

Wednesday, November 13, 2019
5:30 – 7:30 p.m.

Oregon Department of Transportation – Area 5 office
2080 Laura Street, Springfield

To participate by telephone: **1-669-224-3412**
Access code: **822-488-141**

Note: Times listed are approximate. Items may be considered at any time or in any order at the discretion of the Chair and members of the Commission in order to conduct business efficiently. Persons interested in a particular item are advised to arrive at the start of the meeting.

A G E N D A

- 1. Call to order** (welcome and introductions) *Quorum = 17* **5:30**
- 2. Review agenda** (additions or deletions) **5:35**
- 3. Consent items** **5:40**
The following items are considered routine and will be enacted in one action by consensus, without any discussion. If discussion is desired, that item will be removed from the consent agenda and considered separately.
 - a. Approve minutes from September 11 meeting (**quorum required**)
- 4. Comments from the audience** **5:45**
Please sign-up in advance on the Public Comment sheet provided at the meeting.
- 5. Announcements and information sharing** (*please be brief*) **5:50**
 - a. ODOT update
 - b. Metropolitan Policy Committee update (minutes attached)
 - c. Other member updates
- 6. Member presentation – City of Creswell** **6:05**
Action requested: Discuss
Presenters: Maddie Phillips (Planner), Misty Inman (Councilor)

7. **Chair and Vice-Chair nominating committee (*quorum required*)** **6:20**
Action requested: Establish nominating committee
Presenter: Denise Walters, LaneACT staff
8. **Americans with Disabilities Act – ODOT program update** **6:25**
Action requested: Discuss
Presenter: Billie O'Connor – ODOT ADA Program Delivery Manager
9. **OTC workshop preparation (*quorum required*)** **6:50**
Action requested: Discuss
Presenter: Frannie Brindle, ODOT Area Manager
10. **Regional transportation vision, needs, and priorities** **7:10**
Action requested: Establish goals for visioning process
Presenter: Denise Walters, LaneACT staff

Other attachments (for information only)

- 2019-20 LaneACT calendar
- Monthly attendance report
- Membership list (*March 2019*)

Upcoming meetings

- **November 21 – Steering Committee** (11:00 to noon) LCOG 5th floor (Camas Room)
- **December 11 – LaneACT** (5:30 to 7:30 pm) ODOT office, 2080 Laura Street
- **December 19 – Steering Committee** (11:00 to noon) LCOG 5th floor (Camas Room)
- **January 8 – LaneACT** (5:30 to 7:30 pm) ODOT office, 2080 Laura Street

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

SEPTEMBER 2019 -- M I N U T E S

Lane Area Commission on Transportation (LaneACT)
Florence Event Center
715 Quince Street, Florence, Oregon 97439

September 11, 2019
5:30 p.m.

- PRESENT:** Claire Syrett, Eugene, Chair
Jeff Gowing, Cottage Grove, Vice Chair
Ray Smith, Coburg
Misty Inman, Creswell (via teleconference)
Joe Henry, Florence
Don Bennett, Lowell
Kathy Holston, Oakridge
Ric Ingham, Veneta
Heather Buch, Lane County
Gwen Jaspers, Lane County Transportation Advisory Committee (LC TrAC)
Don Nordin, Lane Transit District (LTD)
Chief Warren Brainard, Confederated Tribes
Charles Tannenbaum, Highway 126 East
Frannie Brindle, Oregon Department of Transportation (ODOT)
Paul Thompson, Central Lane Metropolitan Planning Organization (MPO)
Sarah Mazze, Bicycle & Pedestrian Designated Stakeholder (via teleconference)
Rob Zako, Environmental Land Use Designated Stakeholder
George Grier, Other Stakeholder
- ABSENT:** Dunes City, Junction City, Oakridge, Springfield, Westfir; Port of Siuslaw;
Patrick Kerr, Rail Designated Stakeholder; Jeremy Light, Trucking Designated
Stakeholder; Shelley Humble, Eugene Organ, and Teresa Roark, Other
Stakeholders.
- OTHERS:** Bill Johnston, ODOT; Madeline Phillips, City of Creswell (via teleconference);
Mike Miller, Lindsey White, Megan Messmer, Erin Reynolds, City of Florence;
Becky Taylor, Lane County; Denise Walters, Lane Council of Governments
(LCOG); and Ken Rivernider, Barbara Nicholson, Mariene Brainard, public.

1. Call to Order (Welcome and Introductions)

Chair Claire Syrett called the Lane Area Commission on Transportation (LaneACT) meeting to order at 5:30 p.m. Those present introduced themselves. Councilor Syrett thanked Mayor Henry for hosting the meeting in Florence.

2. Review Agenda – Additions or Deletions

Ms. Walters announced Jeff Stump was unable to attend the meeting and therefore Agenda Item 6, Confederated Tribes of the Coos, Lower Umpqua, and Siuslaw Indians member presentation, was postponed to a later meeting.

3. Consent Calendar

a. Approve minutes from August 14, 2019 meeting

Consensus: The August 14, 2019 minutes were approved as submitted.

4. Comments from the audience

Ken Rivernider, Eugene, expressed much gratitude to LaneACT members for their support of Eugene: Florence transit service. He recognized Becky Taylor, Lane County, and Kelly Clarke, LCOG, for their work on the twenty-year master plan and the needs assessment, respectively. Mr. Rivernider discussed the ways the new transit service would improve many peoples' lives.

Barbara Nicholson endorsed the Yachats: Florence transit service. She thought it needed to be better advertised. Ms. Nicholson emphasized the importance of the Eugene: Florence transit service, especially for people needing surgery.

Ms. Brindle commended Mr. Thompson for his leadership in developing the rural transit services.

When Councilor Syrett asked about future advertising plans, Mr. Thompson explained they were working with a marketing consultant for all rural transit in Lane County. The website was to interface with LTD's site and provide links to the Coos Bay and Benton County transit services. His goal was to provide an easy to use and seamless transit system.

5. Announcements and information sharing

a. ODOT Update

Ms. Brindle announced that Savannah Crawford, who at one time had worked with LaneACT, had been assigned Area 4 Interim Manager. Area 4 was comprised of Lynn, Benton, and Lincoln counties. She also announced Chris Strickler had been selected as the ODOT Director.

Later in the meeting, Ms. Brindle said she had contacted Doug Spencer, Information Technology Specialist, regarding the inaccurate travel time estimates displayed on Beltline. The issue had been raised at the previous LaneACT meeting. Mr. Spencer conducted an analysis, affirmed the issue, and adjusted the devices so times should now be accurate. He also offered to come to a

future LaneACT meeting and discuss the information technology aspects of ODOT's transportation system.

Ms. Walters noted in some environments first responders leverage ODOT technical equipment in their operations, including response in extreme weather events. Mr. Thompson added LCOG planned to update their Intelligent Transportation System Plan in the near future. He thought a discussion on the technology would be timely in the next few months.

b. Metropolitan Policy Committee Update

Mr. Thompson said the MPC had met the prior week. The key agenda item was a discussion with the Lane County Sheriff about transportation safety and enforcement issues in the urban fringe and rural Lane County. The Sheriff had described that staff's time was consumed by responding to calls for service. At this time the office is unable to conduct proactive, ongoing traffic enforcement patrols.

c. Other member updates

Mr. Zako described the bus service available in Eastern Oregon's Grant County. He was pleased that rural Lane County residents would soon have similar transit options.

7. ODOT Director Recruitment Update

Councilor Syrett referenced Ms. Brindle's announcement that Chris Strickler had been selected as the new ODOT Director. Mr. Strickler was the only internal ODOT candidate. Councilor Syrett reported Mayor Gowing and she attended the stakeholder session with the candidates as representatives of LaneACT. Mr. Zako also attended in his role as Executive Director of Better Eugene-Springfield Transportation (BEST). Overall, based on the information available, the contingent observed the other two finalists sounded as though they may have been better suited to transform ODOT akin to the qualities expressed in the position description for the recruitment. However, the contingent acknowledged they had only the interactions at the stakeholder session with which to form opinions, whereas the Oregon Transportation Commission (OTC) who made the hiring decision had much more information available to them.

Mr. Johnston presented a YouTube video on the appointment:

<https://www.youtube.com/watch?v=oJhGGECMppU&feature=youtu.be>

Mr. Ingham joined the meeting at 5:55 p.m.

Ms. Brindle recommended LaneACT members watch a more in-depth video about Mr. Strickler: <https://www.youtube.com/watch?v=XW5pWiP8cEI&feature=youtu.be> When LaneACT members suggested they would rather watch the video on their own so they might participate in the Florence tour while it was still daylight, Ms. Walters offered to email the link to them.

Mr. Grier thanked Councilor Syrett, Mayor Gowing, and Mr. Zako for taking the time to participate in the stakeholder session. Mayor Smith echoed his appreciation.

8. Regional transportation vision, needs, and priorities

Ms. Walters reviewed the discussions to date regarding LaneACT members engaging in a process to discuss a regional transportation vision, project and planning needs, and possible priorities. She noted ODOT was also developing a draft process and guidelines for ACTs to develop their Area Strategy. Ms. Walters said the Steering Committee had recommended using an external facilitator to guide them through the process and targeted the October LaneACT meeting for a discussion to refine the desired outcomes.

Mr. Thompson expected the ODOT draft process and guidelines to be presented to the OTC at their annual workshop in October. In prior years, ACT chairs and vice-chairs had been invited to participate at the workshop.

Mr. Grier observed in the past grant funding opportunities had created the forum for similar discussions. When he asked if there were any such opportunities in the near future, Ms. Brindle responded the next Statewide Transportation Improvement Program (STIP) cycle was about two years out and there was no funding allocated for the *ConnectOregon* program as of now. At the federal level, the Federal Lands Access Program (FLAP) accepted grants applications in October. The Better Utilizing Investments to Leverage Development (BUILD) grants would be in the spring.

Mr. Thompson added the federal Highway bill under discussion was more promising than new grant cycles at the state level. However, he did not anticipate any programs opening up for applications within the next twelve months.

Councilor Syrett summarized the Steering Committee wanted confirmation from LaneACT members that they wished to move forward with developing a transportation vision and priorities (although not necessarily at the project level). If so, she thought it possible to have a facilitator selected by January 2020.

Consensus: Move forward with developing LaneACT's transportation vision and priorities.

Mr. Zako opined it important to devote an hour or so at each LaneACT meeting to undertake the strategic planning effort.

Mr. Thompson offered to check with ODOT staff regarding their timeline on the Area Strategy process and to see if ACT chairs and vice-chairs were invited to the October OTC workshop. If the latter were true, he thought it important to spend time at the October LaneACT meeting to prepare for the OTC workshop.

Councilor Syrett asked staff to reach out to local facilitators to see who was available.

9. Florence Public Facilities Update

Erin Reynolds, Florence City Manager, introduced Public Works Director Mike Miller and Project Manager Meagan Messmer. She outlined the logistics of the upcoming tour. LaneACT members then visited local public facilities/projects including: the Rhody Drive Multi-Use Path, Rhody Drive Realignment, Siuslaw River Beach Access Park, and the Airport Lighting Improvement Project.

10. Adjournment

Councilor Syrett invited any interested LaneACT member to attend the Steering Committee meeting scheduled for September 19, 2019. The next LaneACT meeting was to be held on October 9, 2019, at the ODOT office in Springfield.

Councilor Syrett adjourned the meeting at 6:30 p.m. LaneACT members then went on the Florence Public Facilities Update described above.

(Recorded by Beth Bridges)

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MINUTES

Metropolitan Policy Committee
Springfield City Hall, Library Meeting Room — 222 Fifth Street
Springfield, Oregon

September 5, 2019
11:30 a.m.

PRESENT: Lucy Vinis, Chair (City of Eugene); Joe Berney, Pete Sorenson (Lane County); Christine Lundberg, Joe Pishioneri (City of Springfield); Molly Carey for Frannie Brindle (Oregon Department of Transportation), Carl Yeh, Kate Reid (Lane Transit District); members; Sasha Vartanian for Steve Mokrohisky (Lane County), Mary Bridget Smith (City of Springfield), Sarah Medary for Jon Ruiz (City of Eugene); Aurora Jackson (Lane Transit District); Jeff Kernen (City of Coburg); *ex officio* members.

Brenda Wilson, Paul Thompson, Kelly Clarke, Dan Callister, Ellen Currier, Kate Wilson, Howard Schussler, Anne Davies (Lane Council of Governments); Rob Inerfeld, Shane Rhodes, Pam Berrien (City of Eugene); Emma Newman, Tom Boyatt, Mary Smith (City of Springfield); Jeff Kernen (City of Coburg); Becky Taylor, Dan Hurley (Lane County); Bill Johnston (Oregon Department of Transportation); Cody Franz, Gilly Garber-Yonts, Tom Schwetz, Andrew Martin (Lane Transit District); Michelle O'Leary, Carleen Reilly (River Road); Rob Zako, Claire Roth (Better Eugene-Springfield Transportation); Clifton Harrold, Carrie Carver (Lane County Sheriff's Office); Sherry Aker (Comcast).

WELCOME, CALL TO ORDER AND INTRODUCTIONS

Ms. Vinis called the meeting of the Metropolitan Policy Committee (MPC) to order and those present introduced themselves.

APPROVE FEBRUARY 7, 2019, MEETING MINUTES

Mr. Pishioneri, seconded by Mr. Yeh, moved to approve the May 2, 2019, MPC meeting minutes as presented. The motion passed unanimously, 8:0.

ADJUSTMENTS TO THE AGENDA/ANNOUNCEMENTS FROM MPC MEMBERS

Ms. Lundberg thanked Lane Transit District (LTD) and Oregon Department of Transportation (ODOT) for new signage at the intersection of Q Street and Pioneer Parkway that helped prevent cars from erroneously turning into the EmX lane.

COMMENTS FROM THE AUDIENCE

Michele O'Leary, River Road Community Organization, said the River Road/Santa Clara neighborhood plan was in its final drafting phase. She said there were many streets in the area that were unsafe for pedestrians and bicyclists and at the request of Lane County Commissioner Joe Berney they had been identified and prioritized. She said neighborhood leaders were open to exploring low cost, low resource solutions such as different striping and removing on-street parking along one side. Meetings with Lane County transportation planning staff had been productive, and she planned to follow up with City of Eugene staff. She distributed the list of streets with safety issues and thanked the MPC for its concerns.

Ms. Vinis commented that she walked through the neighborhood with community activists and looked forward to finding solutions to safety problems. She thanked neighborhood leaders for their work.

METROPOLITAN PLANNING ORGANIZATION (MPO) ISSUES

Metropolitan Transportation Improvement Program (MTIP) Amendment

Mr. Callister said the amendment had been requested by Point2point to program \$106,268 of State Transportation Block Grant-Urban (STBG-U) funds to cover half the cost of a Safe Routes to School (SRTS) coordinator position with the Springfield School District. He asked that a public hearing be held and said the item would come before the MPC for action at its next meeting.

Mr. Thompson added that the amendment would align the funding level for the Springfield SRTS program with the funding levels for Eugene 4J and Bethel SRTS programs.

Mr. Pishioneri asked how the .5 FTE SRTS position at Springfield compared with funding for those positions at the other districts. Gilly Garber-Yonts, Point2point, replied that the 1.0 FTE at Eugene and .5 FTE at Bethel were paid for through the STBG-U funds.

Mr. Pishioneri asked why there was a difference between funding for the Eugene and Springfield positions. Ms. Newman explained that originally Springfield had a state grant that funded a .5 FTE position. The school district recognized the need for a full-time position and was requesting funding to bring the position up to 1.0 FTE. Mr. Thompson noted that the federal STBG-U funds required a 10.27 percent match from school districts.

Mr. Pishioneri felt the funding was inequitable and asked if the discrepancy in funding levels would be addressed in the future. Mr. Thompson said funding for .5 FTE was what the district had requested, but the district would be made aware of the option of increasing their funding request in future funding cycles.

Ms. Lundberg noted the number of Springfield children participating in SRTS programs had increased significantly recently. She asked for data on program participation rates and on locations where safety improvements needed to be prioritized for future funding cycles. Mr. Garber-Yonts said staff could present an update to the MPC at a future meeting.

Ms. Vinis opened the public hearing. She determined there was no one wishing to speak and closed the hearing.

Title VI Committee Survey

Ms. Currier distributed a survey form to MPC members. She explained that as a recipient of federal funds, the Metropolitan Planning Organization (MPO) was required to provide an annual Title VI report to assure no discrimination on the basis of race, color or national origin. Part of the report was surveying the MPO's committees. She asked that the forms be completed and submitted at the end of the meeting.

Mr. Sorenson asked if there was a distinction between race and ethnicity. Ms. Currier said there was no distinction on the survey form.

Lane County Sheriff

Mr. Thompson introduced Lane County Sheriff Clifton Harrold. He said the presentation was a follow up to the MPC's request to engage with the Sheriff's Office on issues related to transportation safety that arose following the fatal incident involving a pedestrian on Hunsaker Lane earlier in the year.

Sheriff Harrold described his background in law enforcement and traffic safety. He provided an organization overview of the Sheriff Department, including fluctuations in staffing and the loss of positions in various divisions over the years. He said a public safety levy provided funding for additional positions in the Corrections Division, but that did not improve staffing in the Patrol Division. He said there were currently 25 budgeted positions to provide countywide law enforcement, which equaled about three deputies per shift. He said additional 25 people were available for the patrol function through contract services with other agencies, such as the cities of Creswell and Veneta, which paid for a specific position to perform a specific function. Contract personnel could not be used for general patrol purposes within the county, such as neighborhood traffic enforcement.

Sheriff Harrold reviewed statistics on crime and vehicle crashes. He said speed was the greatest traffic safety risk and described the education and enforcement activities his department had undertaken. He said staff already worked a significant amount of overtime; additional funding for overtime was not the solution. More patrol positions were required. He described the activities of the traffic crash investigation team and noted that historically the Sheriff Department had relied on the Oregon State Police (OSP) to assist with fatal crash investigations when there might be a prosecutable death, but today staffing levels at the Springfield OSP office were low and OSP had been increasingly unable to provide that service. He used a chart to illustrate the decline in Lane County's timber revenue from 2001 to the present and compared the tax rates and public safety staffing in other counties to the much lower rate and staffing levels in Lane County. He also shared statistics on arrests related to intoxicated drivers.

Sheriff Harrold explained contract services with other jurisdictions and agencies but said overall his department was losing part of its traffic safety enforcement capacity. He said efforts were under way to increase the capacity by training contract deputies. He was pleased that the correction function had stabilized due to levy funding and serious violent offenders were not being released. That gave him the opportunity to work on other function for which his department was responsible. He said the Creswell-Veneta model could be considered in other areas of the county and did not need to be in an incorporated city. Special service districts could be a positive strategy for obtaining localized resources. He invited suggestions from MPC members.

Mr. Sorenson highlighted that Lane County had the highest death rate annually from vehicles crashes for several years and most of those fatalities occurred outside of the Eugene-Springfield metro area. He said various Lane County agencies had collaborated in the formation a fatal crash investigation team, a model that was being studied by jurisdictions elsewhere in the United States. He encouraged other local jurisdiction to consider a similar strategy.

Ms. Lundberg commented that Lane County had been dependent on timber revenue and now that was gone. She said the county has sustainable yield that it was supposed to harvest and would provide timber receipts for services that were needed. If that harvest was not supported the remaining solution was more tax dollars from families that were already in a precarious financial situation. She said Senator Ron Wyden and Senator Jeff Merkley had crafted a bill to create an endowment at the federal level that would guarantee funding on a permanent basis. She encouraged support for the legislation.

Mr. Pishioneri suggested that a short-term solution could be the use of intergovernmental agreements (IGA) to provide resources for overtime for officers from other agencies to work special projects such as the

Country Fair. Sheriff Harrold replied that Springfield and Eugene motor officers worked the Country Fair using traffic safety grant funds from their jurisdictions to support the county's efforts.

May is Bike Month

Shane Rhodes and Emma Newman, City of Springfield staff, reported on May is Bike Month.

Mr. Rhodes discussed the history of May is Bike Month, which began in 1956 and was celebrated across the country. He said locally many bike-related events had been occurring for decades and May is Bike Month was initiated in 2014. Many agencies and organizations, as well as community members, were invited to become partners and engaged in the celebration and encouraged more people to choose bicycles as a transportation option. He said the website webikelane.org was created for use as a common calendar for events happening throughout the region.

Ms. Newman described how the initiative aligned with state, region and local levels. The state's Transportation Policy Rule included policy elements related to reducing single car occupancy use and promoting biking, as did the Regional Transportation Plan, Regional Transportation Options Plan and jurisdictions' transportation system plans. She highlighted several of the May 2019 events and said that activities had received good media attention.

Mr. Rhodes listed future plans for May is Bike Month, including involving more communities throughout the county, creating more events and programs, outreach to new riders and connecting people to ongoing opportunities. He noted that the Get There Challenge would be occurring during the month of October.

Follow-up and Next Steps

- **ODOT Update**—Ms. Carey reported that ODOT had let the contract for Beltline/Delta Highway improvement and expected to receive a notice to proceed in early October 2019.
- **Springfield Main Street Safety Update**—Mr. Johnston said the project was on schedule and solutions were being identified and evaluated. He said the project scoping was expanded to include a more detailed analysis of a roundabout, to which LTD was contributing some funding. Property owners had been notified of project key principles and methodology as required by state statute under the Access Management Rule. An online open house event would be hosted beginning in late November and extending into January 2020 and a briefing for the Springfield City Council was scheduled for November 12.
- **Legislative Update**—Mr. Thompson noted that a legislative summary was included in the agenda packet. He said a transportation reauthorization bill had been introduced in Congress. The legislation would reauthorize MPO funding and Federal Highways Administration highway funding; not included were transit, rail or aviation. He anticipated that the bill would pass, but obtaining funding for transit, rail and aviation would be more challenging. The Lane Council of Governments was awarded funding for transit routes between Florence/Yachats and Florence/Eugene and expected the Florence/Eugene service would be operational in January or February 2020.
- **LaneACT Update**—Mr. Johnston said the LaneACT would be held on September 11 in Florence. He said the agenda would focus on regional priorities, an update on the ODOT

director search and a presentation by the City of Florence on public facilities and recent improvements.

- **OMPOC Update**—Mr. Thompson said the next OMPOC meeting would be on October 11 and it would be hosted by the Rogue Valley MPO in Central Point. He said at the last OMPOC meeting staff was directed to begin planning for a statewide event open to other agencies in November 2020. He said MPC members would receive a survey asking for ideas on topics for the event.
- **MTIP Administrative Amendments**—There were no questions.
- **Next Steps/Agenda Build**—Mr. Sorenson said the county was developing a climate action plan and would present an update at a future MPC meeting. Ms. Reid said that LTD would present an update on Transit Tomorrow.

The meeting adjourned at 12:55 p.m.

(Transcribed by Lynn Taylor)

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Lane Area Commission on Transportation

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

541.682.4283 (*office*)

Agenda Item 6

City of Creswell member update

Presenters

Misty Inman, City Councilor; Madeline Phillips, Planner

Action requested

Presentation followed by Question & Answer period.

Summary

Creswell recently completed a Transportation System Plan (TSP) Update in 2019. The most recent transportation document prior to this effort was completed in 1999. In the intervening years, Creswell more than doubled in population (2,600 to 5,455). From the TSP Update, Creswell Staff continues to pull transportation threads through work to:

- Refine the Downtown street standards,
- Focus on reducing barriers to Safe Routes to School, and
- Envision a future corridor plan for Highway 99 with regional partners.

Councilmember Inman and Staff hope to illuminate some of the transportation challenges and opportunities facing small cities in our region.

Attachments

None.

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Lane Area Commission on Transportation

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

Agenda Item 7

Officer Nominating Committee

Presenter

Denise Walters, LaneACT staff

Action requested

Establish Officer Nominating Committee.

Background

Per the LaneACT bylaws, a Chair and Vice-Chair shall be elected every year by voting members of LaneACT. The Chair shall preside at all meetings attended, sign documents and correspondence, orient new members, approve agendas, represent LaneACT in other venues and serve as LaneACT's official spokesperson. The Vice-Chair shall serve as the Chair's primary alternate and shall preside at LaneACT meetings in the Chair's absence and assist the Chair in new member orientations as needed. Officers shall serve one-year terms starting at the first meeting of the calendar year.

Summary Discussion

The bylaws allow LaneACT to create ad hoc committees such as this Nominating Committee. In prior years the Nominating Committee articulated the following Attributes, Roles, and Responsibilities necessary for ACT officer nominees:

Attributes of LaneACT Chair/Vice-Chair:

- Time commitment
- Have experience with the LaneACT culture
- Familiar with OTC and SuperACT
- Ability to "herd cats"
- Good facilitation and negotiation skills
- Fair and balanced between urban and rural
- Respected by LaneACT peers
- Ability to help LaneACT reach consensus

Roles and Responsibilities of LaneACT Chair/Vice-Chair:

- Preside over meetings (LaneACT and Steering Committee)
- Spokesperson for the committee
- Attend OTC and SuperACT

- OTC - attend a one-day workshop each year
- SuperACT – approximately two all-day meetings in Salem (i.e., STIP Enhance meeting and *ConnectOregon* meeting)
- Assist with orientation of new members
- Two standing meetings per month (i.e., LaneACT meeting and Steering Committee)
 - LaneACT meeting time is estimated at three hours – including agenda check-in, etc., before meeting
 - Steering Committee meeting is usually held on the third Thursday of each month, 11 am-12 pm (noon) – this time is flexible, though, and can be changed if needed

Attachments

None.



Lane Area Commission on Transportation

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

541.682.4283 (*office*)

Agenda Item 8

ODOT Americans with Disabilities Act (ADA) Settlement Agreement Implementation

Presenter

Billie O'Connor – ODOT ADA Program Delivery Manager

Action requested

None. Information only.

Summary

In February 2016 ODOT was sued related to among other things, alleged non-compliant construction of curb ramps and pedestrian signals on or along the state highway system. After extensive mediation, a settlement agreement was reached. Some of the Agreement's requirements are that ODOT:

- update its curb ramp inventory and remediate all non-compliant over 15 years;
- inventory pedestrian signals and negotiate a compliance schedule for non-compliance;
- ensure that accessible routes through work zones are provided and communicated; and
- be more consistent and thorough about communications in general, and specifically related to addressing issues users have with the transportation system.

ODOT is changing the way it does business in order to comply with the Agreement. Those changes will affect local agencies working on or along the state highway system or using funding from ODOT.

2019 starts the 2nd year of the Settlement Agreement. ODOT is making progress and is continuing to share its experience, the inventory data, updated standards, and plans for complying with the Agreement with transportation partners.

Attachments

None.

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Lane Area Commission on Transportation

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

541.682.4283 (*office*)

Agenda Item 9

Oregon Transportation Commission annual workshop

Presenter

Frannie Brindle, ODOT Area 5 Manager

Actions requested

- 1) Decide whether or not to participate as a pilot ACT for the Area Strategies Initiative.
(quorum required)
- 2) Discuss key messages and provide direction to Chair and Vice-Chair.

Summary

- 1) OTC will hold its annual workshop December 16th-17th in Lebanon. One of the topics to be discussed with the ACT chairs is the *Area Strategies Initiative*.

ODOT staff in Salem developed guidelines (Attachment A) for ACTs to use in developing an area strategy. Additionally, they selected two ACTs to participate in a pilot effort to test the guidelines. The LaneACT and the Northeast ACT in eastern Oregon are the two ACTs selected.

The guidelines for developing an area strategy are attached. At the Nov. 13 LaneACT meeting ODOT staff will discuss these guidelines to support the LaneACT's decision of whether or not to participate as a pilot ACT.

- 2) In addition to the Area Strategies guidelines, other topics will be discussed at the OTC workshop. The OTC has not yet provided a list of questions for the ACTs to consider in advance of the workshop. To assist the LaneACT in preparing for discussion, materials from last year's workshop (Attachments B and C) are attached.

Attachments

- A. Area Strategies Pilot Guidelines
- B. 2018 OTC ACT survey results
- C. 2018 LaneACT talking points

Area Strategies Pilot Guidelines

Introduction

These guidelines were created as a preliminary conceptual guide for Area Commissions on Transportation (ACTs) to pilot the development of area strategies with support from ODOT staff. Area strategies will be living documents created and maintained by ACTs that articulate regional transportation priorities from a statewide approach, serving to further inform the advisory role ACTs provide to the Oregon Transportation Commission (OTC). Piloting is needed to inform further refinement of these guidelines, where lessons-learned can be utilized to address questions related to facilitation of area strategy development and defining appropriate timeframes for reevaluating strategies. If piloting efforts are deemed successful by the Transportation System Leadership Council (TSLC), these guidelines will become a dynamic document to be refined as further insights and lessons are learned from area strategy development throughout Oregon. It is recognized that there are unique needs and political context within each of the ACTs that area strategies will need to address, however, these guidelines are purposefully designed to be broadly applicable across all ODOT regions.

The intent of these guidelines is to provide a framework to be used within and potentially across Areas to find agreement on key system priorities, helping ACTs to define what is most important in their Area given limited funding. The process is not intended to duplicate local or regional planning efforts or to create a comprehensive needs list, but rather should result in the development of a list of prioritized key strategic investments, regardless of jurisdictional boundaries. An Area Strategy can be used to inform legislative leaders and the OTC around future funding packages, as well as inform funding priorities for current and future STIP cycles. Other potential benefits include the opportunity to identify and clarify critical priorities in need of planning and preliminary work, clarification of critical priorities for future grant requests, increased transparency and promoting cross-Area and regional engagement.

Overall Objectives

Area strategies should reflect:

- Regional, system-wide or statewide significance
- A corridor based approach to investment decisions
 - System-wide benefits by addressing gaps in networks, prioritizing key connections, and improving overall statewide system efficiency
 - Reflecting regional priorities, including across ACT and regional boundaries
 - Supported via existing data, studies or analysis, with clear benefits (both quantifiable and qualitative)
- Consistency with adopted State and local plans. Examples include:
 - Transportation System plans (TSP)
 - Regional Transportation Plans (RTP)
 - State facility plans: Corridor Plans, Access Management Plans, Interchange Area Management Plans, etc.

- Projects and programmatic objectives should be consistent with the seven goals of the *Oregon Transportation Plan (OTP)*:
 1. Mobility and Accessibility
 2. Management of the System
 3. Economic Vitality
 4. Sustainability
 5. Safety and Security
 6. Funding the Transportation System
 7. Coordination, Communication and Cooperation

Strategic Investment Categories, Programs and Benefits

Highway Modernization Category

Strategies within this category should primarily concentrate on state-highways, but may also include off-highway and off-system improvements addressing a known problem affecting the statewide highway system (see OHP policy 2B). Emphasis should be principally placed on high-priority projects identified in State and local planning documents. Capital improvements within this category should have a long term service-life consistent with a 20-year planning outlook and goals of the OTP and OHP, for example, selected projects should evaluate how they are or are not consistent with the *Oregon Statewide Transportation Strategy* which outlines many potential strategies aimed at reducing greenhouse gas (GHG) emissions.

The majority of projects highlighted in an area strategy should also be referenced in local plans, such as TSPs or RTPs, however it is recognized that in some cases there are studies or recent findings that can inform area strategy development as well. There is also an opportunity for area strategies to identify emerging transportation issues yet to be discussed in local plans, where strategies might call for additional studies or refinement plans to help inform area priorities.

- **Planning Guidance & Inputs:**
 - *Oregon Highway Plan*
 - Local TSPs & RTPs
 - State Facility Plans
- **Primary Benefits of Potential Investments:**
 - Safety
 - Improve Mobility/Reliability
 - System Management & Efficiency
 - Economic Vitality

Non-Highway Modernization Category

Strategies in the Non-Highway Modernization category focus primarily on pedestrian and bicycle, multimodal and transit priorities that address a known problem affecting regional or statewide transportation systems. Mainly concentrating on capital investments, strategies should generally focus on corridor-wide improvements meeting program-level goals such as closing critical gaps in the network, or improving transit reliability along a corridor. Statewide and Regionally significant projects may also be included such as regional paths and trails, statewide bike routes, or high

capacity transit projects such as light rail or BRT. Area strategies should also include a plan for addressing operation costs, particularly with transit improvements. Close coordination with local transit agencies and consistency with local Transit Development Plans is necessary to ensure area strategies reflect regional transit priorities.

- **Planning Guidance & Inputs (including but not limited to):**
 - *Oregon Bicycle and Pedestrian plan*
 - *Oregon Public Transportation Plan*
 - Local TSPs & RTPs
 - Transit Development Plans (TDP's)
 - State Facility Plans

- **Primary Benefits of Potential Investments:**
 - Safety
 - Environmental Stewardship
 - Health
 - Multi-Modal Connections
 - Mobility & Accessibility
 - Economic Vitality
 - Equity

Operations Category

Strategies in the Operations category should focus on programmatic actions to specific areas or corridors where improved efficiency will have regional benefits or enhance overall statewide system performance. Analysis of the most current available Operations data should inform area priorities, highlighting corridors exhibiting common operational deficiencies that can benefit from a systematic operational approach rather than identifying individual site specific projects. Analysis may also be needed to quantify, to the extent practicable, the benefits of operational improvements to the statewide transportation system. Operational improvements to the transportation system can be a cost-effective alternative to adding lanes for capacity, while also offering a tool to reduce GHG emissions and improve safety both regionally and statewide.

- **Planning Guidance & Inputs:**
 - *Oregon Highway Plan*
 - *Statewide ITS plan*
 - Local TSPs & RTPs
 - State Facility Plans
 - Data-driven project selection systems

- **Primary Benefits of Potential Investments:**
 - Safety
 - System Efficiency
 - Management of the System
 - Intelligent Transportation Systems (ITS)

Safety Category

Area strategies addressing safety should be consistent with the *Oregon Transportation Safety Action Plan (TSAP)*, including the State's vision of achieving no deaths or life-changing injuries on Oregon's transportation system by 2035. Analysis of the most current safety & crash data should inform area priorities, highlighting corridors that can benefit from a systematic and programmatic approach to safety concerns rather than recommending specific projects. The aim is to achieve greater cumulative benefits on a corridor basis rather than individual hot spots. While an area strategy may include direction on strategic safety investments within the Area, inclusion as part of a strategy does not guarantee that a specific project will be selected thru the competitive selection process. As per the Oregon TSAP, the safety of all modes of transportation must be taken into consideration.

- **Planning Guidance & Inputs:**
 - *Oregon Transportation Safety Action Plan (TSAP)*
 - Local TSPs & RTPs
 - State Facility Plans
 - Data-driven project selection systems
- **Primary Benefits of Potential Investments:**
 - Safety
 - Reducing Fatalities and Serious Injuries

Natural Hazards Category

Strategies in the Natural Hazards category focus primarily on seismic hazards and adaptation to natural hazards associated with extreme weather events. Data driven asset management systems can be used to identify corridors warranting higher prioritization due to reoccurring climate stressors like extreme precipitation, sea-level rise, and extreme temperatures and wildfires.

Seismic hazards are discussed in more detail in *The Oregon Seismic Lifelines Evaluation, Vulnerability Synthesis, and Identification Report* which summarizes the seismic vulnerability of our statewide transportation system. It presents a list of tiered seismic lifeline routes that would serve a critical role in the event of a major seismic event and provide redundant access regionally and throughout the state. Area strategies aimed at resilience to seismic events should place high priority on seismic lifeline routes within their respective area. The focus in this category is again to develop a systematic and programmatic approach for critical corridors to address system resiliency, not identify specific projects.

- **Planning Guidance & Inputs:**
 - *Oregon Highway Plan*
 - Oregon Seismic Lifelines Evaluation, Vulnerability Synthesis, and Identification
 - Local TSPs & RTPs
 - State Facility Plans
 - Data-driven project selection systems
- **Primary Benefits of Potential Investments:**
 - Sustainability

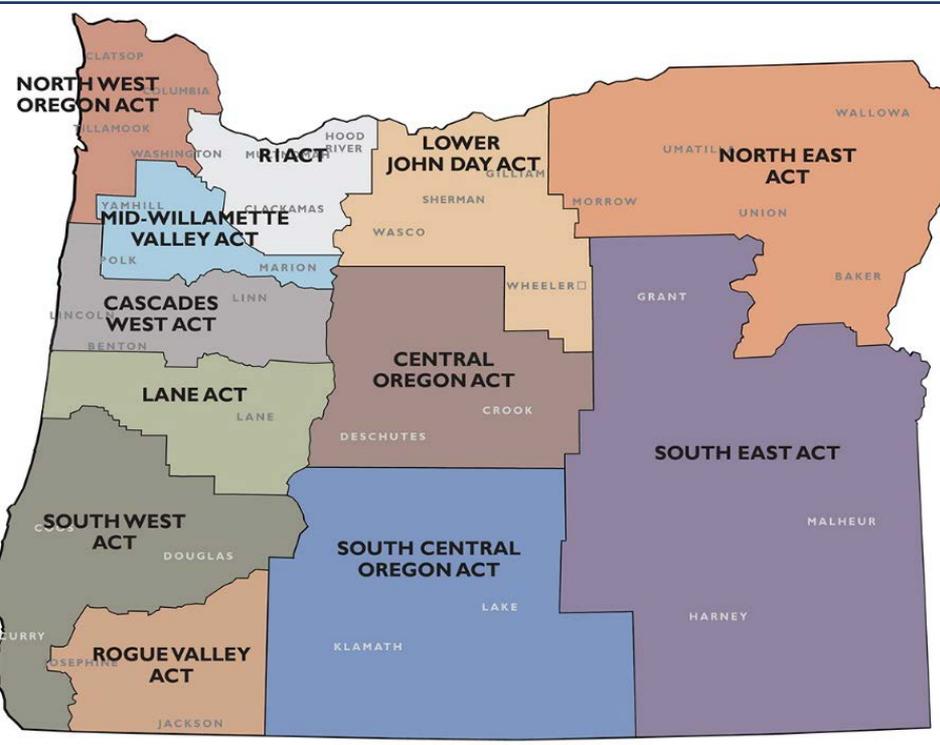
- Management of the System
- Mobility and Accessibility
- Economic Vitality

Rail, Air and Marine Category

Strategies in this category should concentrate on improving the flow of commerce and promoting economic development by supporting connections between heavy rail, air and marine modes of transportation, and supporting a better integrated transportation system. The strategy could be comprised of both specific projects and more programmatic objectives as appropriate. Specific projects highlighted in area strategies should be derived from some type of planning process such as a local master plan, Transportation System Plan (TSP) or statewide modal plan..

One potential source of funding for such non-highway improvements is the Connect Oregon program, however other funding sources may be available. Connect Oregon is a competitive grant program that can be utilized to make investments in freight infrastructure and connections for the modes of transportation discussed above. Area Strategies can include key strategic investments that could be eligible for future Connect Oregon grant cycles such as a new multimodal freight facility or rehabilitation at a key regional airport or marine terminal.

- **Planning Guidance & Inputs:**
 - *Oregon Freight Plan*
 - *Oregon State Rail Plan*
 - *Oregon Aviation Plan*
 - Local TSPs & RTPs
- **Primary Benefits of Potential Investments:**
 - Economic Vitality
 - System Efficiency
 - Mobility & Accessibility
 - Management of the System



2018 Area Commission on Transportation Survey

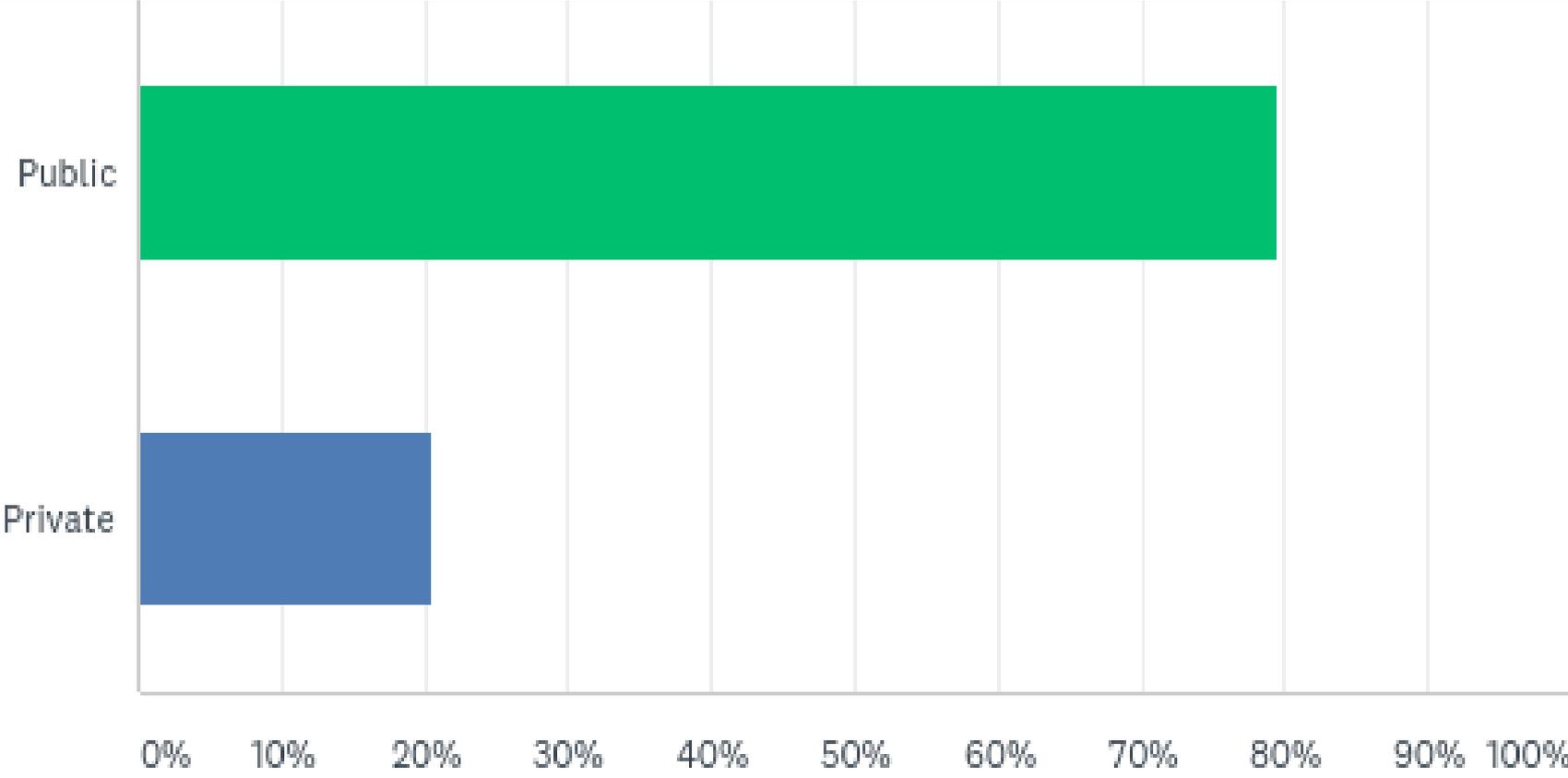
OTC Workshop

Presented by: Jerri Bohard, TDD Administrator

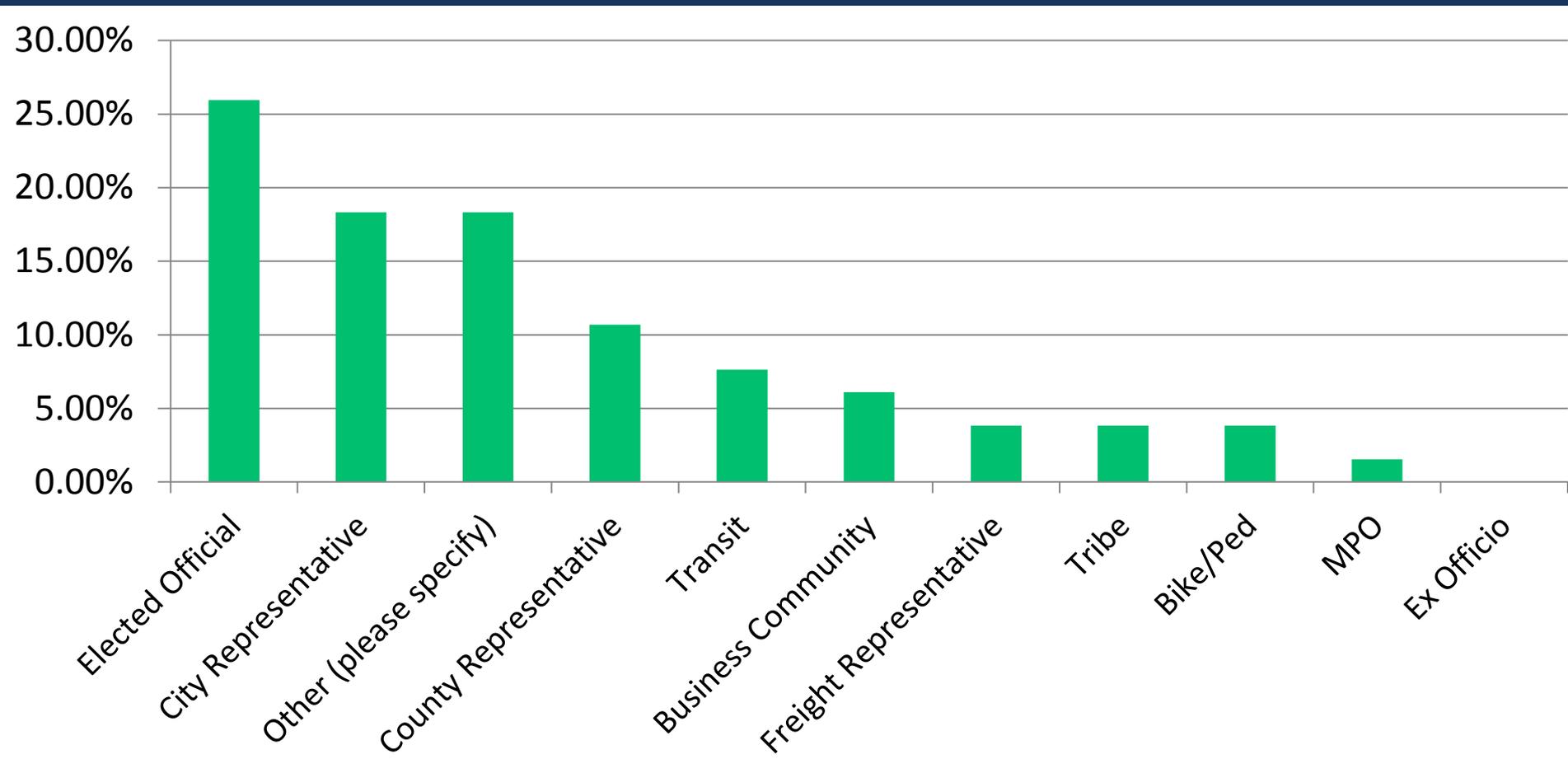
October 16, 2018



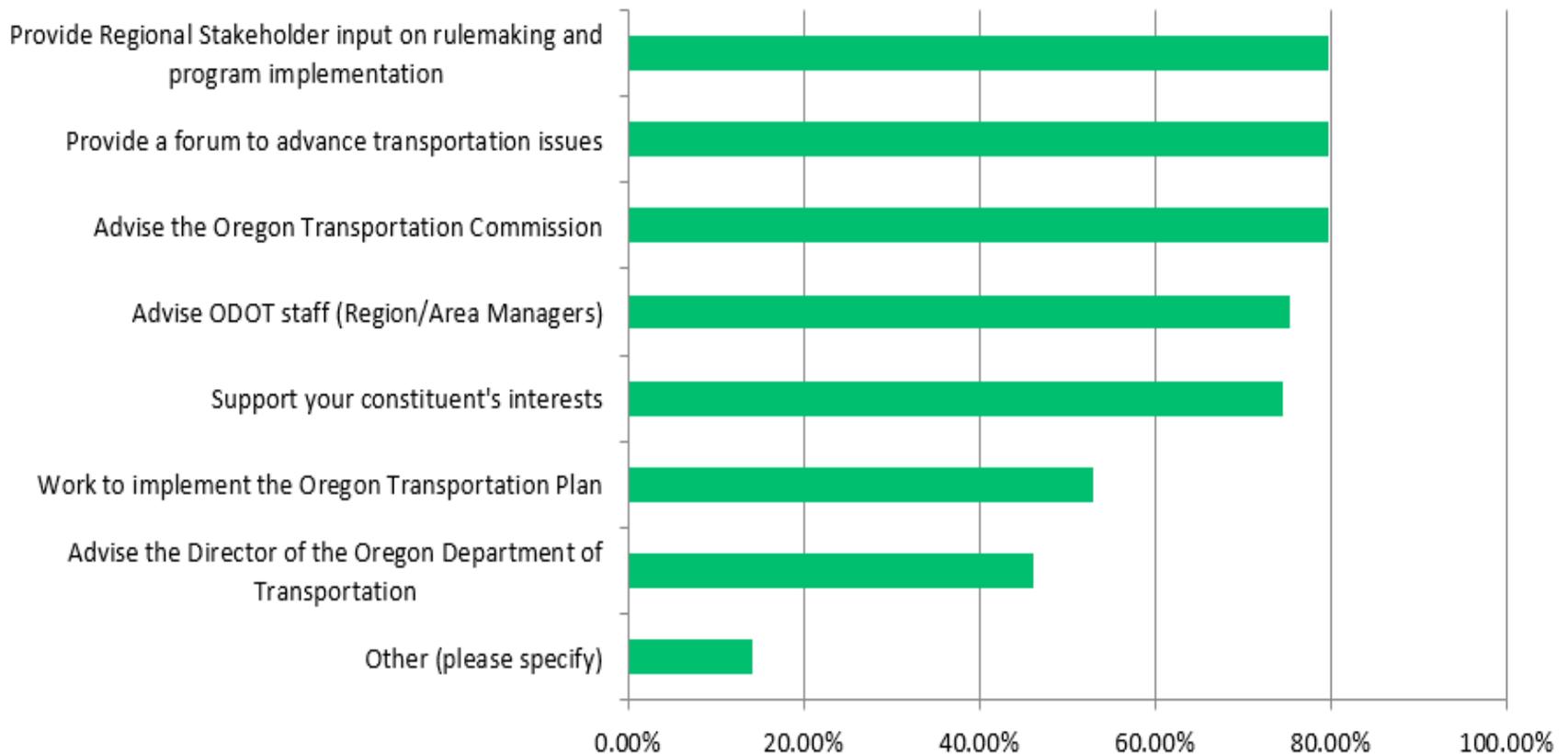
Q1: Do you represent the private or public sector on the ACT?



Q2: Please indicate what stakeholder or interest group you represent on the ACT.



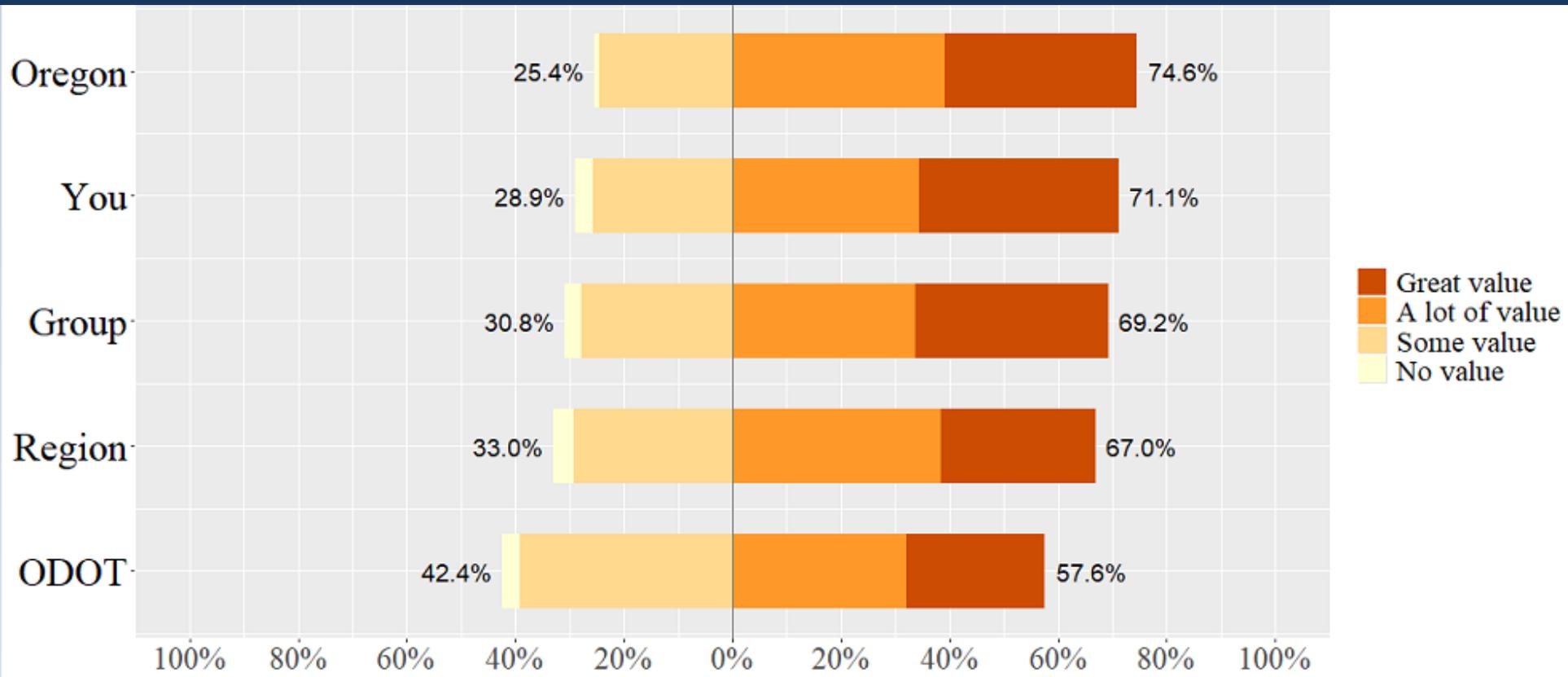
Q3: From your perspective, what is the ACT's purpose? Select all that apply.



Q3. From your perspective, what is ACT's purpose?

Prioritize Concerns Transportation Issues
ODOT Regional Public Development Advisory
Projects

Q4: Please select the value that the ACT brings to...



Q5: What is brought to the ACT Table?

Forum to
discuss issues

Voice to forward
regional issues

Role of job



Q6: What results/outcomes are important from your participation as an ACT member?

Public Governments Safety Wise Concerns Place Voice
Determining Input Positive ODOT Perspective
Regional Goal Projects
Equitable Distribution Funding Business ACT
Discussed Transportation Issues Tribes
Improve Aviation Oregon Programs
Transportation System Advance

Q7: From your perspective, what are the key opportunities for an ACT to address and focus their work on over the next 5-10 years?

1. Strategic Investment Needs

Opportunities Advise Strategic Essential Infrastructure
Goals Region Important ACT Prioritize Projects
Local Investments Bridges and Roads
Needs Safety Transportation Aviation
Capacity Reduce Entire Work on Safe Routes to School Issues
Increase

Q7: From your perspective, what are the key opportunities for an ACT to address and focus their work on over the next 5-10 years?

2. Project Selection



A word cloud of terms related to project selection, arranged in a roughly rectangular shape. The words are in various sizes and orientations, all in a teal color. The largest words are 'Local', 'ACT', 'Projects', 'Regional', and 'Safety'. Other prominent words include 'Funding', 'Highway', 'Road', 'Focus', 'Leverage', and 'Important'. Smaller words include 'Connect Oregon', 'Transportation', 'Bend', 'Bang', 'Needs', 'Lanes', 'Opportunity', 'Rural Areas', 'Crossing', and 'Maintain'.

Connect Oregon Transportation Funding Bend Highway
Bang Local Needs ACT Lanes Projects Road
Regional Opportunity Safety Rural Areas Focus
Maintain Leverage Crossing Important

Q7: From your perspective, what are the key opportunities for an ACT to address and focus their work on over the next 5-10 years?

3. Funding

Priorities **Process** Strategic **Discussions Table**

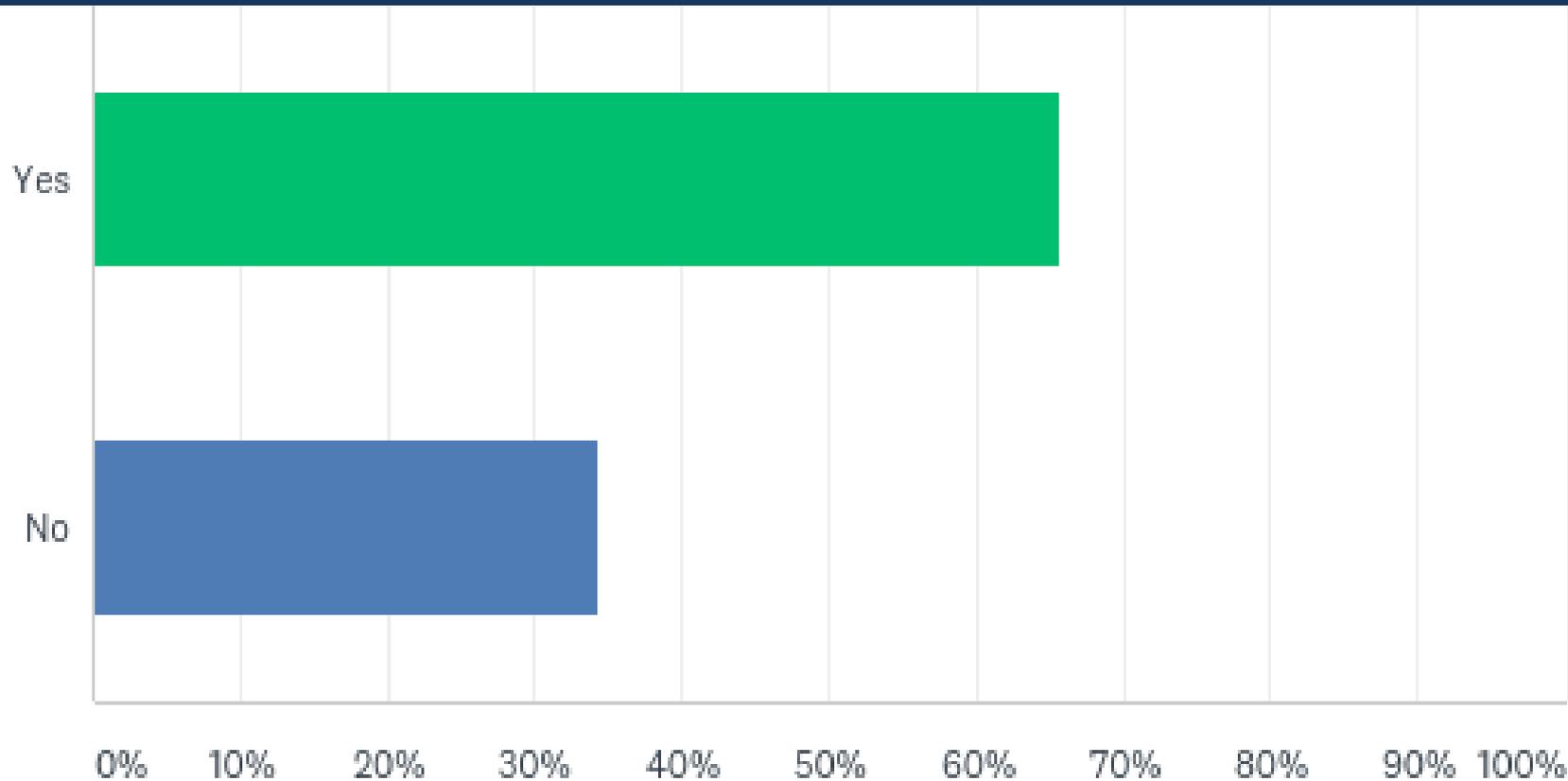
Opportunities Advise **Strategic** Essential **Infrastructure**

Goals **Region** Important **ACT** Prioritize **Projects**

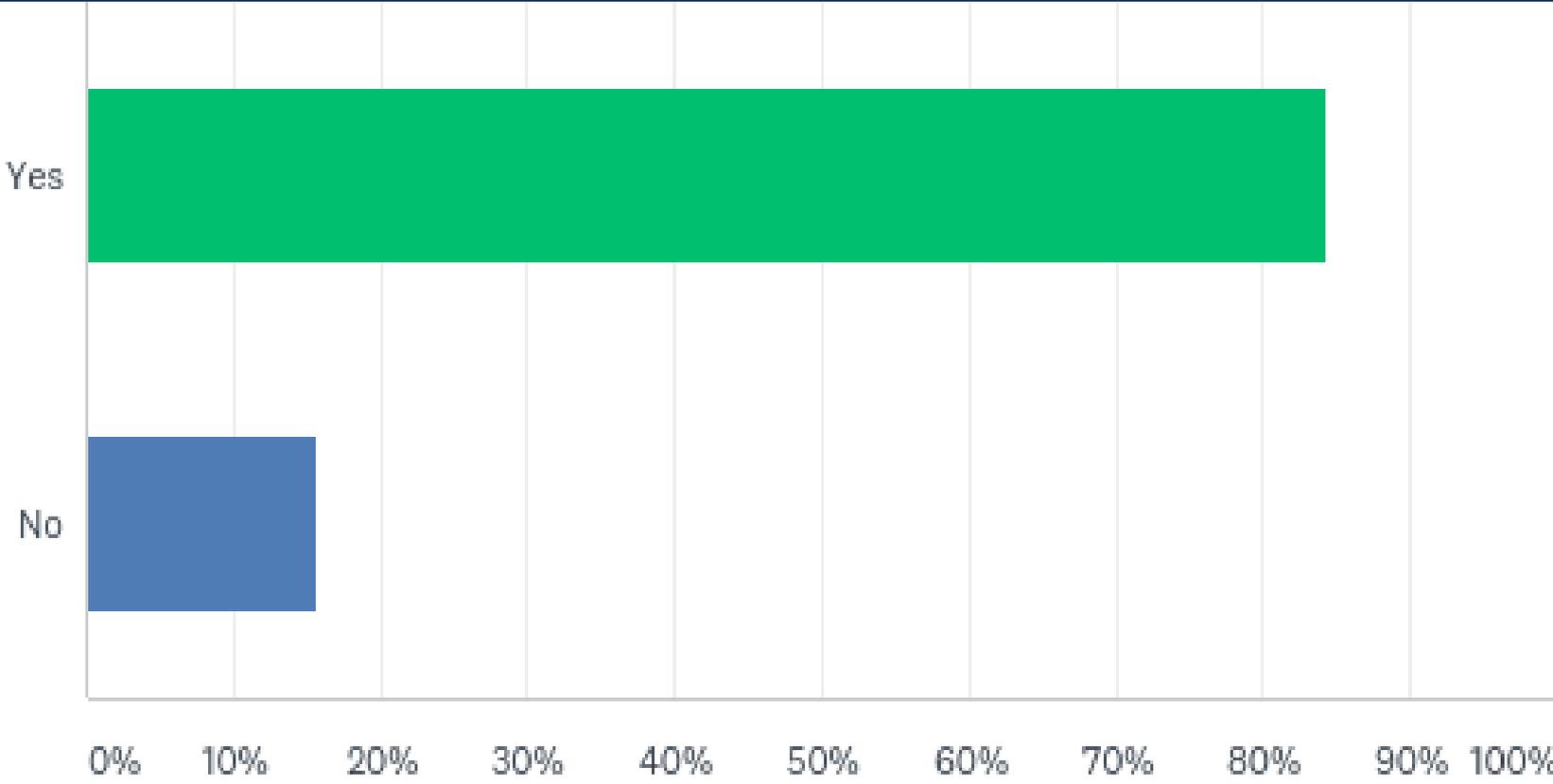
Local **Investments** Bridges and
Roads

Needs Safety **Transportation** Aviation

Q8: Do you have an interest in playing a greater role in advising and serving as a sounding board for ODOT Policy and Planning initiatives?



Q9: Would it be a good use of ACT resources to develop "Area Strategies"?



Q10: What ideas to strengthen the relationship between ACTs and Modal Committees?

Reach out with
info &
opportunities

Opportunity
needed for ACTs
& Modal
Committees to
interact

Engage ACT in
planning phase –
not just ranking



Q11: What are the emerging issues where ACTs can help?

Moving the
resiliency
agenda forward

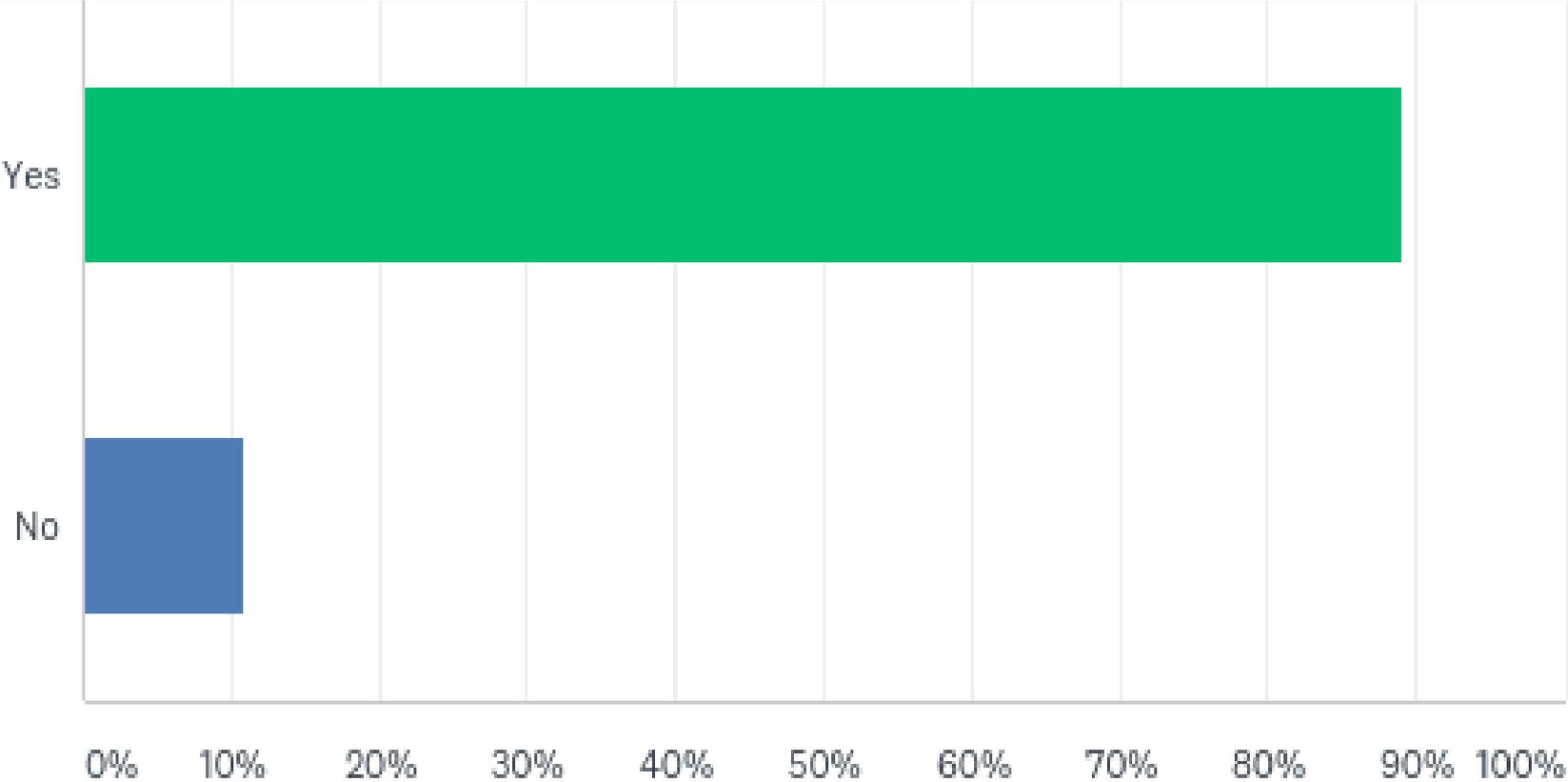
Local needs
understood by
OTC

Sounding board
on policies:

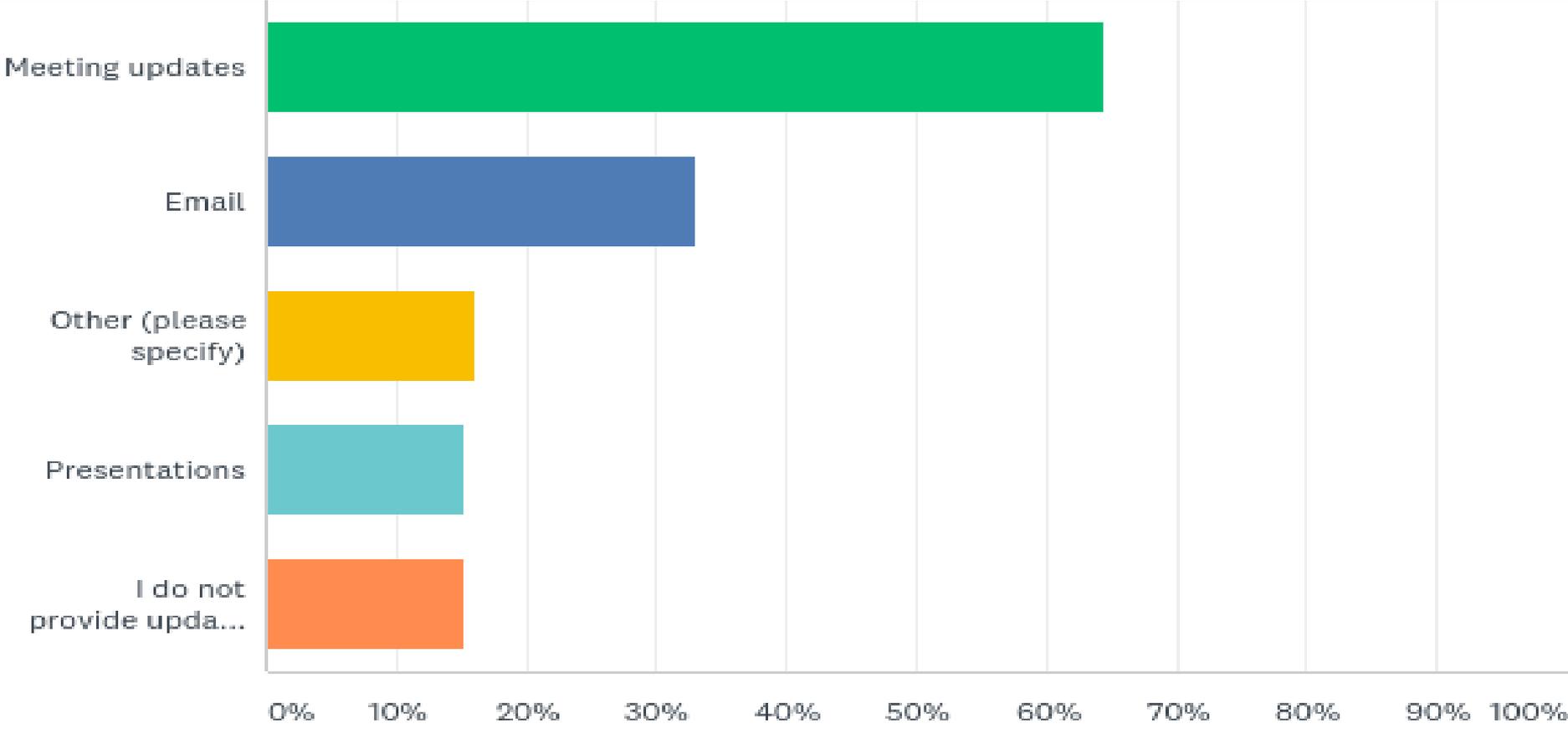
- Tolling / I-5 Bridge
- Emerging Technology
- Electric Vehicles



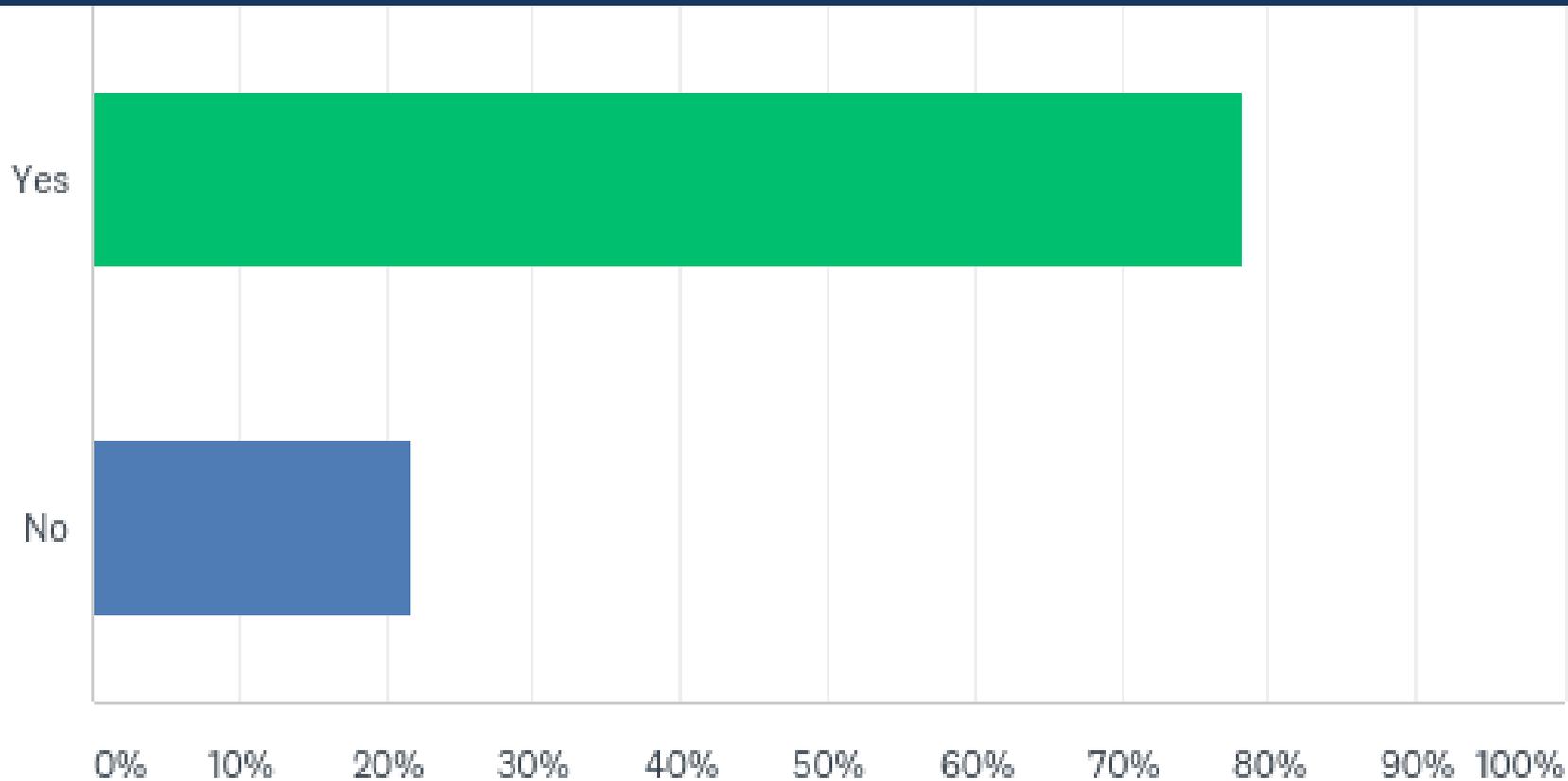
Q12: Do you keep your representative stakeholder groups informed of ACT efforts and issues?



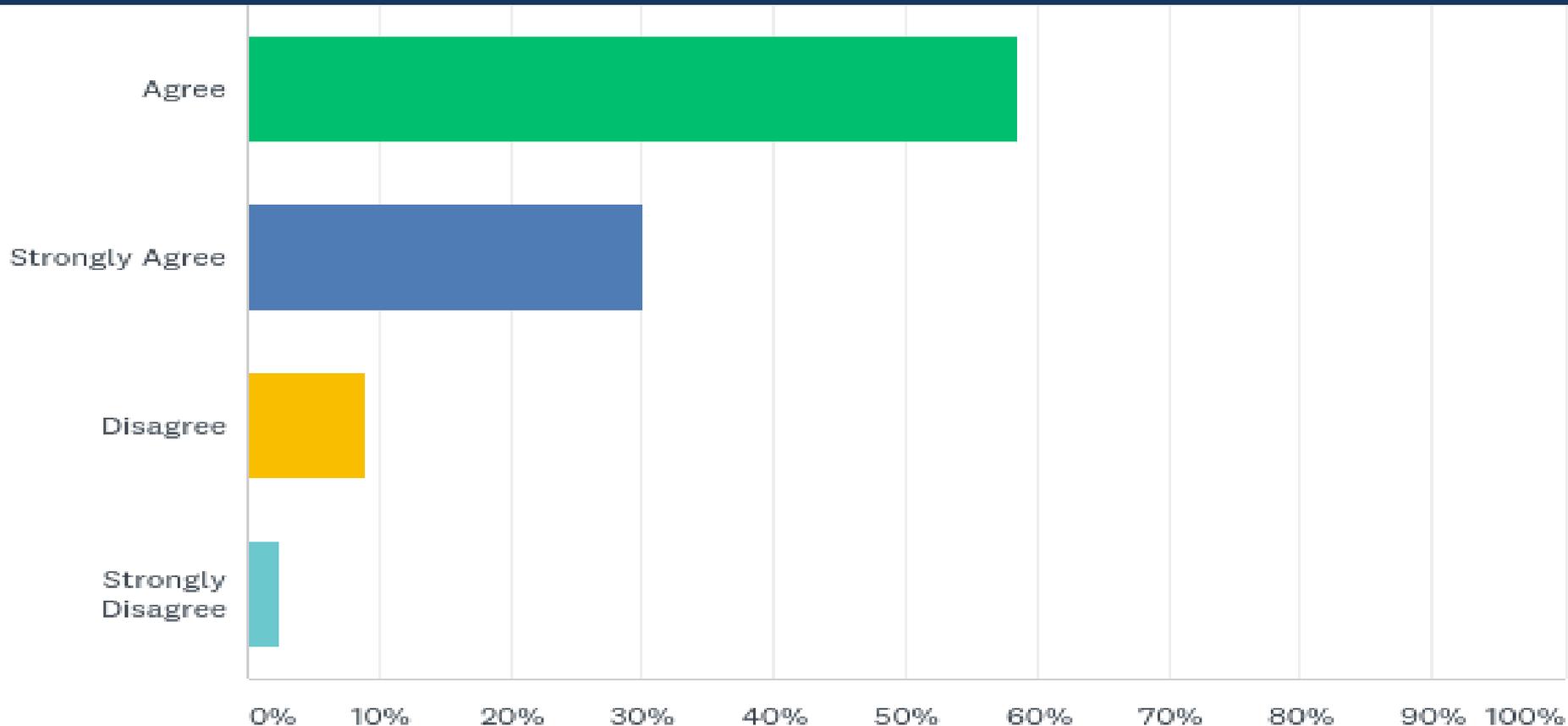
Q13: How do you keep your representative informed of ACT efforts and discussions?



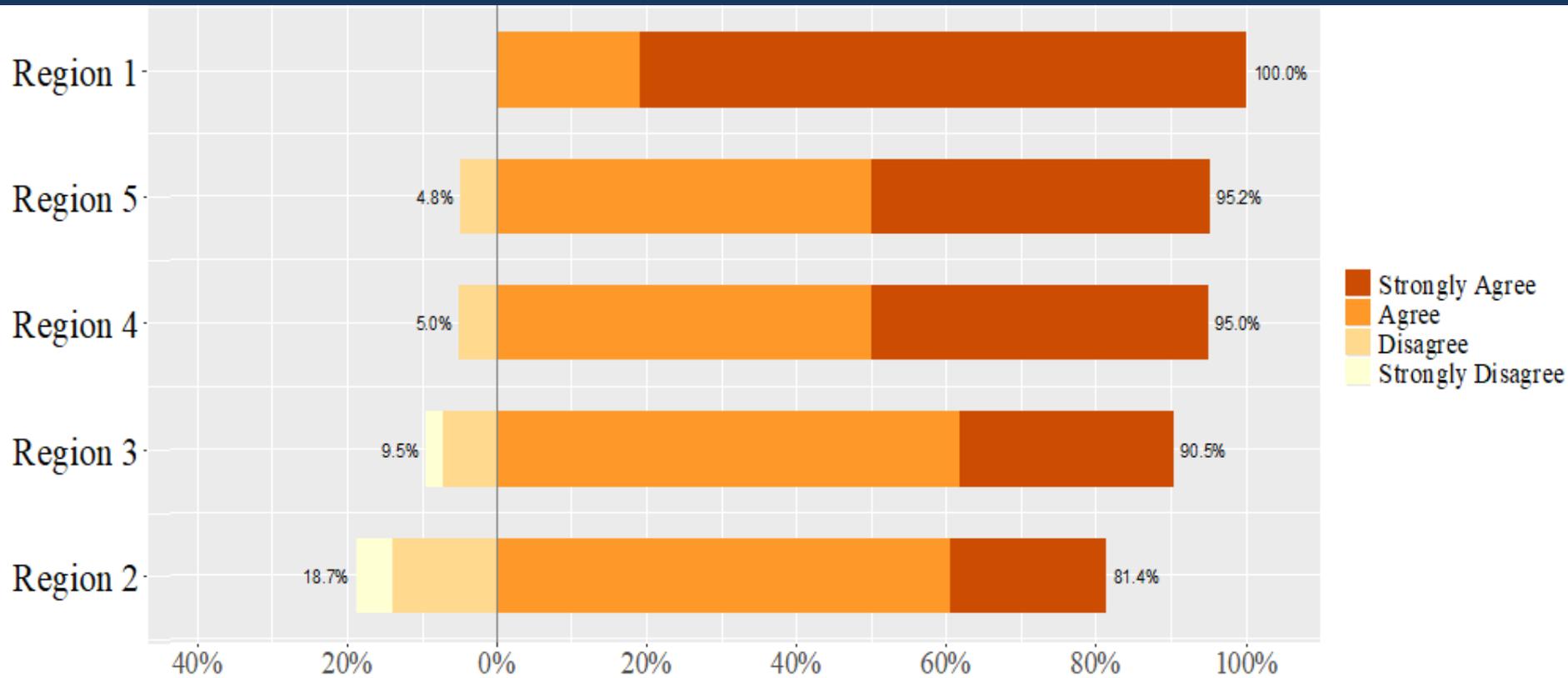
Q14: Does your ACT coordinate with your representative Regional Solutions Team?



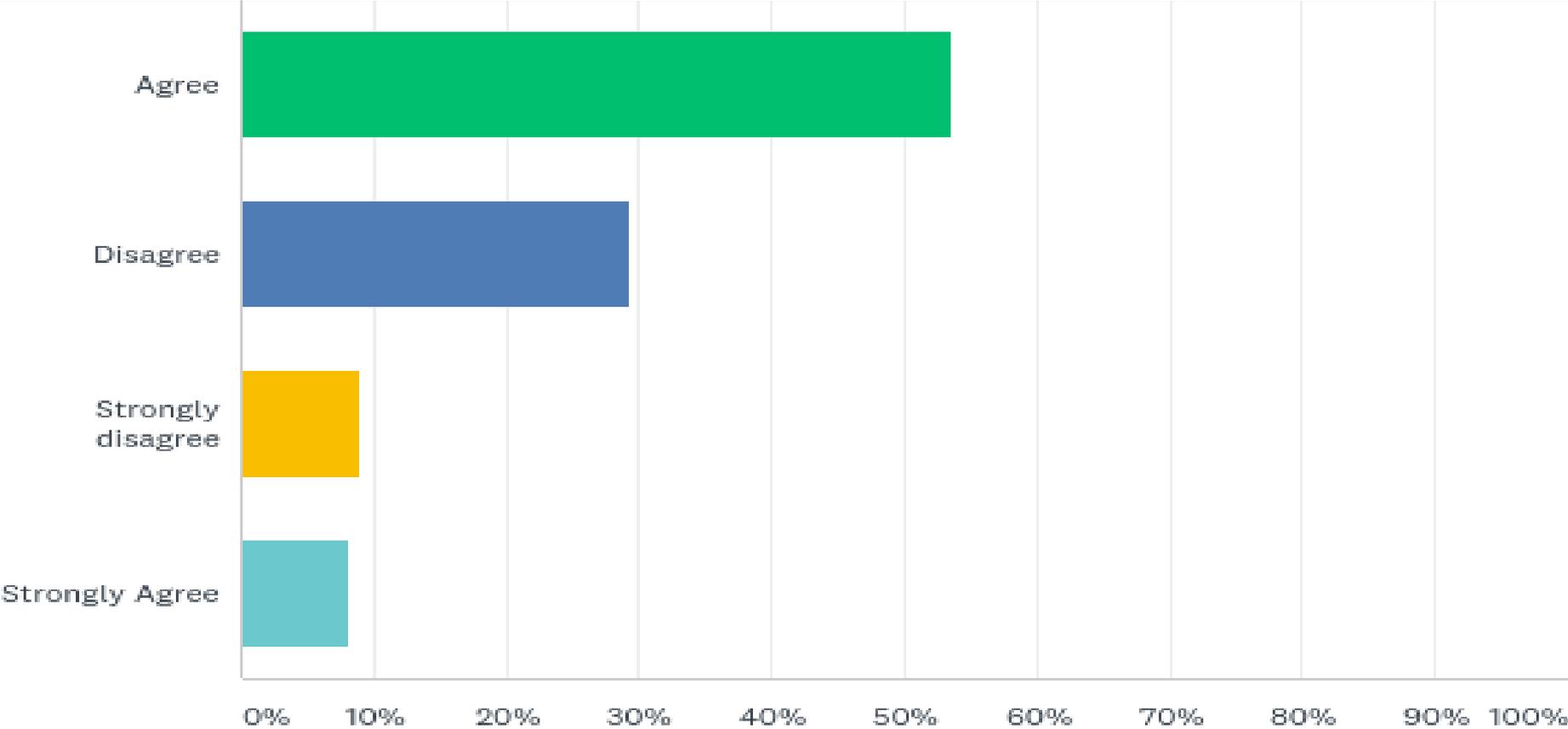
Q15: Please rate how much you agree or disagree with the following statement: *The support level from ODOT staff is sufficient.*



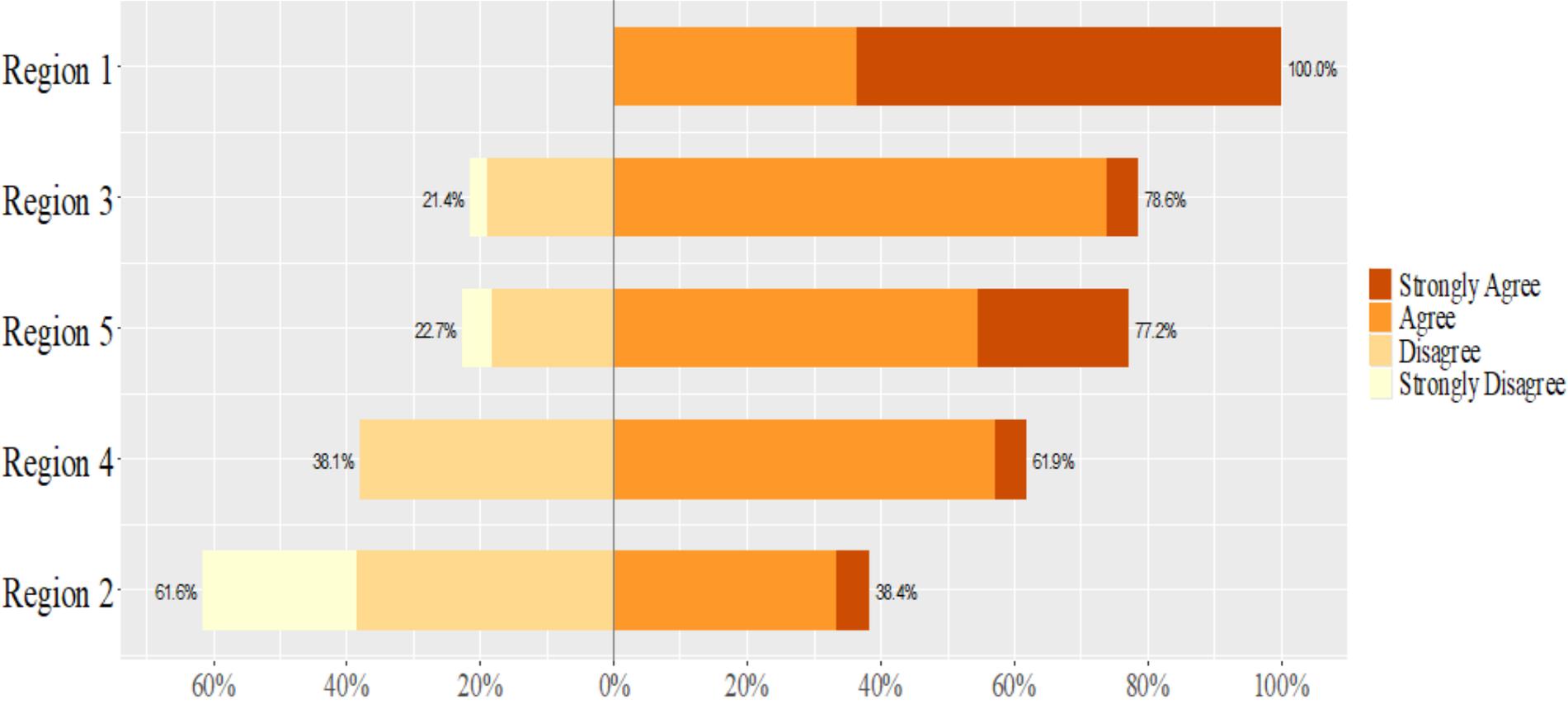
Q15: Please rate how much you agree or disagree with the following statement: *The support level from ODOT staff is sufficient.*



Q16: Please rate how much you agree or disagree with the following statement: *The engagement from the Transportation Commission is sufficient.*



Q16: Please rate how much you agree or disagree with the following statement: *The engagement from the Transportation Commission is sufficient.*



Q17: Review of ACT policy and recommended changes.

Overall support
policy

Greater
coordination
between ACTS,
MPOs, & OTC

Clarity on
multimodal &
role of Modal
Committees



Q18: What is going well with your ACT right now?

Collaboration &
communication

Central forum for
updates on
transportation
programs

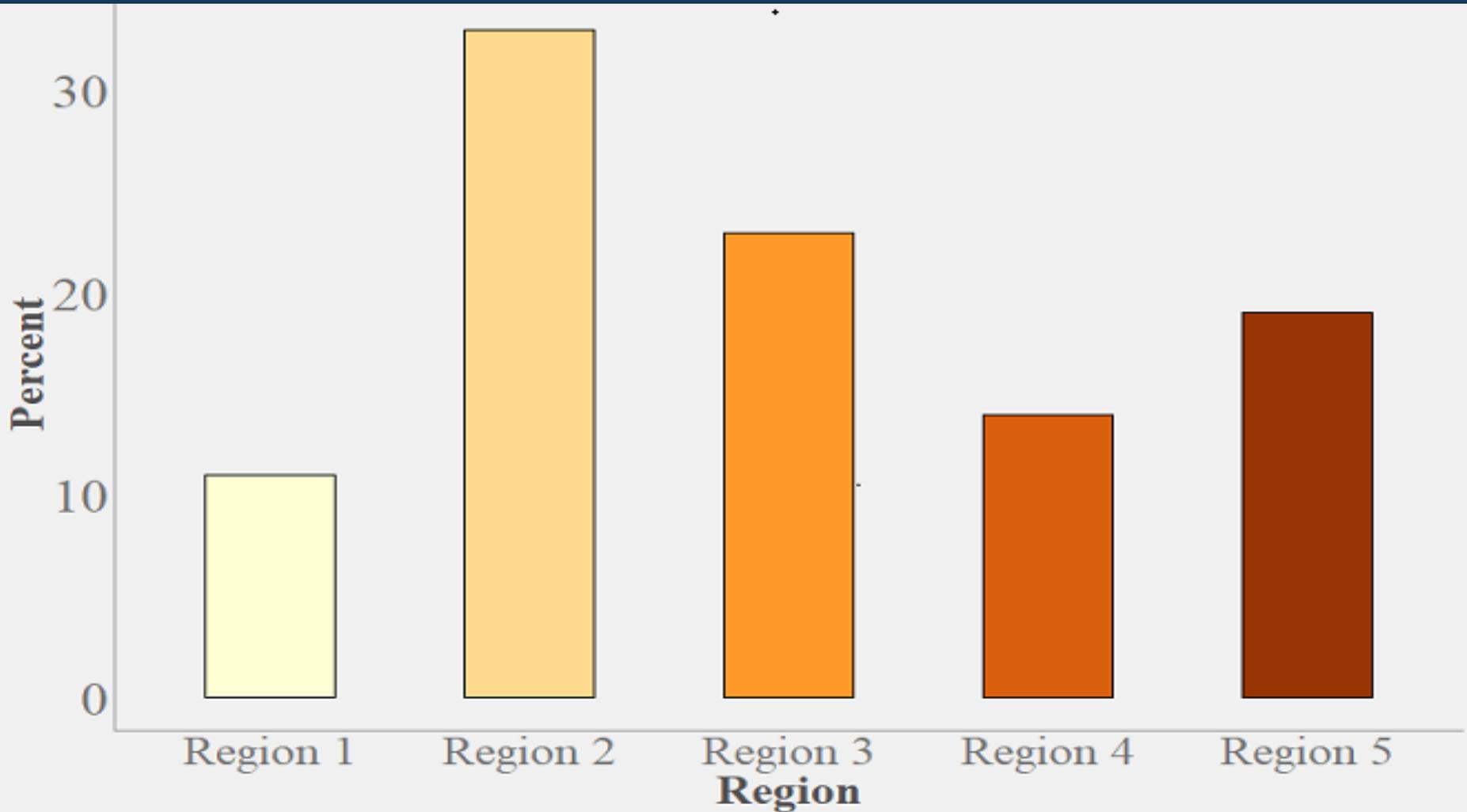
Good
institutional
knowledge, good
relationships



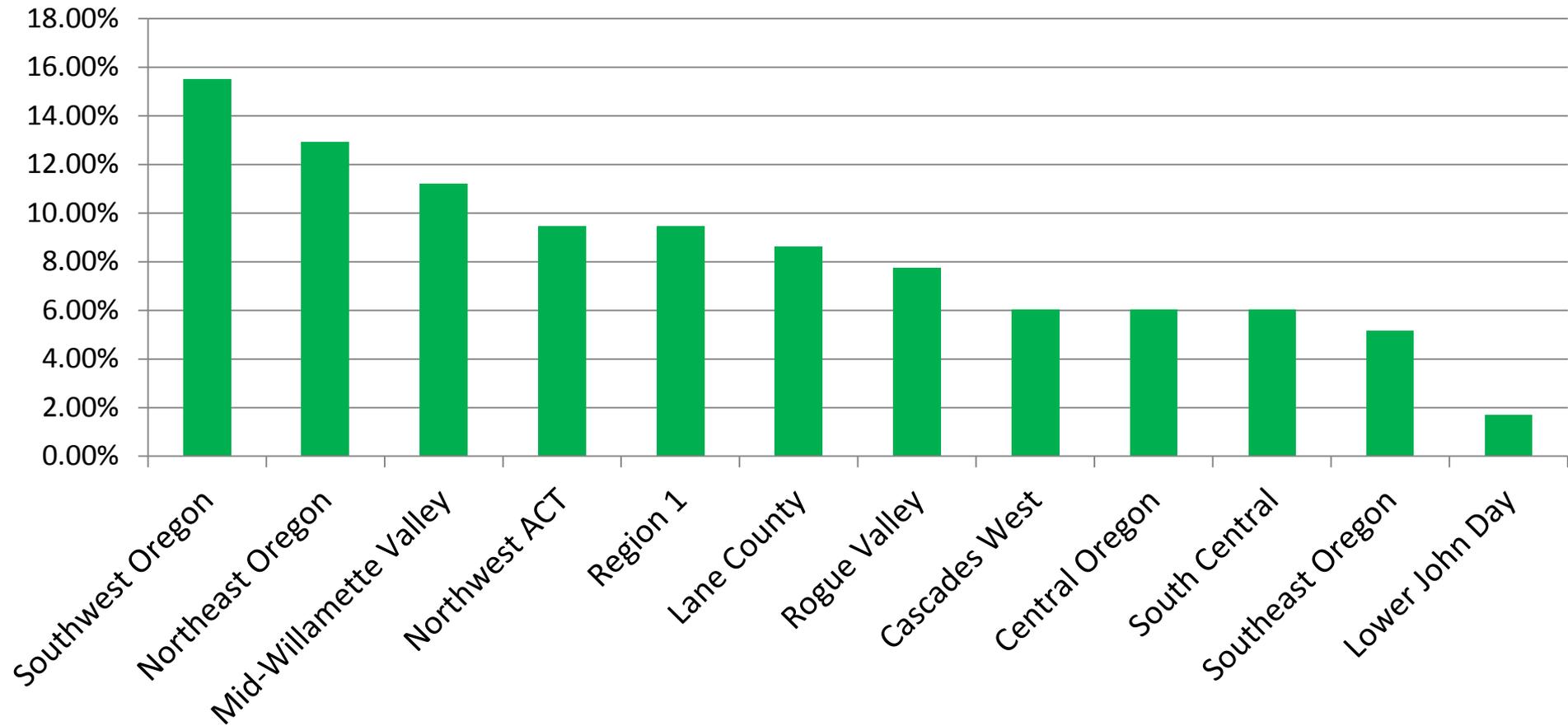
Q19: What challenges is your ACT facing right now?

Money Dollars **Aware** Clear **Issues** Staff **HB 2017**
Oregon **Projects** Representatives **ACT**
Transportation System **Funding** Membership
Needs Relevance **Meetings** Participation **OTC** Heard
Purpose Challenges

Q20: What Region is your ACT a part of?



Q21: Which ACT do you represent?



Questions for Discussion with ACT Chairs and OTC:

1. Would it be a good use of ACT resources to develop “Area Strategies”?
2. What ideas do you have for strengthening the relationship between ACTs & Modal Committees?
3. Are there emerging issues / opportunities that you think the ACTs can assist the Commission / Agency with?



Thank you.

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Oregon Transportation Commission annual workshop – October 2018

LaneACT talking points

The following are draft statements from which the LaneACT's can craft collective responses to ODOT survey questions concerning the future role of the ACTs. The questions are verbatim from the survey. The responses are compiled from minutes and meeting materials from previous LaneACT meetings. The questions included below are verbatim from the survey and those anticipated most critical to discuss with OTC.

6. What results/outcomes are important from your participation as an ACT member?

RESPONSE:

- A) Advancing both regional needs and statewide goals.
- B) Drawing on local knowledge to inform state policies, programs, and funding priorities.

7. From your perspective, what are the key opportunities for ACT to address and focus their work on over the next 5-10 years?

RESPONSE: The ACTs need to remain involved in recommending funding priorities to the OTC and the Legislature. The ACTs are an important resource because they are most familiar with the needs of each community.

8. Do you have interest in playing a greater role in advising and serving as sounding board for ODOT Policy and Planning initiatives?

RESPONSE: Yes because:

- A) Direct communication from OTC to ACTs has essentially been non-existent.
- B) ACT input is not considered in OTC decisions. While at times there may be reasons for OTC to deviate from the input received from ACTS, the action is seen as dismissive because OTC rationale is not communicated. (The STIP and ConnectOregon processes, for example.)
- C) Community members invest significant time and energy in understanding the issues and formulating a regional response. This does not appear to be fully respected by OTC.
- D) Local knowledge and decision making has value. Local, state, and federal efforts will not align if implementation is top down nor will leveraging opportunities be maximized.

- 9. Would it be a good use of ACT resources to develop “Area Strategies”? These “Area Strategies” would be derived from local TSPs and Facility Plans and would serve as a basis for prioritizing investments in the future. Area Strategies would include prioritization across modes as well as include the entire transportation system whether state or local systems.**

RESPONSE: No because:

- A) Developing area strategies on which investments are to be prioritized does not make sense given the frequency with which project requirements of funding streams and project selection criteria frequently change. Priority projects identified through an “area strategies” approach might not be eligible for funding.
- B) Developing area strategies would require a significant amount of staff time, with no certainty the input would be considered or translate into funded projects.

- 10. What ideas do you have to strengthen the relationships between ACTs and the statewide transportation/modal committees?**

RESPONSE: ACTs could provide comments on funding proposals and project lists being considered by the modal committees.

- 11. Are there any emerging issues/opportunities you think the ACTs can help assist the Agency/Commission?**

RESPONSE:

- A) ACTs should have a role in outlining the justification for additional future increases to the gas tax.
- B) Transparency. The management audit identified this as an issue for ODOT. ACTs can provide input and advocate for more appropriate and relevant information from ODOT.

- 15. [Do you] agree or disagree with the following statement: The support level from ODOT staff is sufficient?**

RESPONSE: Local (Area 5) staff are responsive. We are sometimes frustrated with ODOT staff in Salem. Salem staff are not as responsive. Staff in Salem do not communicate policies and directives with the ACTs and local governments as clearly or as timely as they could.

16. Please rate how much you agree or disagree with the following statement. The engagement from the Oregon Transportation Commission is sufficient?

RESPONSE: Strongly disagree because:

- A) Direct communication from OTC to ACTs has essentially been non-existent.
- B) When ACT input is not considered in OTC decisions and no rationale as to why is shared the action is seen as dismissive. (STIP and ConnectOregon processes, for example)
- C) OTC policy on ACTs, Section II, Subsection C, Role of the OTC states, "...The OTC role includes:
 - Designating one OTC member as the liaison to the ACT.
 - Encouraging the OTC liaison to attend ACT meetings...
 - ...Giving significant weight to the recommendations from ACTs that follow procedures and requirements described in this document.
 - Providing feedback to the ACTs regarding decisions that were made based on ACT recommendations.....

The roles outlined above have not been fulfilled by OTC. Such actions would be welcomed.

17. If the Commission were to undertake a review of this policy, what changes would you recommend? Areas of interest include membership, geographic coverage, staffing and support, and coordination with other stakeholder groups.

RESPONSE: Implement Section II, Subsection C. Role of the OTC as detailed in response to Q16.

18. What is going well with your ACT right now?

RESPONSE: The commitment of the members and administering the responsibilities of the ACT.

19. What challenges is your ACT facing right now?

RESPONSE:

- A) HB 2017 has created inconsistencies and conflicts with the OTC's own policies on ACTs.
- B) OTC's lack of ongoing engagement with ACTs.

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Lane Area Commission on Transportation

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

541.682.4283 (*office*)

Agenda Item 10

Process goals for regional transportation vision, needs and priorities

Presenter

Denise Walters, LaneACT staff

Action requested

Discussion.

Summary

At its September meeting the LaneACT decided to move forward with developing a transportation vision and statement of priorities. The next step is to further define the purpose and goals of the visioning process. This will be shared with the facilitator, once selected, to provide them with direction and to ensure the LaneACT achieves its desired outcomes.

Defining the purpose and goals can also help determine the degree of alignment between LaneACT's visioning process and the Area Strategy process proposed by ODOT. As discussed in Agenda Item 9, ODOT released the draft *Area Strategies Pilot Guidelines* and identified LaneACT as one of the pilot ACTs.

LaneACT's earlier discussions identified the following aspirations for the visioning process:

- LaneACT is more proactive in meeting the region's transportation needs
- LaneACT advocates from a place of known consensus
- LaneACT is effective in having hard conversations and reaching difficult decisions while maintaining positive relationships among members and communities
- Transportation corridors throughout the LaneACT are appropriately considered
- LaneACT can quickly respond to opportunities as they arise
- LaneACT is successful in leveraging resources
- LaneACT maintains ongoing relationships and discussions with local, regional, and statewide transportation decision makers
- LaneACT defines and implements actions to improve its sphere of influence

These statements, in addition to what emerges from discussion at the meeting, could be translated into outcomes, goals and objectives for a visioning process.

A review of LaneACT’s purpose and mission as set forth in the bylaws may help inform the discussion:

PURPOSE: Lane Area Commission on Transportation (LaneACT) 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.

MISSION: The mission of LaneACT is to:

1. Provide a local forum for sharing information, understanding, coordinating, and gaining consensus around transportation plans, policies, projects and funding;
2. Engage key stakeholders and the general public with a process consistent with state and federal laws, regulations and policies;
3. As applicable, consider all modes and aspects of the transportation system, including air, marine, rail (freight and passenger), road, transit, bicycle, pedestrian, and pipelines;
4. Review and monitor the condition of the Area’s transportation system, using appropriate benchmarks;
5. Recommend short- and long-term transportation investment priorities based on state and local plans and addressing identified needs of the Area’s transportation system while balancing local, regional and statewide perspectives; and
6. Communicate and coordinate regional recommendations, priorities and activities, and collaborate with other organizations and interests, including as applicable the Central Lane Metropolitan Planning Organization (CLMPO), other ACTs, the OTC, ODOT advisory committees, the Regional Solutions Team, regional partnerships and investment boards, state legislators, Oregon’s congressional delegation, and other agencies and stakeholders.

Considering (1) the previously discussed aspirations listed above, (2) the guidance provided in the bylaws, and (3) additional outcomes, goals and objectives that may be identified at the November meeting, the LaneACT can further define the purpose and goals of the LaneACT visioning process.

The ODOT Area Strategies Guidelines may not meet all the needs of the LaneACT in terms of achieving goals specific to the LaneACT, or timing. LaneACT may consider if its goals can best be achieved in a single process, hybrid (Area Strategies/Visioning) process, in two distinct parallel processes, or some other combination of efforts.

Attachments

None: Please refer to the *ODOT Area Strategies Guidelines* attached to Agenda Item 9.

<p><i>July 10, 2018</i></p> <p>RECESS</p>	<p><i>August 14, 2019</i></p> <ul style="list-style-type: none"> • Environmental Land Use Stakeholder Appointment • Safe Routes to Schools Grants Update • Transportation & Growth Management Grants Update • STIF Grants Update • Legislative Update 	<p><i>September 11, 2019</i> <i>(meet in Florence)</i></p> <ul style="list-style-type: none"> • ODOT Director Update • Visioning Process • Florence Tour and Presentation
<p><i>October 9, 2019</i></p> <p>NO MEETING</p>	<p><i>November 13, 2019</i></p> <ul style="list-style-type: none"> • Establish Nominating Committee • ODOT ADA Program Update • OTC Workshop Preparation-Area Strategy Pilot Guidelines • Member Presentation 	<p><i>December 11, 2019</i></p> <ul style="list-style-type: none"> • OTC Workshop Preparation • STIP 2021-24 • Nominating Committee Report • Member Presentation
<p><i>January 8, 2020</i></p> <ul style="list-style-type: none"> • Election of officers • Eugene to Florence Transit Update • OTC Workshop Report • Visioning Update • Member Presentation 	<p><i>February 12, 2020</i></p> <ul style="list-style-type: none"> • Lane County and MPO Safety Plan Implementation Update • ODOT Against Human Trafficking • FLAP Grants • Member Presentation 	<p><i>March 11, 2020</i></p> <ul style="list-style-type: none"> • Member Presentation • Norway Case Study Bicycle Infrastructure • ITS Plan • Beltline Project Update • Portland Projects Update
<p><i>April 8, 2020</i></p> <ul style="list-style-type: none"> • OTC Commissioner Callery • Member Presentation • Millersburg Rail to Truck 	<p><i>May 13, 2020</i></p> <ul style="list-style-type: none"> • Member Presentation 	<p><i>June 10, 2020</i></p> <ul style="list-style-type: none"> • FY 2020-21 Work Plan • Member Presentation

The topics listed are tentative and subject to change.



2019-2020

Future potential topics (schedule to be determined)

-

LaneACT Attendance 2019-2020

Stakeholder	JUL'19	AUG'19	SEP'19	OCT'19	NOV'19	DEC'19	JAN'20	FEB'120	MAR'20	APR'20	MAY'20	JUN'20
Coburg		X	X									
Cottage Grove		X	X									
Creswell		X	X									
Dunes City		A	A									
Eugene		X	X									
Florence		A	X									
Junction City		A	A									
Lowell		X	X									
Oakridge		X	A									
Springfield	R	X	A	R								
Veneta	E	X	X	E								
Westfir	C	A	A	C								
Lane County	E	X	X	E								
Port of Siuslaw	S	A	A	S								
Lane Transit District	S	X	X	S								
CTCLUSI		A	X									
ODOT Area 5		X	X									
Central Lane MPO		X	X									
Lane County TrAC		X	X									
Highway 126 E		X	X									
DS Trucking		A	A									
DS Rail		X	A									
DS Bike/Ped		X	X									
DS Envir LU		X	X									
OS - Eugene Organ		X	A									
OS - George Grier		X	X									
OS-Teresa Roark		X	A									
OS - Shelley Humble		X	A									
OS - NOT UTILIZED												
TOTAL	No Meeting	22	17									

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Lane Area Commission on Transportation

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

Membership 2019-20
Last Update April 29, 2019

Jurisdiction	Member	Email	Phone	Address
Lane County				
Primary Rep	Heather Buch Commissioner	Heather.Buch@co.lane.or.us	541.682.4203	125 E 8 th Avenue, PSB Eugene, OR 97401
Alternate Rep	Jay Bozievich Commissioner	jay.bozievich@co.lane.or.us	541.682.3719	125 E 8 th Avenue, PSB Eugene, OR 97401
Coburg				
Primary Rep	Ray Smith Mayor	coburgray@gmail.com	541.485.3498	32789 E Thomas Street Coburg OR 97408
Alternate Rep	TBD			
Cottage Grove				
Primary Rep	Jeff Gowing Mayor	mayorgowing@cottagegrove.org	541.510-5992	337 N. 9 th St. Cottage Grove OR 97424
Alternate Rep	Mike Fleck Councilor	councilorfleck@cottagegrove.org		923 S. U Street Cottage Grove OR 97424
Creswell				
Primary Rep	Misty Inman Councilor	minman@creswell-or.us	541.895.2531	PO Box 276 Creswell OR 97426
Alternate Rep	Maddie Phillips City Planner	mphillips@creswell-or.us	541.895.2913	PO Box 276 Creswell OR 97426
Dunes City				
Primary Rep	Robert Orr Councilor	robertvorr@gmail.com	541.997.3338	83541 Jensen Ln. Florence, OR 97439
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 8 th Avenue 2 nd Floor, PSB Eugene OR 97401
Alternate Rep	Alan Zelenka Councilor	alan.zelenka@ci.eugene.or.us	541.682.8343	125 East 8 th Avenue 2 nd Floor, PSB Eugene OR 97401

Florence				
Primary Rep	Joe Henry Mayor	joe.henry@ci.florence.or.us	541.999.2395	250 Hwy 101 Florence OR 97439
Alternate Rep	Mike Miller Public Works Manager	mike.miller@ci.florence.or.us	541.997.4106	250 Hwy 101 Florence OR 97439
Junction City				
Primary Rep	Mark Crenshaw Mayor	markcrenshaw@comcast.net	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	Don Bennett Mayor	donbennett47@q.com	541.937.2312	540 Sunridge Lane Lowell OR 97452
Alternate Rep	TBD			
Oakridge				
Primary Rep	Kathy Holston Mayor		541.782.2258	PO Box 1410 Oakridge, OR 97463
Alternate Rep	TBD			
Springfield				
Primary Rep	Sean VanGordon City Councilor	svangordon@springfield-or.gov	541.221.8006	225 5 th 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	Calvin Kenney City Council	ckenney@ci.veneta.or.us	541.935.2191	87827 Greenley St. 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	Dawn Hendrix Councilor	dmechelle@gmail.com	541-782-3103	47365 1 st Street Westfir OR 97492
Alternate Rep	TBD			
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	Craig Zolezzi Board Commissioner	craig@zianw.com	541-915-4059	100 Harbor Street Florence OR 97439
Alternate Rep	David Huntington Manager	manager@portofsiuslaw.com		100 Harbor Street Florence OR 97439
Lane Transit District				
Primary Rep	Don Nordin Board Member	don.nordin@ltd.org dnordin@efn.org	541.942.7895 (C)	239Adams Avenue Cottage Grove OR 97424
Alternate Rep	Aurora Jackson General Manager	aurora.jackson@ltd.org		PO Box 7070 Springfield OR 97475
ODOT Area Manager				
Primary Rep	Frannie Brindle Area 5 Manager	frances.brindle@odot.state.or.us	541.726.5227 (W)	1121 Fairfield Ave. Eugene OR 97402
Alternate Rep	Bill Johnston Area 5 Planner	Bill.W.JOHNSTON@odot.state.or.us	541.747.1354 (W)	1121 Fairfield Ave. Eugene OR 97402
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 TrAC				
Primary Rep	Gwen Jaspers TrAC Vice-Chair	burdock@efn.org		Email only.
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	Jeremy Light	Jeremy.Light@weyerhaeuser.com	541.744.4630 (W)	85647 HWY 99S Eugene OR 97405	Term Expires May 31, 2022
Rail	Patrick Kerr	pkerr@portofcoosbay.com	541.266.3706	125 Central Ave. Ste. 300 Coos Bay, OR 97420	Term Expires April 30, 2023
Bicycle & Pedestrian					
Primary Rep	Sarah Mazze	mazze_s@4j.lane.edu	541.790.7492	1975 W. 8th Ave, Eugene OR 97402	Term Expires January 10, 2022
Alternate Rep	Laughton Elliott-Deangelis	laughton.elliott-dea@springfield.k12.or.us			Term Expires January 10, 2022
Environmental Land Use	Rob Zako	robzako@gmail.com	541.343.5201 (H) 541.346.8617 (W)	1280-B East 28 th Ave Eugene OR 97403-1616	Term Expires June 30, 2019
Other Stakeholders					
	George Grier	ggrier@efn.org	541.726.6131	1342 ½ 66 th Street Springfield OR 97478	Term Expires June 30, 2021
	Eugene Organ	eorgan@lilaoregon.org	541.683.6556 (H) 1.866.790.8686 (W)	2850 Pearl Street Eugene OR 97405	Term Expires June 30, 2021
	Teresa Roark	teresairoark@gmail.com	503.931.7624	PO Box 3678 Eugene, OR 97403	Term Expires January 10, 2022
	Shelley Humble	shumble@creswell-or.us	541.895.2913 (W) 541.953.9197 (C)	PO Box 276 Creswell OR 97405	Term Expires June 30, 2021
	VACANT				