	5307 Large Urban [1]	5311 Rural	5311-f Intercity	5310 E&D[3]	STF Formula[3]	STF Discretionary[2]	5305 Planning	Grand Total
LTD Urban area	$12,407,000			$460,000			$24,000	$12,867,455
LTD non-urban & countywide		$160,000		$1,051,000	$1,718,000	$203,000		$3,131,842
LTD/ Oakridge Diamond Express			$191,000		$176,000			*$367,000*
LTD/ Florence Rhody Express					$122,000	$290,000		*$412,000*
LTD Mobility management, other				$133,000	$39,000			*$172,000*
Alternative Work Concepts				$176,000	$21,000			*$197,000*
Lane COG Mobility Management				$266,000	$31,000			*$297,000*
Pearl Buck Center				$136,000	$28,000			*$164,000*
S. Lane Wheels/Cottage Grove[4]		$261,000		$176,000				*$437,000*
White Bird Clinic				$186,000	$3,000			*$189,000*
Grand Total	*$12,407,000*	*$421,000*	*$191,000*	$2,584,000	$2,138,000	$493,000	$24,000	*$18,258,000*

Sources: Federal Transit Administration; Oregon Department of Transportation; Lane Transit District. Figures rounded to the nearest thousands; data provided for regional planning purposes only.

Notes:
1. This two-year estimate assumes three percent increase in year two over the 2015 FTA program allocation.
2. STF Discretionary funds were awarded to local agencies for fiscal years 2016 to 2019.
3. Lane Transit District manages a local prioritization process to allocate FTA 5310 and STF funds with local partners.
4. South Lane Wheels FTA 5310 funding represents preventative maintenance costs provided by Lane Transit District.

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

September 14, 2016

TO: Lane Area Commission on Transportation (LaneACT)

FROM: Bill Johnston, ODOT Area 5 Planner

SUBJECT: Agenda Item 10: Oregon Freight Advisory Committee (OFAC)

Background

The Oregon Freight Advisory Committee (OFAC) serves to advise the Oregon Transportation Commission on freight-related policies and programs. They are currently engaged in an outreach effort to meet with all of the ACTs in the State.

The OFAC has requested time on the October LaneACT agenda to discuss regional freight issues, share insights, and better understand each group's concerns. At least an hour will be reserved for the discussion in October. Approximately 15 OFAC members are expected to attend.

Possible topics to discuss

In preparation for the meeting, LaneACT staff is developing a list of questions and topics for the LaneACT to discuss with the OFAC. The following are topics we've identified. We're requesting input from ACT members in order to expand and refine the list.

- Heavy truck taxes and fees – How are fees assessed by the Motor Carrier Division? How are revenues distributed? How are they used to pay for infrastructure?
- Highway bottleneck list – How is this ODOT list used to prioritize improvements?
- Freight mobility review – What is OFAC's role in this ODOT review process?
- High-priority freight routes – What are the implications of this new policy emphasis included in the federal transportation funding package (FAST ACT) approved last year?
- Principal arterials – Are all principal arterials considered freight routes? Are local routes subject to ODOT freight mobility review and ODOT design standards?

Action requested: No action is required at this meeting. Staff is seeking input from the ACT members to prepare for a discussion with the OFAC at the October LaneACT meeting.

Attachments

A. Additional information about the OFAC
B. OFAC membership list

Attachment 10A

Oregon Freight Advisory Committee

The following is a summary of information provided by Roseann O'Laughlin, ODOT Freight Planning Unit. It describes the purpose of the OFAC and explains why they want to meet with the ACTS.

OFAC Background

The Oregon Freight Advisory Committee (OFAC) was established with the passage of ORS 366.212 in 2001 to advise the Director and the Oregon Transportation Commission on issues, policies and programs that impact multimodal freight in Oregon. Appointed by the Director, OFAC members advise on freight related transportation policy, program development and project selection. OFAC meets quarterly and additionally as needed. The 32-member committee includes trucking, rail, marine and aviation representatives as well as elected officials, ACT members, special interest groups, and transportation officials.

Mission

The mission of the Oregon Freight Advisory Committee is to advise the Oregon Department of Transportation, Oregon Transportation Commission and Oregon Legislature on priorities, issues, freight mobility projects and funding needs that impact freight mobility and to advocate the importance of a sound freight transportation system to the economic vitality of the State of Oregon.

Meeting Purpose

One of OFAC's primary goals is outreach to ODOT regions and ACTs. The joint meeting is an opportunity for OFAC and the ACT to discuss relevant regional freight issues, share insights and experiences and build an understanding of each group's key goals, issues and concerns. In the past, OFAC and ACT members have been encouraged to engage in an open dialogue on various issues, ask specific questions of the other group and highlight past experiences relevant to the discussion.

Additional information

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

Attached

OFAC membership list 2016

Attachment 10B

Oregon Freight Advisory Committee - Membership, Jan 2016

NAME	TITLE	ORGANIZATION
Anzur, David	President	Anzur Logistics, LLC
Bauer, Wayne	Director, Transportation	WHPacific, Westside Economic Alliance
Berndt, Jonathon	Manager, District Sales	Expeditors Portland
Cardwell, Gary	Divisional Vice President	Northwest Container Services
* Callery, Martin	Marine and Rail Consultant	
Collins, Timothy	Senior Transportation Planner	Metro
Downing, Kevin		Oregon Department of Environmental Quality
Dunn, Debra	President	Synergy Resources Group
Eliason, Paul (Mike)	Director of Public Affairs for Oregon and Washington	UPRR
Fasel, Terry	Domestic Trade Development Manager	Oregon Department of Agriculture
Fiser, Kristal	Director, State Government Affairs	United Parcel Service
Fortey, Nick	Operations Engineer	Federal Highway Administration
Gilmer, Greg	Logistics Manager	NORPAC
Grossnickle, Jerry	Chief Financial Officer	Bernert Barge Lines, Inc.
Harlan, Dave	Ports and Program Policy Manager	Oregon Economic Community Development Department
Harvey, Brodie	Engineer	Knife River Corporation
Hernandez, Salvador	Assistant Professor	Oregon State University
Hillier, Robert	Freight Coordinator	City of Portland (PBOT) Bureau of Transportation Planning
Jarvis, Jana	President	Oregon Trucking Associations
** Lahsene, Susie	Director of Planning and Policy	Port of Portland
Landauer, Mark	Executive Director	Oregon Public Ports Association
Montero, Michael	Principal	Montero & Associates LLC
Parkinson, Scott	President	ARG Transportation Services
*Platman, Deena	Senior Project Manager	DKS Associates
Quilty, Mike	Chair	Medford-Rogue Valley MPO
Stone, Jeff	Executive Director/CEO	Oregon Association of Nurseries
Swecker, Mitch	Director	Department of Aviation
* Unger, Alan	County Commissioner	AOC/Deschutes County
Weatherford, Colleen	Director of Network Strategy	BNSF
Welter, Lonny	Transportation Planner	Columbia County Road Dept.

M I N U T E S

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

August 4, 2016
11:30 a.m.

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

Paul Thompson, Howard Schussler, Ellen Currier (Lane Council of Governments); Theresa Brand, Sasha Luftig (Lane Transit District); Jeff Kernen (City of Coburg); Lindsay Selser (City of Eugene); Emma Newman (City of Springfield); Linda Cook (Lane County); Bill Johnston (Oregon Department of Transportation); Carleen Riley, Michelle O'leary (River Road); Rob Zako (Better Eugene-Springfield Transit).

WELCOME AND INTRODUCTIONS

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

CALL TO ORDER

Mr. Zelenka called the meeting to order.

APPROVE JULY 7, 2016, MEETING MINUTES

Ms. Piercy, seconded by Ms. Lundberg, moved to approve the July 7, 2016, 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. Lundberg thanked the Oregon Department of Transportation (ODOT) for the speed reduction on Main Street from 40 to 35 miles per hour.

Mr. Thompson added an action request from Transportation for America as an item to the Follow-up section of the agenda.

COMMENTS FROM THE AUDIENCE

There was no one wishing to speak.

METROPOLITAN PLANNING ORGANIZATION (MPO) ISSUES

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

Mr. Thompson stated that the amendment related to the Coburg Loop Path Project. He said the city had previously requested and received support for the project from the MPC through Metropolitan Planning Organization (MPO) funding. The project originally received $498,000 in MPO funds in 2013; however, when scoping and preliminary engineering were completed the project cost had increased and Coburg was requesting an additional $181,200 in Surface Transportation Program-Urban (STP-U) funding.

Mr. Thompson said the additional funding was necessary to close the gap and show the project was fully funded before soliciting bids. It was likely the actual project costs would be less than the amount identified during scoping and any unused funds would be returned to the STP-U pot for use in other projects. He said the project was ready to go to bid and Coburg was requesting an expedited process with closure of the comment period, a public hearing, and MPC action at the meeting. He noted the Transportation Planning Committee (TPC) recommended approval of the requests for funding and an expedited approval process.

Ms. Schuetz said the cost estimate shortfall was $186,000; Coburg was requesting $181,200 in STP-U funds and would provide the remainder through local match. She agreed that the actual construction cost would likely not be as high as the estimated cost.

Mr. Wildish remarked that the path project was in the vicinity of the newly opened Serenity Lane and would be valuable to their clients.

Ms. Lundberg said the project represented a key segment in Lane County bicycle connections.

Mr. Zelenka opened the public hearing. He determined there was no one wishing to speak and closed the hearing.

> Ms. Piercy, seconded by Mr. Wildish, moved approve Resolution 2016-06 amending the FY15-18 MTIP to program Surface Transportation Program-Urban funds for the Coburg Loop Path project. The motion passed unanimously, 9:0.

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

Mr. Thompson said the MPO had previously supported the City of Springfield and Lane Transit District (LTD) Main Street Outreach Program with $70,000 in STP-U funding. An additional $95,000 was being requested in order to support the extensive outreach the project required. He asked the MPC to conduct a public hearing. He said the public comment period would remain open through August 28, 2016, and the MPC would be asked to take action on the request at its September 2016 meeting.

Ms. Lundberg said the project outreach conducted to date had been very successful. Business and property owners along the corridor were much better informed about it and had begun to see its advantages and be supportive of the City's objectives.

Mr. Wildish commented that the one-on-one outreach and contact being conducted by LTD and the City were producing positive results.

Ms. Brindle suggested that a presentation and discussion of the project be on a future MPC meeting agenda.

Ms. Piercy said the project provided an example of how a commitment to outreach helped projects move forward in a positive way.

Mr. Zelenka agreed that intensive outreach at an early stage could prevent misinformation and fear-mongering such as had occurred on the West Eugene EmX Extension project. He noted that none of the negative impacts predicted by opponents had occurred. He opened the public hearing.

Rob Zako, representing Better Eugene-Springfield Transit (BEST), stated that the Main Street project was important for the entire region. He applauded the work that staff and consultants had been doing. He said the project was about safety, transit and economic development, but many people still did not understand the reason for it. He said initially the project seemed more related to transit, but now was more like a safety project which was problematic for two reasons: it was difficult to gain public support if the public did not understand the "why" of the project, and if the project was now a safety project it was being analyzed by transit consultants.

Mr. Zako said BEST had supported the original request for $70,000 and asked that outreach not be limited to businesses; it should also connect with the people/riders who would benefit from it. He acknowledged it was difficult to reach those who relied on transit and engage them in the process, and said BEST was applying for a grant to study equity in transportation. The grant would fund efforts to encourage disconnected segments of the community to reach out to transportation planners and share their concerns as part of the process. He distributed copies of a memorandum dated June 21, 2016, from BEST to the Main-McVay Governance Team.

Mr. Zelenka determined no one else wished to speak and closed the hearing. He noted that the public comment period would remain open and the MPC would take action at its September 1 meeting.

Report from Cascadia Rising Exercise

Ms. Cook said Cascadia Rising was a functional exercise that simulated a disaster to test response capabilities throughout a region. She said Cascadia Rising was a three-day, multi-state exercise involving Oregon, Washington and Idaho designed to test emergency operation centers' interfacing. Participants included all levels of government (federal, state, county, city) and 12 different disciplines. She explained how the exercise was conducted and the key lessons learned. Those were:

Mr. Farr arrived at ll:55 a.m.

1. Immediate restoration of transportation routes (Hwy 126 and Hwy 58 primary, I-5 secondary)
2. Situational awareness key to making good decisions
3. Reality sets in around day three
4. Pre-event messaging critical to mitigating civil disorder

Ms. Cook emphasized the importance of people being prepared to cope in the event of a disaster and the need to encourage them to take some basic measures to help them survive. Based on conclusions drawn from the exercise, she recommended that the MPO keep the following in mind as part of transportation planning:

- Lifeline routes
- Main supply routes
- Critical infrastructure
- Temporary housing locations

Ms. Cook urged that those four topics be clearly defined, used consistently, and reflected in transportation, comprehensive, emergency operations and hazard mitigation plans. She said integrating transportation into a variety of plans was essential and there should be linkages between the documents and their planning teams. She described how British Columbia had designated disaster response routes and spread the message to the public that those routes would be restricted to emergency response personnel and vehicles only during a disaster. She said elected officials and public employees could help spread the word about disaster preparedness in the community.

In response to questions from committee members, Ms. Cook said that if bridges were destroyed people would be encouraged to shelter in place and agencies would either construct temporary bridges or use boats to transport injured or ill people and critical supplies across the river. She emergency management personnel knew that cities needed to go through the county to access state resources. A disaster declaration would be made by a quorum of county commissioners based on information provided about the scope of the emergency. Once that declaration was made both state and federal resources, such as the National Guard and a federal disaster assistance team.

Ms. Piercy recommended that disaster preparation and response be planned in a coordinated manner. Ms. Cook said she was using software to conduct outreach for purposes of hazardous mitigation planning and a template or model could be developed to help distribute the message throughout the community.

Ms. Pierce said that the community looked to its elected officials to provide leadership during an emergency and that role should be better defined. She pointed out that nursing homes had been overlooked in some recent disasters in other areas of the country and that should be addressed in emergency planning. Ms. Cook said that reaching out to vulnerable populations was now a requirement of emergency planning.

Mr. Farr asked if FOOD for Lane County was part of Lane County's emergency response team. Ms. Cook said it was a remarkable community partner and had been involved in several exercises.

Mr. Thompson remarked that the FAST (Fixing America's Surface Transportation) Act included resiliency as a long-range transportation planning factor. He observed that while the Cascadia Rising exercise had identified Hwy 126W as the primary route from Redmond, with Hwy 58 as the backup, ODOT had prioritized Hwy 58 for disaster resiliency and was programming funds to make it more resilient. Ms. Cook said that was an excellent example of how important coordination and networking are to disaster planning.

Mr. Farr left the meeting at 12:45 p.m.

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

Mr. Thompson said ODOT's draft proposal for a process to move forward on CMAQ funding had been distributed at the MPC's July meeting. At that time ODOT's intent was to hold meetings with staff and elected officials from CMAQ areas, then forward a proposed plan to the Oregon Transportation Committee (OTC) in the fall. He said he received informal word that there would be a CMAQ item on the OTC's August 18 meeting agenda and that discussion could include how to move forward with distribution of CMAQ funds. He said neither the Central Lane nor Salem-Keizer MPOs had yet been consulted. He noted that there had been communications from existing CMAQ funds recipients to the OTC expressing concern about changes in the distribution that would result in the loss of funds to them. He distributed a copy of a letter from the Salem-Keizer MPO to the OTC asking to be part of the discussion of allocating funds. He said the MPC's discussion at its July meeting indicated that a stronger message should be sent asking how the OTC intended to remedy the error of excluding Central Lane and Salem-Keizer MPOs and restore funding that should have been

received beginning in 2013. He asked for direction on the MPO's message to the OTC at the August 18 meeting.

Mr. Zelenka said there were several strategies to consider:

- In addition to staff, an elected official(s) could testify at the OTC August 18 meeting
- Send a letter from the MPO expressing concerns about CMAQ funding and asking how the error in funding beginning in 2013 would be resolved now, not in the future. The letter would be signed by every MPO member
- Each of the five MPO jurisdictions (Lane County, Springfield, Eugene, Coburg and LTD) would send a letter with the same request
- Call members of the local legislative delegation and ask them to intercede with ODOT and the OTC
- Call OTC members before the meeting to express concerns over the CMAQ funds and make sure they were informed about the problem and what Central Lane and Salem-Keizer MPOs were trying to accomplish
- Inform the Governor's Office about the matter
- Determine how to interact with ODOT, such as copying ODOT on all correspondence and talking directly with Director Matt Garrett

Mr. Thompson said there are significant dollars involved. Under the current formula the MPO would have received about $2.25 million annually. He noted that ODOT had indicated it had already committed to funding the other CMAQ entities, excluding Central Lane and Salem-Keizer MPOs, through 2019 and would prefer not to change those commitments. He said those recipients were counting on those resources and one recipient wanted ODOT to wait until results of the 2020 Census were available to fix the problem.

Ms. Lundberg appreciated the difficulties ODOT faced, but the error needed to be corrected immediately. She volunteered to contact the Salem-Keizer MPO chair and suggest a joint letter insisting that a solution restore lost funds since 2013 and include the MPOs in future distributions of CMAQ funds.

Mr. Thompson said the executive director of the Salem area Council of Governments would be attending the OTC meeting and was also willing to craft a joint message. He hoped that an MPC member would be able to provide testimony from a policy perspective at the OTC meeting while he addressed technical issues.

Ms. Piercy expressed support for all of the suggested strategies.

Ms. Lundberg indicated she was willing to attend the OTC meeting.

Mr. Wildish agreed that a stronger message to the OTC was needed and was willing to sign a letter from the MPO.

Mr. VanGordon agreed with the suggestions and said the message should stress that the matter of a funding distribution error had been raised for the past seven years and was not a recent discovery.

Mr. Behney also supported the suggestions and said Coburg would send a letter.

Mr. Zelenka summarized the seven-point plan:

1. Provide testimony at the August 18 OTC meeting from an elected official and staff
2. Letters from the MPO signed by all members and letters from individual MPO jurisdictions
3. Calls to the legislative delegation

4. Calls to OTC members
5. Calls to the Governor's Office
6. Calls to ODOT and copying ODOT on letters
7. Joint letter from Salem-Keizer and Central Lane MPOs

Mr. Gillespie, seconded by Ms. Piercy, moved to approve the seven-point plan as presented. The motion passed unanimously, 9:0.

Oregon Legislature's Joint Committee on Transportation Preservation and Modernization

Mr. Thompson said the turnout during the visit was good, with approximately 150 people attending the public hearing and 50 providing testimony. He invited MPC members who had participated to share their experiences and also asked for direction to staff on a potential follow-up letter reiterating points raised by MPO members during their testimony, a copy of which was included in the agenda packet. He said the committee was still on tour and the letter could be finalized at the September MPC meeting. The LaneACT (Area Commission on Transportation) was also considering a follow-up letter to the committee. He said the letter included priorities for funding support in a legislative transportation package, but did not specify specific projects.

Ms. Piercy appreciated the opportunity to speak for passenger rail and felt that should be included in the list of priorities.

Ms. Lundberg commented that the legislature had asked for a specific amount regarding the gas tax and $0.10 had been discussed. She said there was a proposal for $0.01 for orphan highways that was important for smaller communities. She hoped to convey a sense of support for a specific amount that would be significant.

Mr. Zelenka said gas tax revenues had been in decline and even with a significant increase relying on that source of funding was not a good idea. He said alternative revenue sources should be considered to bolster the system.

Ms. Lundberg agreed, but wanted to pursue a tax increase while alternatives were being developed.

Mr. Gillespie echoed Ms. Piercy's remarks regarding passenger rail. He was intrigued by Oakridge's request to encourage mounting biking tourism in its area and public transportation that would facilitate that. He was disappointed to hear a committee member complain about subsidizing passenger rail when other forms of transportation received subsidies.

Ms. Lundberg said she had heard of a program that provided trailers that could be connected to the back of buses for the transport of mountain bikes.

Follow-up and Next Steps

- **ODOT Update—**Ms. Brindle reported that ODOT's would vacate its current location at the end of December and might need to be in a temporary office until the new facility was completed. She said it was a busy construction season, including repaving of Hwy 58 to repair the chip sealing that had failed.

- **STIP Non-Highway Enhance—**Ms. Brindle said ODOT was compiling scoping information from the 150 percent list. Once that information was collected it would be provided to the MPC and LaneACT to determine if priorities should be changed.

- **Legislative Update—**There was no report.

- **Springfield Main Street Safety Update**—There was no report.

- **Rail Update**—Ms. Piercy there had been no change to decision-making authority over rail lines, meaning that passenger rail had priority.

- **OMPOC Update**—Mr. Thompson said the August 5 meeting had been rescheduled to October 7.

- **LaneACT**—Mr. Leiken said the LaneACT did not meet in July so that members could participate in the Joint Committee on Transportation's visit. The next meeting would occur on August 10.

- **MTIP Amendments**—Mr. Thompson corrected Key #TBD: Facility Building/Bus Parking Lot (LTD). He said the funding was for bus fleet improvements at the Glenwood site, not the Willow Creek/Santa Clara site.

Other Business

Mr. Gillespie announced that LTD had received a $3.5 million grant to purchase electric buses. He said an LTD delegation would be attending the American Public Transportation Association annual conference in Los Angeles and have an opportunity to observe the electric bus system in that city.

Mr. Thompson said that previously the MPC had authorized himself and Brenda Wilson to sign Transportation for America legislative letters which often came with little lead time. He said a letter had just arrived that addressed proposed U.S. Department of Transportation congestion performance measures for which MPOs would need to plan. He briefly listed the six points set forth in the letter.

Mr. Zelenka determined there were no objections to signing the letter.

The next meeting was scheduled for September 1, 2016, at the Eugene Library Bascom-Tykeson Room.

The meeting was adjourned at 1:27 p.m.

(Recorded by Lynn Taylor)

Lane Area Commission on Transportation

2016-2017

July 13, 2016 Recess	***August 10, 2016*** • STIP Enhance (update) • OReGO (update) • *Connect*Oregon (update) • Joint Legislative Committee lunch & tour (debrief) • Presentation format for featured jurisdiction (discuss concept)	***September 14, 2016*** • Transit Plan • FY '16-'17 Work Plan • Prepare for discussion with Oregon Freight Advisory Committee
October 12, 2016 • Joint Meeting Oregon Freight Advisory Committee • Appoint Nominating Committee • Legislative concepts • OTC Biennial Report	***November 9, 2016*** • Lane County Safety Plan • MPO Safety Plan	***December 14, 2016*** • Election of officers • Cascadia Rising Debrief
January 11, 2017	**February 8, 2017**	**March 8, 2017**
April 12, 2017	**May 10, 2017**	**June 14, 2017**

The topics listed are tentative and subject to change.

Other future topics (schedule to be determined)

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

LaneACT Attendance 2016-2017

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

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

Membership 2016

Last Update July 1, 2016

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

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

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

Designated Stakeholders					
Trucking	Jason Muggy	jmuggy@papekenworth.com	541-868-8918	9115 Coburg Industrial Wy. Coburg, OR 97408	Term Expires June 30, 2017
Rail	Scott Parkinson	scott@argtrans.com	541.334.4314 (W) 541.687.4795 (H)	PO Box 10456 Eugene OR 97440	Term Expires June 30, 2019
Bicycle & Pedestrian	Holly McRae	hollymcrae@yahoo.com	541.345.1718	2584 Friendly Street Eugene OR 97405	Term Expires June 30, 2017
Environmental Land Use	Rob Zako	robzako@gmail.com	541.343.5201 (H) 541.346.8617 (W)	1280-B East 28th Ave Eugene OR 97403-1616	Term Expires June 30, 2019
Other Stakeholders					
	George Grier	ggrier@efn.org	541.726.6131	1342 ½ 66th Street Springfield OR 97478	Term Expires June 30, 2017
	Eugene Organ	eorgan@lilaoregon.org	541.683.6556 (H) 1.866.790.8686 (W)	2850 Pearl Street Eugene OR 97405	Term Expires June 30, 2017
	Ryan Papé	rpape@pape.com	541.915.7286 (H) 541.868.8912 (W)	PO Box 407 Eugene OR 97440	Term Expires June 30, 2019
	Shelley Humble	shumble@creswell-or.us	541.895.2913 (W) 541.953.9197 (C))	PO Box 276 Creswell OR 97405	Term Expires June 30, 2017
	Jennifer Jordan	jennifer.jordan@co.lane.or.us	541 682 3781 (W)	151 W 7th Ave, Suite #410 Eugene OR 97401	Term Expires June 30, 2017