



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

February 12, 2020
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 December 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. Report on OTC meeting** **6:05**
Action requested: Discuss
Presenter: Jeff Gowing Vice-Chair

7. **Preparation for upcoming OTC meetings** **6:20**
Action requested: Discuss March workshop (Portland) and July meeting (Eugene)
Presenter: Frannie Brindle, ODOT
8. **Update on Central Lane Metropolitan Planning Organization transportation safety action plan implementation** **6:35**
Action requested: Discuss progress in implementing MPO and S.L.C. plans
Presenters: Ellen Currier, Central Lane MPO
9. **Letter of support request-Lane DUII Victim Impact Panel (*quorum required*)** **6:45**
Action requested: Decide whether or not to provide a letter.
Presenter: Denise Walters, LaneACT staff
10. **2021-24 Statewide Transportation Improvement Program update** **6:50**
Action requested: Discuss public outreach, adoption schedule, and other topics
Presenter: Bill Johnston, ODOT
11. **Legislative Concepts and United Front Update** **7:05**
Action requested: Discuss regional relevance.
Presenter: Paul Thompson, LCOG

Other attachments (for information only)

- 2019-20 LaneACT calendar
- Monthly attendance report
- Membership list (*February 2020*)

Upcoming meetings

- **February 21 – Steering Committee** (11:00 to noon) LCOG 5th floor (Camas Room)
- **March 11 – LaneACT** (5:30 to 7:30 pm) ODOT office, 2080 Laura Street
- **March 19 – Steering Committee** (11:00 to noon) LCOG 5th floor (Camas Room)
- **April 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.

DECEMBER 2019 -- M I N U T E S

Lane Area Commission on Transportation (LaneACT)
Oregon Department of Transportation –Area 5 office
2080 Laura Street, Springfield, OR

December 11, 2019
5:30 p.m.

PRESENT: Claire Syrett, Eugene, Chair
Jeff Gowing, Cottage Grove, Vice Chair
John Fox for Ray Smith, Coburg
Misty Inman, Creswell
Richard Palmer for Robert Orr, Dunes City
Joe Henry, Florence (via teleconference)
Don Bennett, Lowell
Kathy Holston, Oakridge (via teleconference)
Sean VanGordon, Springfield
Calvin Kenney, Veneta
Heather Buch, Lane County
Gwen Jaspers, Lane County Transportation Advisory Committee (LC TrAC)
Don Nordin, Lane Transit District (LTD)
Jeff Stump, Confederated Tribes (via teleconference)
Frannie Brindle, Oregon Department of Transportation (ODOT)
Paul Thompson, Central Lane Metropolitan Planning Organization (MPO)
Patrick Kerr, Rail Designated Stakeholder
Shelley Humble, Other Stakeholder
George Grier, Other Stakeholder

ABSENT: Junction City, Westfir; Port of Siuslaw; Trucking Designated Stakeholder; Bicycle & Pedestrian Designated Stakeholder; Charles Tannenbaum, Highway 126 East; Rob Zako, Environmental Land Use Designated Stakeholder; and Eugene Organ and Teresa Roark, Other Stakeholders.

OTHERS: Bill Johnston, ODOT; Madeline Phillips, City of Creswell; Chris Henry, City of Eugene; Evan MacKenzie, City of Veneta; Becky Taylor, Lane County; and Denise Walters, Lane Council of Governments (LCOG).

1. Call to Order (Welcome and Introductions)

Chair Claire Syrett called the Lane Area Commission on Transportation (LaneACT) meeting to order at 5:31 p.m. Those present introduced themselves.

2. Review Agenda – Additions or Deletions

No changes to the agenda were made.

3. Consent Calendar

a. Approve minutes from November 13, 2019 meeting

Consensus: The November 13, 2019 minutes were approved as submitted.

4. Comments from the audience

No one in the audience wished to address the Commission members.

5. Announcements and information sharing

a. ODOT Update

Ms. Brindle distributed and reviewed the following handouts: *Delta SB to I-105 Detour Route, OR569: Delta @ Beltline Interchange, Project Schedule Timeline Snapshot*, and *I-105 & Delta Ramp Bridge Traffic Impact* and *Delta Beltline Traffic Impacts* monthly schedules. She acknowledged the projects would create traffic flow issues and said ODOT staff were working with affected stakeholders on Country Club Road (e.g., Eugene Police Department, doctor offices, schools).

Mr. Kerr commended ODOT staff on their public outreach efforts regarding the projects.

When Councilor Syrett asked if the bike share hub temporarily installed at Valley River Center was still in place, Ms. Brindle assured her it was to stay there throughout the construction.

Councilor Kenney recalled discussions with ODOT staff about adding a ramp from the Eugene Police Department parking lot directly to the I-105 highway. At the time ODOT had denied the request. Ms. Brindle thanked him for the information and said she would look into the idea.

Mr. Johnston reminded LaneACT members to complete the ODOT-mandated training programs by the end of December. He had sent an e-mail with links to the online training for Preventing Discrimination, Harassment, and Sexual Harassment and Information Security Training.

b. Metropolitan Policy Committee Update

Mr. Thompson said the MPC meeting in December included their recertification by the United States Department of Transportation, preparation for the upcoming Oregon Transportation Commission (OTC) meeting, and review of work plans for three major plan updates.

Councilor VanGordon joined the meeting at 5:42.

Mr. Thompson also unveiled the color version of the LinkLane logo and discussed the recently hired Rural Safe Routes to School (SRTS) Coordinator, Cassidy Mills. She was to start mid-December. The City of Lowell had been selected as the site for the pilot rural SRTS program.

c. Other member updates

Councilor Kenney announced Veneta had a new City Administrator, Matthew Michaels.

Mr. Grier shared he had recently returned from a trip to Australia. He was very impressed with the transit system in Melbourne. He also thought it interesting the traffic fatality rate in Tasmania was half the size of Oregon's, although he thought the road conditions were worse.

Mr. Nordin said LTD had recently hired Kelly Hoell as their sustainability manager. He encouraged other agencies to create similar positions. Mr. Johnston added Ms. Hoell had recently spoken at a Eugene City Club meeting discussing electric vehicles.

Mayor Holston joined the meeting at 5:54 p.m.

6. Protocol for Selecting Alternates for *Designated* and *Other* Stakeholders

Ms. Walters referred to the *Appointment of Alternates for Designated and Other Stakeholders Protocol* proposal in the agenda packet. She recommended deleting the last line of Section IV. Ms. Walters reviewed why LaneACT members had previously approved the concept of alternates but noted they had not identified how alternates were to be selected.

When Commissioner Buch asked if the process was different for elected officials, Councilor Syrett said yes. Each jurisdiction identified a primary and alternate member.

Responding to Mr. Thompson's question if it was possible for more than one alternate to be considered, Councilor Syrett recommended amending Section V. A. to "desired alternate(s)".

Consensus: Adopt the Appointment of Alternates for Designated and Other Stakeholders Protocol as amended.

7. Chair and Vice-Chair Nominating Committee Update

Councilor Kenney, a member of the Nominating Committee, explained why the members had recommended Councilor Syrett and Mayor Gowing serve another term as Chair and Vice-Chair. The Nominating Committee members felt continuity in leadership was beneficial as the LaneACT undertook the pilot Area Strategy process.

Councilor Syrett and Mayor Gowing confirmed they wanted to continue in their respective roles.

Consensus: Councilor Syrett and Mayor Gowing were elected LaneACT Chair and Vice-Chair for 2020.

8. Trucking Representative Recruitment

Ms. Walters announced Jeremy Light had resigned from the LaneACT Trucking Stakeholder position. It was a difficult position to fill. Last time recruitment was conducted personally by LaneACT members in lieu of a formal recruitment announcement. Ms. Walters asked if members wanted to use the same process and if the pool of potential applicants should be expanded beyond those directly involved in the trucking industry.

Mayor Holston endorsed the previous process. She thought it a good idea to also notify the Oregon Trucking Association. Mayor Holston said the position should be limited to truckers.

Mr. Thompson offered to check with ex-member Sid Leiken, who was now working in the private sector on freight issues.

Mr. Nordin suggested contacting Tom Monroe, ex-Mayor of Cottage Grove and retired trucker, to see if he was interested.

Ms. Brindle opined participating in the upcoming Area Strategy project might be an enticement. She suggested posting a recruitment announcement on the website and referencing the pilot.

Mr. Grier concurred. He asked Ms. Walters to send LaneACT members the link to the recruitment announcement when it was online.

9. OTC Workshop Presentation

Ms. Brindle announced the Oregon Transportation Commission (OTC) Workshop with ACT chairs and vice-chairs had been scheduled for December 16 and 17 in Lebanon. At 4:00 p.m. on Thursday, there was a question and answer session with the new ODOT Director. Ms. Brindle directed LaneACT members to the *LaneACT talking points* document in the agenda packet. The questions had been provided by the OTC and staff had prepared the draft answers.

Councilor Syrett, Mr. Thompson, and Councilor VanGordon expressed concerns that the questions did not address the fundamental issues/concerns of ACTs. Ms. Humble concurred.

The first OTC question was about the 2021-2024 Statewide Transportation Improvement Program (STIP).

Several members recommended the comment on the OTC's level of engagement needed to be stronger. They advocated for the OTC to be directly engaged with the ACTs.

Mr. Grier advocated for increased clarity regarding why there had been changes to the STIP project priorities.

Mr. Thompson questioned the pattern of assumptions regarding federal funding and the lack of a process that included ACTs when actual funding was higher than original estimates.

Another area of concern was the linkage of leverage projects to Fix-it projects. If the Fix-it project wasn't funded, the leverage project (often a much less expensive, multi-modal project) was no longer under consideration for funding.

When Councilor Syrett suggested removing the connection between the two types of projects, Mr. Grier suggested another option was to build in an extra ten percent for any Fix-it project so the leverage project was automatically funded.

Mr. Thompson pointed out the traditional allocation of gas tax revenue needed to be revised so that a larger amount went to cities and counties. The change enabled more local control and recognized the financial burden associated with transferring state facilities to cities/counties. He also advocated an increase in State Transportation Improvement Fund (STIF) revenue so funding was available for ongoing transit services such as LinkLane, not just the pilot program.

Mr. Grier observed the more fundamental issue was how ACTs were able to influence the legislature. When Ms. Bridle and Mr. Thompson explained neither ODOT staff nor the OTC directly lobbied the legislature, Mr. Grier suggested another approach was for the OTC to empower ACT chairs to speak with legislators.

Mr. Thompson thought creating a similar organization as the Oregon MPO Association for ACTs was a way to empower them. If the ACTs met among themselves, not only with the OTC, they had an opportunity to identify common issues and legislative platforms.

The second OTC question was about advisory committees.

Councilor Syrett wanted more transparency regarding the committees, e.g., who was on them, when did they meet, who did they represent.

Mr. Thompson said the draft response regarding the relationship between advisory committees and ACTs was too weak. It should read that ACTs should have an equal role to advisory committees regarding STIP projects selected.

LaneACT members suggested a number of other amendments to the draft language. Mr. Johnston annotated an online version of the responses and Councilor Syrett paraphrased other ideas. Ms. Brindle said the final version of the talking points would be included in the next agenda packet.

10. LaneACT Visioning and ODOT Area Strategy Pilot

Councilor Syrett noted at the November meeting LaneACT members agreed to participate in ODOT's pilot for ACTs developing an Area Strategy. ODOT staff had presented their initial thinking about the process. She wanted to confirm that people felt their goals of developing a transportation vision and statement of priorities aligned with the proposed pilot process. From comments made at the previous meeting, Councilor Syrett thought ODOT staff were open to including a visioning step in the process.

When Mr. Kerr asked if the Area Strategies prioritized regional transportation projects, Councilor Syrett responded first they prioritized broad strategies (e.g., vision zero, congestion relief). She thought having an agreed-upon framework enabled LaneACT to be more responsive to project funding opportunities.

Councilor VanGordon agreed the process would develop over time. He said it was unclear to him how the OTC planned to use the Area Strategies. Mr. Thompson added part of the pilot process should be clarifying how the Area Strategies were used. It was important to emphasize the issue with the consultant.

Commissioner Buch recalled ODOT staff saying they were flexible about the process. She thought it important to include the visioning step.

Ms. Brindle observed having the Area Strategy positioned Lane County well for federal funding opportunities in addition to communicating regional priorities to the OTC.

Consensus: Work with ODOT staff to ensure the Area Strategy Pilot included visioning and goal-setting steps in the process.

When Mr. Grier asked when the pilot process was supposed to begin, Mr. Thompson explained ODOT had already issued a Request for Proposals for the consultant. He anticipated the pilot would start in March.

Councilor Syrett said she intended to dedicate solid amounts of time in the existing LaneACT meeting schedule for the pilot process.

11. Adjournment

Councilor Syrett adjourned the meeting at 7:20 p.m.

(Recorded by Beth Bridges)

MINUTES

Metropolitan Policy Committee
City of Eugene Library, Bascom Tykeson Room — 100 W. 10th Avenue
Eugene, Oregon

December 5, 2019
11:30 a.m.

PRESENT: Lucy Vinis, Chair (City of Eugene); Joe Berney, Pete Sorenson (Lane County); Christine Lundberg, (City of Springfield); Frannie Brindle (Oregon Department of Transportation), Carl Yeh, Kate Reid (Lane Transit District); Ray Smith (City of Coburg); members; Dan Hurley for Steve Mokrohisky (Lane County), Mary Bridget Smith (City of Springfield), Matt Rodriguez for Jon Ruiz (City of Eugene); Aurora Jackson (Lane Transit District); Anne Heath (City of Coburg); *ex officio* members.

Paul Thompson, Ellen Currier, Howard Schussler, Anne Davies, Kate Wilson (Lane Council of Governments); Rob Inerfeld (City of Eugene); Emma Newman (City of Springfield); Jeff Kernan, Megan Winters (City of Coburg); Sasha Vartanian (Lane County); Bill Johnston, Richard Beers (Oregon Department of Transportation); Tom Schwetz, Andrew Martin, Cody Franz (Lane Transit District); Carleen Reilly (River Road); Rob Zako, (Better Eugene-Springfield Transportation); Tim Goodman (Comcast); Jasmine Harris (Federal Highways Administration).

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 OCTOBER 3, 2019, MEETING MINUTES

Mr. Smith, seconded by Ms. Reid, moved to approve the October 3, 2019, MPC meeting minutes as presented. The motion passed unanimously, 6:0.

ADJUSTMENTS TO THE AGENDA/ANNOUNCEMENTS FROM MPC MEMBERS

Mr. Thompson announced that Lane Council of Governments (LCOG) had received funding to operate two rural transit routes; one from Florence to Yachats and another from Eugene to Florence. He said contracts and partnerships were in place and service would begin sometime in February 2020. He said staff was working on marketing and branding the new service which was named LinkLane. The LCOG Board had directed LCOG to undertake the service.

Mr. Sorenson asked that the MPC receive a presentation at a future meeting on the interaction between public health and transportation and the public health benefits of transit and active transportation modes.

Ms. Vinis concurred with the request. Mr. Thompson said a presentation would be scheduled.

COMMENTS FROM THE AUDIENCE

There was no one wishing to speak.

METROPOLITAN PLANNING ORGANIZATION (MPO) ISSUES

Ms. Lundberg arrived at 11:40 a.m.

Central Lane Metropolitan Planning Organization (CLMPO) Certification Review

Ms. Harris explained that the four-year annual certification review of the MPO and Transportation Management Area (TMA) was a prerequisite for receiving federal funding. She said the review was to assure the MPO's planning process met Federal Highway Administration (FHWA) planning requirements and to also provide an opportunity to meet with staff and current policy board members to enhance the current process. She described the scope of the review, which included the Metropolitan Transportation Plan (MTP), Congestion Management Process (CMP), Transportation Improvement Program (TIP), Bylaws and performance-based planning and programming. She identified members of her review team. She said ODOT was also asked for input on topics for review. She described the methodology used and reviewed the timeline, which began in May 2019 and concluded with issuance of a report and certification on October 30, 2019, and presentation to the MPC on December 5, 2019. A follow-up staff meeting would occur on December 12.

Ms. Harris noted that an executive summary had been included in the agenda packet and highlighted its findings and recommendations. She said recommendations were an opportunity for the MPO to improve its processes, but were not compliance-related. Findings were compliance-related and required corrective action. She said the due dates for corrective actions were aligned with the update cycle for each plan. She also reviewed the resolution process for assuring that recommendations and corrective actions were addressed by the MPO. She said the MPO would develop a plan of action to resolve findings, provide responses to the recommendations, establish a certification team and include the certification plan of action within its Unified Planning Work Program (UPWP). Inclusion in the UPWP would assure that sufficient resources were allocated to prioritize the corrective actions. The Oregon Department of Transportation (ODOT) would monitor the progress of the MPO, review documentation and recommend to FHWA that conditions had been met. If FHWA was satisfied a closeout letter would be issued. She commended the MPO's work and the innovative initiatives it had undertaken.

Mr. Sorenson asked what additional steps could be taken with respect to public involvement in the development of the MTP. He said it was difficult to engage the public in transportation planning activities. He said the MPO staff conducted robust community outreach activities and wondered what else could be done to address the issues raised in the certification review. Ms. Harris replied that there was no concern with the conduct of public involvement activities; the findings addressed the need for better documentation of those with respect to the MTP and the TIP. Mr. Thompson added that he felt there was not as much public engagement at the MPO level because in Oregon transportation planning also occurred at the community level, in response to state requirements, closer to the public. He said the FHWA recommended corrective action asked that documentation be included in the plans themselves, not just in the cover memoranda to the MPC.

Mr. Sorenson asked what steps should be taken to address findings related to the CMP. Ms. Harris said the MPO was still missing some components and checklist to guide compliance with regulations was being created for MPOs to follow when developing CMPs.

Ms. Lundberg asked if the staff of local jurisdictions could assist MPO staff in addressing the corrective actions set forth by the FHWA. Mr. Thompson said many of the corrective actions were anticipated as plan updates moved forward and it was helpful to have guidance from the federal perspective. He said local staff could assist by providing documentation about how projects were prioritized by jurisdictions. The

CMP is very technical and the MPO had spent two years updating its transportation modeling capabilities. Input from jurisdictions on strategies to deal with regional congestion issues will be important.

Oregon Transportation Commission (OTC) Annual Workshop

Mr. Thompson said the OTC Annual Workshop is scheduled for December 16-17, 2019, in Lebanon. Chairs of Oregon MPOs, Area Commissions on Transportation (ACTs) and ODOT advisory committees were invited to participate on the second day of the workshop and engage with the OTC on several topics, including a proposal for ACTs to develop area strategies for addressing transportation system needs. He said a set of questions regarding the State Transportation Improvement Program (STIP) had also been issued for responses from MPOs, ACTs and advisory committees. Another set of questions related to the OTC's communications with stakeholders such as MPOs, ACTs and advisory committees, roles of committees and allocation of funds among categories. He announced that Ms. Lundberg would be attending for Ms. Vinis.

Ms. Brindle said workshop attendees would also have an opportunity to meet with the new ODOT director to discuss issues and topics of interest.

Mr. Thompson said the governor had asked ODOT and the Department of Land Conservation and Development (DLCD) to collaborate on reduction of greenhouse gas emissions and climate change goals. Meetings at the director level among ODOT, LCDC, Department of Environmental Quality and Department of Energy were now in progress.

Ms. Vinis asked if that would include increased emphasis on active transportation. Mr. Thompson said that was a topic that could be raised at the OTC workshop.

Ms. Lundberg encouraged committee members to provide input to Mr. Thompson on issues that could be raised at the workshop.

Ms. Brindle said another initiative from the governor was to put more electric vehicles in agencies' fleets, but concerns had been raised by the public that there was insufficient infrastructure to support those vehicles.

Regarding infrastructure for electric vehicles, Mr. Berney said a wind, solar and battery production facility was being developed in Umatilla County. He noted the potential connections among creating jobs, production facilities that addressed climate concerns related to transportation, and generating the state's own infrastructure.

Mr. Sorenson said a challenge with solar energy was transporting it from its source to destinations. He gave examples of how some European countries were addressing transportation issues, particularly multi-modal needs.

Mr. Smith commented undeveloped countries did not have existing infrastructure that impeded creation of infrastructure for new technologies. He noted that Coburg lacked infrastructure necessary to support electric vehicles.

In response to a comment from Ms. Reid, Ms. Brindle said she would research whether funds from the Volkswagen settlement are being used to install vehicle charging stations along Interstate 5 and report back to the MPC.

Ms. Vinis said it would be helpful to inventory and map charging stations in the region. Mr. Yeh said there were applications that could show area station locations, but it would be helpful to have that information on a statewide basis.

Mr. Hurley asked that restoration of competitive grant programs be discussed at the OTC workshop.

Mr. Thompson stated that the OTC would be meeting in Eugene on May 14-15, 2020, and a work plan for the coming year would be established.

Regional Transportation Plan (RTP) Update

Mr. Thompson stated that the RTP was updated every four years and would include an Intelligent Transportation System (ITS) plan update as well. A request for proposals for a consultant team to assist with the work had been issued and one response received. The team consisted of individuals from three firms: DKS Consulting, Jacobs Consulting and Jean Lawson and Associates. He said staff had worked with all three firms in the past and was pleased with the proposal. A final scope of work and contract was being negotiating and he expected the cost to be approximate \$500,000 over a two year period. Regular reports would be provided to the MPC and expected work to begin in January or February 2020.

Follow-up and Next Steps

- **ODOT Update**—Ms. Brindle said metro area construction on rebuilding I-105 ramps had been completed and the next phase of the project would begin in February 2020. She expected work would be completed in October. She would provide updates during the project.
- **Springfield Main Street Safety Update**—Mr. Johnston reported that the project team was discussing changes to planning and scheduling based on feedback from the mayor and city council members and there would be adjustments to the presentation of alternatives to the public. He said the project schedule could be extended up to six months. An online open house would be held in February 2020.
- **Rail Update**—None.
- **LaneACT Update**—Mr. Johnston said the LaneACT would meet on December 11 and review the questions posed by the OTC, as well as discuss the ODOT area strategies proposal. He said the LaneACT was one of two ACTs selected to participate in the pilot process.
- **MTIP Administrative Amendments**—There were no questions.
- **Next Steps/Agenda Build**—Mr. Sorenson asked that a presentation on the health implications of different transportation modes at the national and local levels could be scheduled at a future meeting.

The meeting adjourned at 12:35 p.m.

(Transcribed by Lynn Taylor)



Lane Area Commission on Transportation

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

541.682.4283 (*office*)

Agenda Item 6

Oregon Transportation Commission (OTC) annual workshop update

Presenter

Jeff Gowing, Vice-Chair

Action requested

Discuss.

Summary

LaneACT Vice Chair Mayor Gowing presented LaneACT's discussion points to the OTC on Tuesday, December 17 in Lebanon. In addition to ACT chairs, representatives from area metropolitan planning organizations (MPO) were present. Springfield's Mayor Lundberg represented the Central Lane MPO.

Partially in response to comment from both Lane County representatives, OTC Chair Van Brocklin asked ODOT Director Strickler to develop an approach to more meaningfully engage the ACTs. In response to Chair Van Brocklin's request for more information, LaneACT Chair sent the attached letter and LaneACT discussion points to the OTC.

Attachment

- A. Thank you letter to the OTC
- B. LaneACT talking points for the 2019 OTC annual workshop



December 23, 2019

Dear Chair Van Brocklin and Members of the Oregon Transportation Commission,

On behalf of the Lane Area Commission on Transportation (LaneACT), I want to thank you for the opportunity to meet with you on December 17th, provide responses to the questions you asked us, and engage in conversation with you on the important topics facing the Oregon Transportation Commission, the Oregon Department of Transportation, and Oregon's Area Commissions on Transportation.

We were gratified to hear Chair Van Brocklin's immediate call for the Department and the Commission to take action in response to the comments provided by Cottage Grove Mayor Gowing on behalf of the LaneACT. We offer our assistance in any way that may be useful to that effort.

To that end, please find attached the full set of LaneACT Talking Points prepared by the LaneACT for the workshop. Due to the time limits inherent in the December 17th workshop, Mayor Gowing was only able to cover a portion of the Talking Points. I would like to draw your attention to Question 1 posed by the OTC and the LaneACT response in 1.c 9 and 10 as examples of ways that the ACTs and the OTC may improve communication and collaboration in the future. In addition, we are looking forward to piloting the work on developing area strategies for the ACTs and appreciate the OTC selecting us for this important work.

One note we meant to include in our Talking Points was to express our appreciation to Commissioner Callery for taking the time to attend one of our meetings this past year. This provided the ACT with an important opportunity to have a dialogue with our commissioner and was a very positive experience for members of the ACT. This served as an example of how the OTC and the ACTs can have a closer relationship.

The Lane ACT is comprised of knowledgeable and dedicated community representatives who are ready to work with the OTC on these important matters. We look forward to our future collaboration together including the work on developing Area Strategies.

Sincerely,

A handwritten signature in black ink that reads "Claire Syrett". The signature is written in a cursive, flowing style.

Claire Syrett
Chair, LaneACT

cc: Kris Strickler, ODOT Director
Travis Brouwer, ODOT Assistant Director
Cooper Brown, OTC Chief of Staff
Sonny Chickering, ODOT Region 2 Manager
Frannie Brindle, ODOT Region 2 Area 5 Manager
Bill Johnston, ODOT Region 2 Area 5 Transportation Planner

LaneACT Talking Points

Revised December 12, 2019

The following questions were provided by the OTC in advance of the workshop. The LaneACT developed these responses at their meeting on December 11. These responses drew upon prior discussions of the Lane Act as well.

QUESTION 1 – Given the transportation needs in your area and statewide, please reflect on the 2021-2024 STIP process and tell us:

a. What went well?

RESPONSE

1. The ODOT Director's office made an effort to keep the ACTs informed of their discussions with the OTC as the STIP was being developed, by providing monthly updates that were presented at ACT meetings.
2. The survey conducted in Sept 2018 allowed the ACTs to provide some input for the OTC to consider in establishing strategic investment priorities.

b. What could have gone better?

RESPONSE

1. Some of the presentation materials for the monthly updates (provided by ODOT) were confusing, or repetitive – possibly because there was not enough new information to present. Fewer, more meaningful, updates might have been more effective.
2. The process lacked sufficient transparency. It was not clear to the ACT who is actually making decisions. Is it the OTC, the advisory committees, or ODOT staff?
3. The OTC should have been more directly engaged with the ACTs, to address the ACTs' concerns about their diminished role in identifying local and regional funding priorities. This concern has been brought to the OTC by the ACT on several occasions and still has not been addressed.
4. There is a sense at the ACT that the OTC does not really want our opinions. The OTC needs to be more directly engaged with the ACTs, to address their concerns and hear their input, beyond the 2 hours we have at the annual meeting. (See responses 9 & #10 in the next section.)
5. The questions included in this survey contribute to the feeling expressed in our response #4. They feel like the same questions we have seen in previous years. A different set of

questions would provide you with more meaningful feedback. The questions being asked of us do not get to the fundamental issues and do not appear to seek to address our concerns.

c. What should the OTC consider making changes to in the upcoming 2024-2027 STIP process?

RESPONSE

1. The OTC should consider re-establishing the STIP *Enhance Program*, which provided a more significant role for the ACTs in selecting locally-significant projects to fund.
2. The ODOT *Area Strategies Initiative* (LaneACT is participating in the pilot effort) may result in a list of high-priority, regionally-significant projects, or funding categories in need of additional support. If possible, the STIP should include funding to construct some of these projects. Ideally, the OTC would allocated funding to the region to address the priority strategies identified in that region.

The LaneACT understands that many of these projects are very expensive and can only be funded through a major legislative initiative (like HB 2017) or with a significant increase in federal or other funding. Without funding it is not clear to the LaneACT what ODOT and the OTC intend to do with the completed Area Strategy. What meaning will it have? Why develop an Area Strategy if it cannot be implemented?

3. ODOT and the OTC should review the outcome of the 2021-24 STIP *Fix-It* and *Leverage* programs. Some adjustments may need to be made for 2024-27. For example, in Area 5 the most meaningful *Leverage* opportunities (e.g., sidewalk infill along an urban section of roadway) were eliminated from consideration because the underlying *Fix-It* projects were eliminated (because they were too expensive).

The *data-driven* methodology that was used may not have produced the best results. It might be more effective to combine and redirect funding to some of the more expensive projects that otherwise would not be funded. Another approach would be to de-couple Leverage funding for multi-modal improvements from the Fix-It funding altogether.

4. ODOT and the OTC should provide more insight into how decisions are being made. They should be more transparent.
5. The state needs a fully funded and ongoing Connect Oregon program.
6. Fund multi-modal improvements outside the right-of-way. (Current rules do not allow gas tax funds to be used outside the ROW.)
7. The current 50/30/20 funding split (state, counties, cities) is not working. It needs to be revisited. More funding needs to be directed to the cities and counties. This is in part to compensate for ODOT transferring more facilities to local jurisdictions.

8. The new Statewide Transportation Investment Fund (STIF) program has been helpful. Funding needs to be increased in all categories. Also, STIF eligibility should be expanded to include existing service and pilot projects funded in round 1 of the STIF program, not just new service.
9. We are repeating our request from last year for the OTC to provide a meaningful way for the ACTs throughout the state to communicate with each other, the OTC, and the Legislature, as a unified group with a single voice on shared issues, concerns, and ideas for improvement. As an example, the Oregon MPO Consortium (OMPOC) meets quarterly and acts as a venue for the MPOs. Could something similar be instituted for the ACTs?
10. In addition to the consortium of ACTs (described in the previous response) it might also be beneficial for the OTC to convene a leadership group of ACT chairs to be the voice of the ACTs at the legislature.

QUESTION 2 – Please consider and address the following issues:

a. Communications with advisory bodies and stakeholders.

This refers to the advisory committees appointed by the OTC or the ODOT Director, including: bicycle & pedestrian, continuous improvement, freight, public transportation, rail, safety, and other committees.

RESPONSE

1. ACTs should be kept apprised of the advisory committees' activities.
2. ACTs should be given an opportunity to provide input into the recommendations the advisory committees provide to the OTC. This could be accomplished by appointing ACT members to the advisory committees, or providing the ACTs with an opportunity to review and comment on the recommendations.
3. The activities of the eighteen ODOT/OTC Advisory Committees should be more transparent. It would be good for the ACTs to know who is on these committees, what their work plan is, and how the ACTs can be effectively involved.
4. What is the OTC's plan for considering input from ACTs and providing some kind of response or plan for incorporating that input into the work of the OTC and ODOT? The LaneACT does not feel their input is utilized.

b. Advisory committee's roles in the process

This refers to their role in reviewing grant applications (e.g., Connect Oregon) and project lists developed by ODOT, and recommending which projects to fund.

RESPONSE

1. The LaneACT understands that Advisory Committees with specialized expertise can serve a useful role. However, it is not entirely clear what their role is, or what their expertise is. Their activities need to be more transparent.
2. ACTs are an equally important resource. They need to remain involved in recommending funding priorities to the OTC and the Legislature. ACTs are the most familiar with the needs of individual communities and regions.

c. Allocations among categories to meet needs

This refers to the strategic investment categories identified in the current STIP, including: (1) highway modernization, (2) non-highway modernization, (3) operations, (4) safety, (5) natural hazards, and (5) rail, air and marine.

RESPONSE

1. The LaneACT is participating in the pilot effort to develop an *Area Strategy*. This exercise will require the ACT to consider these investment categories carefully, and determine which categories are the highest priority for the LaneACT region. After we complete this effort next year we will have more insight and better prepared to offer a more detailed response, and recommendations, to this question. One immediate idea for consideration is allocating funding among categories at the Region level, not the statewide level. This could allow each Region to address its priorities more effectively.



Lane Area Commission on Transportation

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

541.682.4283 (*office*)

Agenda Item 7

Oregon Transportation Commission (OTC) upcoming meetings

Presenter

Denise Walters, LaneACT Staff

Action requested

Discuss and save dates.

Summary

March workshop

The OTC will hold the second part of its annual workshop on March 19th and 20th in Portland. At its March meeting OTC will focus on an internal conversation between the commissioners and ODOT leadership to develop OTC's multi-year work plan. The December meeting with the ACTs and MPOs was to help inform this March conversation. While this meeting likely does not warrant LaneACT membership traveling to Portland, watching the live stream or recorded meeting may be of interest.

July meeting

The OTC will meet in Eugene on July 14th-17th (Tuesday-Thursday). While we await specifics on the agenda, LaneACT chairs and interested members may want to block the dates as LaneACT will likely be presenting our biennial report. This meeting may also be of interest because one of the days will be the annual tri-state (OR/WA/CA) meeting. The tri-state meeting rotates among the three states. The July meeting will be the first time the tri-state meeting will be hosted in Eugene.

LaneACT members expressed interest in better understanding other OTC advisory committees; and in considering if there were any which LaneACT would like to follow more closely and/or opportunities to collaborate or leverage resources to advance Lane area interests and projects. In response to this interest and to provide background information from which to consider OTC happenings, a general summary of each committee is attached for reference.

Attachment

A. OTC Advisory Committee summaries



ACEC-ODOT Partnership Committee

This committee was established in 2005 as the working relationship between the American Council of Engineering Companies of Oregon (ACEC) and the Oregon Department of Transportation (ODOT).

The objectives of this committee are to address:

- The mutual understanding of the working relationship between the two organizations.
- Partner communications and collaboration protocols.
- Issue identification, tracking, and resolution.

This partnership is comprised of two primary committees:

1. **Liaison Committee** – charged with the management of the partnership and its committees. It serves as the communications hub and works to manage identified issues and prioritize work tasks.
 - **Meeting schedule:** Regularly scheduled for the third Friday of odd numbered months.
 - **Meeting time:** Unless otherwise noted, meetings are held from 9:00 AM – 10:30 AM.
 - **Meeting location:** ODOT Region 2 Campus, 800 Airport Road, Building X Salem, OR 97301
2. **Steering Committee** – charged with providing collaboration guidance and oversight of the partnership, including management of communications and the decision-making structure.
 - **Meeting schedule:** Regularly scheduled for the third Friday of odd numbered months.
 - **Meeting time:** Unless otherwise noted, meetings are held from 10:35 AM – 12:30 PM.
 - **Meeting location:** ODOT Region 2 Campus, 800 Airport Road, Building X Salem, OR 97301

ACEC-ODOT Partnership Committee Contact:

Bonnie Cook

Bonnie.Cook@odot.state.or.us

(503) 986 3360

ACEC/ODOT Steering Committee Contact List

ODOT

- Steve Cooley – Co-Chair
- Melissa Canfield
- Erik Havig
- Donnell Fowler
- Joe Squire
- Jim West – Liaison Co-Chair
- Ken Kohl

ACEC

- Ed Chamberland – Co-Char
- Karen Tatman
- Steve Litchfield
- Larry Fox
- Tina Adams
- Stephen Whittington – Liaison Co-Chair
- Tony Finely

Oregon Bicycle and Pedestrian Advisory Committee

The Oregon Bicycle and Pedestrian Advisory Committee, or OBAC, is an eight-member committee appointed by the governor that acts as a liaison between the public and the Oregon Department of Transportation.

Its mission is to advise the Oregon Department of Transportation, Oregon Transportation Commission, and the Oregon Legislature on priorities, issues, projects, and funding needs to improve biking and walking in Oregon. OBAC members are stewards to the Oregon Bicycle and Pedestrian Plan (OBPP) implementation, with a focus on goals of safety, equity, and connectivity. OBAC also informs and advocates for effective decision making and innovative solutions to ensure the OBPP vision is achieved.

Meeting Information:

Committee meetings generally take place in Salem or Portland. Information for meeting location is updated on the OBAC website.

Upcoming Meeting schedule:

- February 11-12, 2020 (Annual Workshop) in Astoria location TBD.
- April 8, 2020 from 9:30 AM – 4:00 PM in Salem.
- May 12-13 in Klamath Falls location TBD.
- July 8, 2020 from 1:00 PM – 3:00 PM as a web/phone meeting.
- September 9, 2020 from 9:30 AM – 4:00 PM in Salem.
- November 11, 2020 from 9:30 AM – 3:30 PM in Portland.

OBAC Advisory Committee Contact:

Jessica Horning – ODOT Pedestrian & Bicycle Program Manager

555 13th Street NE, Suite 2; Salem, OR 97301

Phone: (503) 986 3555

Fax: (503) 986 3290

E-mail: Jessica.horning@odot.state.or.us

Members:

- Local Government, Land Use Planning: Michael Black – Chair
- Environmental: Jeff Monson
- Oregon Recreational Trails: Robert Spurlock
- Bicycle Business: Elliot Crowder
- Public Members:
 - Mavis Hartz – Vice Chair
 - Hau Hagedorn
 - **Emma Newman***
- Under 21, Student Representative: Cadell Chand

Continuous Improvement Advisory Committee

Created by the Oregon Legislature as part of the Keep Oregon Moving (HB 2017), the Continuous Improvement Advisory Committee (CIAC) advises the Oregon Transportation Commission on ways to improve the Oregon Department of Transportation. The committee helps develop key performance measures and reviews projects over \$50 million.

Meeting Information:

Meetings are generally held on the 3rd Tuesday of odd numbered months at ODOT Salem from 1:00 PM – 3:00 PM.

Continuous Improvement Advisory Committee

Contact:

CIAC Assistant – ciacadmin@odot.state.or.us, (503) 986 3939

CIAC Members:

- Ted Aadland
- Linda Beuckens
- Martin Callery – Chair
- Bob Gebhardt
- Paula Hammond
- Tony Hyde
- Andrew Kach
- Sharon Smith – Vice Chair
- Kris Strickler

Driver Education Advisory Committee

The mission of the Driver Education Advisory Committee (DEAC) is to provide students under the age of 18 with classroom and practical education (behind-the-wheel) necessary for safe and responsible operation of passenger vehicles.

Meeting information:

There is no schedule for DEAC meetings online, but the next meeting will be Friday, March 6, 2020 from 9:30 AM – 12:00 PM.

Meetings are held at: 7900 NE 82nd Avenue, Portland, OR 97220.

Driver Education Advisory Committee Contacts:

Traci Peal
Interim Driver Education Program Manager
Highway Safety Section Manager
(503) 986 6719

Mary DeFerrari
Quality Assurance Specialist
(503) 986 6642

Members:

- Helen Jones
- Larry Fairclo
- **Cheri Kimball***
- Melissa Richey
- Dawn Davis
- Ronal Fredrickson
- Amanda Holliday
- Joseph Gardner
- Suz Figini
- Tonya East
- Bill Merrill
- Nathan House
- Amanda Beckner



Oregon Freight Advisory Committee

The Oregon Freight Advisory Committee’s (OFAC) mission is to advise the Oregon Department of Transportation, Oregon Transportation Commission, and Oregon Legislature on issues, policies, and programs that impact multimodal freight mobility in Oregon. This includes identifying high-priority freight mobility projects for consideration in ODOT’s Statewide Transportation Improvement Program and for the Connect Oregon Program.

OFAC’s primary purpose and role is to:

- Advise ODOT.
- Connect freight stakeholders with each other and with ODOT.
- Monitor key trends to ensure freight in Oregon stays current and ahead of the curve.

Meeting information:

Meetings are held a minimum of four times per year. No dates Identified.

Oregon Freight Advisory Committee Contact

Ray Drake, Senior Transportation Planner
Oregon Department of Transportation
Ray.F.DRAKE@odot.state.or.us
(503) 986 4128

Members:

- David Anzur, Anzur Logistics, LLC
- Wayne Bauer, Westside Economic Alliance
- Jerri Bohard, Oregon Department of Transportation
- Gary Cardwell, Northwest Container Services
- Martin Callery, Formerly Oregon International Port of Coos Bay
- Timothy Collins, Metro
- Kevin Downing, Oregon Department of Environmental Quality
- Mike Eliason, Association of Oregon Counties
- Terry Fasel, Oregon Department of Agriculture
- Kristal Fiser, United Parcel Service
- Nick Fortey, Federal Highway Administration
- Greg Gilmer, NORPAC
- Jerry Grossnickle, Bernert Barge Lines, Inc.
- Dave Harlan, Oregon Economic Community Development Department
- Brodie Harvey, Knife River Corporation
- Salvador Hernandez, Oregon State University
- Robert Hillier, Portland Bureau of Transportation
- Jana Jarvis, Oregon Trucking Associations
- Mark Landauer, Oregon Public Ports Association
- Michael Montero (Chair), Montero & Associates LLC
- Scott Parkinson, ARC Transportation
- Deena Platman, DKS Associates
- Mike Quilty, Medford-Rogue Valley MPO
- Jeff Stone, Oregon Association of Nurseries
- Mitch Swecker, Oregon Department of Aviation
- Colleen Weatherford, BNSF
- Lonny Welter, Columbia County Road Department



Governor's Advisory Committee on Motorcycle Safety

The committee's focus is rider education, impaired riding, road hazards unique to motorcyclists, motorist awareness of motorcycles, sharing the road and other safety issues. The committee advises the Governor and the Governor's Highway Safety Representative regarding motorcycle safety issues and legislation that is in the best interest of the Oregon transportation public.

Meeting information:

Unless otherwise notified, meetings begin at 4:00 PM and are held at:
Transportation Safety Division
ODOT-TLC Building Diamond Lake Conference Room
4040 Fairview Industrial Drive SE, Salem, OR 97302

Upcoming meetings:

- February 6
- April 16
- July 10 – Hells Canyon Bike Rally – Baker City, OR
- October 15

Governor's Advisory Committee on Motorcycle Safety Contact:

Jeff Greiner
ODOT Motorcycle Safety Program Manager
Jeff.P.GREINER@odot.state.or.us
(503) 986 4198

Jody Raska
Committee Secretary
Jody.L.RASKA@odot.state.or.us
(503) 986 4188

Members:

- Peter Russell (Chair)
- Christopher Henry* (Vice-Chair)
- Don Hamon
- **Ethan Lodwig***
- Graham Munsell
- CJ Strauss
- Deborah Weber

Governor's Advisory Committee on Driving Under the Influence of Intoxicants (DUII)

The Governor's Advisory Committee on Driving Under the Influence of Intoxicants represents the Legislative Assembly, public and private organizations involved with DUI countermeasures, victims of drunk drivers, and the general public.

The objectives of this committee are to:

- Heighten public awareness of the seriousness of the drunk driving problem.
- Persuade communities to attack the drunk driving problem in a more organized and systematic manner.
- Generate public support for increased enforcement of state and local drunk-driving laws.
- Educate the public to the dangers of driving while under the influence and its effects on life and property.

Meeting Information:

Meetings are held on the first Friday of every month except for July. Meetings are scheduled from 9:00 AM – 11:30 AM.

Meetings are held at:

Department of Public Safety Standards and Training (DPSST)
4190 Aumsville Highway SE Salem, OR 97317

Governor's Advisory Committee on DUII Contact:

Daniel Estes
Program Manager
Daniel.D.ESTES@odot.state.or.us
(503) 986 4183

Jody Raska
Committee Secretary
Jody.L.RASKA@odot.state.or.us
(503) 986 4188

Members:

- Chuck Hayes (Chair)
- Cate Duke* (Vice-Chair)
- Teresa Douglas
- **Lois Harvick***
- James Malloy
- Hon. John T. Mercer
- State Rep. Ron Noble
- Joshua Wilson

Mobility Advisory Committee

The Mobility Advisory Committee (OMAC):

- Advises ODOT on potential reduction in capacity impacts
- Collaborates among diverse stakeholders to resolve mobility issues or concerns.
- Ensures the safety of workers and the traveling public during planning, design/engineering, construction, and maintenance activities.

OMAC is also involved with:

- Critical Route Pairs
- Permanent Weight Restrictions
- Work Zone Safety – Highway Directive and Guiding Principles
- Roundabouts on State Highway System – Highway Directive

Meeting Information:

OMAC meets on the second Thursday of each month starting at 1:00 PM.

Meetings are held at:

ODOT Motor Carrier Transportation Division
Headquarters
3930 Fairview Industrial Drive SE, Salem, OR 97302

Mobility Advisory Committee Contact:

Christy Jordan
ODOT Mobility Program Manager
Christy.A.Jordan@odot.state.or.us
(503) 378 6192

Members:

- Waylon Buchan
- Steve Bates
- Kristine Kennedy
- Erik Zander
- Mark Richardson
- Troy Tallent
- Kevin Campbell
- Bob Hooker*
- Walt Gamble
- Dennis Barlow
- John Hickey
- Emily Marchant
- Genoa Ingram
- Phil Sterling
- Roni Shaw
- Erich Wilhelm
- Amy Joyce

Motor Carrier Transportation Advisory Committee

The purpose of this committee is to confer, collaborate, advise, and advocate for organizations that are related to motor carrier programs. The committee is made up of representatives from the Oregon Department of Transportation, Oregon State Police, the trucking industry and related industries.

Meeting Information:

Meetings are held the second Thursday of odd number months from 8:30 AM – 10:30 AM.

Meetings are held at:

Motor Carrier Transportation Division HQ – 3930
Fairview Industrial Dr. SE, 2nd floor Ashland
Conference Room, Salem, OR 97302.

Motor Carrier Transportation Advisory Committee

Contact:

ODOT TOL Team
ODOTTOLComments@odot.state.or.us
(503) 378 5849

Members: No list of members is available online.

Oregon Transportation Safety Committee

The Oregon Transportation Safety Committee advises the Oregon Department of Transportation's Safety Division and the Governor's Highway Safety Representative on a variety of safety issues.

Meeting Information:

Meetings are held the second Wednesday of each month from 9:30 AM – 2:45 PM. All meetings are held at: Department of Public Safety Standards and Training
4190 Aumsville Highway SE, Salem, OR 97317.

Oregon Transportation Safety Committee

Contact:

Jody Raska
Committee Secretary
Jody.L.RASKA@odot.state.or.us
(503) 986 4188

Members:

- Victor Hoffer (Chair)
- Louis A. Omelas (Vice-Chair)
- Jerome S. Cooper
- Marian Owens

Equity and Mobility Advisory Committee

This is a new a committee and all members will be appointed by the ODOT Director. The Equity and Mobility Advisory Committee will represent interested and potentially affected constituencies to become informed and educated, and then provide input to the Oregon Transportation Commission on strategies to improve equity and mobility outcomes associated with ODOT's I-5 and I-205 tolling projects.

Equity and Mobility Advisory Committee Contact:

oregontolling@odot.state.or.us
(503) 837 3536

Members:

Members will be appointed by the ODOT director.

Public Transportation Advisory Committee

The Public Transportation Advisory Committee (PTAC) provides advice to the Rail and Public Transit Division (RPTD) and Oregon Transportation Commission (OTC) on policy and funding areas that impact public transit users and providers. The committee focuses on policy and funding areas that impact both users and providers.

PTAC's primary objectives are to:

- Lead statewide efforts implementing the Oregon Public Transportation Plan vision and goals throughout the state.
- Provide recommendations to ODOT and the OTC regarding public transportation policies, rules, and funding strategies.
- Anticipate, receive, and respond to issues raised by providers, users, and advocates of the statewide public transportation system.

Meeting Information:

Meetings are typically held the first Monday of every other month from 1:00 PM to 4:30 PM.

Meetings are held at:

ODOT Region 2 Campus

885 Airport Road SE, Building X; Salem, OR.

Public Transportation Advisory Committee

Contact:

Jamie Baldwin

Training Program Coordinator

Jaimie.Baldwin@odot.state.or.us

(503) 383 6733

Members:

- Aaron Deas, TriMet
- Steven Dickey, Salem-Keizer Transit
- **Cosette Rees* (Vice-Chair), Lane Transit District**
- Kim Curley, Commute Options
- Henry Heimuller, Columbia County of Oregon
- Peter Runnels, Harney County of Oregon
- **Rob Inerfeld*, City of Eugene**
- Paige West, Rogue Valley Transportation District
- Scott Chancey, Josephine County
- Kathy Fitzpatrick, Mid-Columbia Economic District
- Angie Jones, Grant County
- Jeff Hazen (Chair), Sunset Empire Transportation District
- Selena Kelly-Irvin, Coquille Indian Tribe
- Blake Vaughn, Fire Transit
- Robert Eaton, Amtrak
- Julie Wilcke Pilmer, Ride Connection
- Curtis Raines, SPOKES Unlimited (AOCIL)
- Doug Pilant, Tillamook
- Eugene Organ*, Citizen/Transit User-At-Large
- Steve White, Oregon Health Authority
- Terra Hernandez, Oregon Department of Education

Rail Advisory Committee

The Rail Advisory Committee provides advice to the Rail and Public Transit Division and Oregon Transportation Commission on issues that affect rail freight and passenger facilities and services, including rail project selection for Connect Oregon funding.

Meeting Information:

Meetings are typically held the second Tuesday of September and March.

Rail Advisory Committee Contact:

Sue Hyer
Passenger Rail Program Coordinator
rhonda.s.hyer@odot.state.or.us
(503) 986 5174

Members:

- Johan Hellman
- Aaron Hunt
- Robert Eaton
- Donald Leap
- Jeff Van Schaik
- Bruce Carswell
- Glenn Carey
- David Arnold
- Ivo Trummer
- Paul Langner
- Gary Cardwell
- **John Ficker***

Road User Fee Task Force

The Road User Fee Task Force is focused on OReGO, the nation's first fully operational road usage charge program that launched July 1st, 2015. OReGo is demonstrating a new way to fund road maintenance, preservation, and improvements. OReGo volunteers pay a per-mile charge for the miles they drive and receive a credit for fuels tax paid at the pump.

Meeting Information:

No information on the website.

Road User Fee Task Force Contact:

Jenna Adams-Kalloch
ODOT Emerging Technology Policy Lead
jenna.adams-kalloch@odot.state.or.us
(503) 986 4325

Members:

- Martin Callery
- Julie Brown
- Craig Dirksen (Chair)
- Susan Morgan
- Jeff Allen
- Rep. Lynn Findley
- **Rep. John Lively* (Vice-Chair)**
- Sen. Cliff Bentz
- Sen. Arnie Roblan
- Rep. Margaret Doherty
- Sen. Chuck Thomsen

Safety and Mobility Policy Advisory Committee

The purpose of the Safety and Mobility Policy Advisory Committee (SMPAC) is to advise the Oregon Department of Transportation's decision-making through collaboration amongst diverse stakeholders united to enhance highway safety policy and mobility policy. This committee also provides policy oversight for the Oregon Mobility Advisory Committee (MAC).

Meeting Information:

No information on the website.

Safety and Mobility Policy Advisory Committee

Contact:

Jason Lawrence
Policy Analyst | ODOT Motor Carrier
Transportation Division
SMPAC Committee Coordinator
Jason.lawrence@odot.state.or.us
(503) 991 3904

Members:

- Steve Bates
- Waylon Buchan
- Kevin Campbell
- Marie Dodds
- Jason Fender
- John Gambatese
- Walt Gamble
- Brian Gray
- Stephanie Ingraham
- Jana Jarvis
- Kristine Kennedy
- Amy Ramsdell (Co-Chair)
- Kris Strickler (Co-Chair)
- Erik Zander

Winter Recreation Advisory Committee

Along with advice from the Oregon Department of Transportation, the Winter Recreation Advisory Committee designates winter parking areas and sets the parking permit fee and priorities for snow removal.

Meeting Information:

No information on website.

Winter Recreation Advisory Committee Contact:

Karen Morrison
Maintenance Services Coordinator
Karen.J.MORRISON@odot.state.or.us
(503) 986 3006

Members:

- Mark Schumacher (Chair)
- Hiram Towle
- Chris Kastner (Vice-Chair)
- Betsy Belshaw
- David Fornker
- Peter Johnson
- Ken Roadman

Task Force on Autonomous Vehicles

In 2018, Governor Kate Brown named the Oregon Department of Transportation the state's lead agency on automated vehicle (AV) policy. In the first phase of work, the Task Force on Autonomous Vehicles investigated how AVs intersected with issues including licensing and registration, insurance and liability, law enforcement and accident reporting, and cybersecurity. Now in phase 2, the task continues to meet on an ad hoc basis in response to significant developments in AV technology and policy.

Meeting Information:

Meeting on ad hoc basis.

Task Force on Autonomous Vehicles Contacts:

OregonAVTaskForce@odot.state.or.us

Amy Joyce

ODOT Legislative Liaison

(503) 986 3644

Ali Lohman

AV Policy Analyst

alexandra.lohman@odot.state.or.us

(503) 986 3502

Members:

- Chair: Lt. Timothy Tannenbaum (Washington County Sheriff's Office), Law enforcement
- Rep. Susan McLain
- Rep. Lynn Findley
- Sen. Sara Gelser
- Sen. Fred Girod
- Richard Blackwell, Department of Consumer and Business Services
- Marie Dodds, American Automobile Association
- Steve Entler (Radio Cab), Taxicab industry
- Daniel Fernández (Jaguar Land Rover), Automotive industry
- Chris Hagerbaumer (Oregon Environmental Council), Nonprofit organization
- Eric Hesse (City of Portland), League of Oregon Cities
- Cheryl Hiemstra, Department of Justice
- Lt. Stephanie Ingraham, Oregon State Police
- Neil Jackson (OTLA), Trial lawyers
- Jana Jarvis, Oregon Trucking Association
- Mark MacPherson (Teamsters), Transportation union
- Galen McGill, Department of Transportation
- David McMorries (Oregon State University), Cybersecurity industry
- Evan Manvel, Department of Land Conservation and Development
- Robert Nash (State Farm), Automotive insurance industry
- Todd Nell, Office of Workforce Investments
- Jeff Owen (TriMet), Oregon Transit Association
- Carly Riter (Intel Corp.), AV technology industry
- Eliot Rose (Metro), Metropolitan planning organization
- Jeremiah Ross (Ross Law LLC), Consumer protection advocates
- Paul Savas (Clackamas County), Association of Oregon Counties
- Becky Steckler* (University of Oregon), Public university
- Graham Trainor (AFL), Workers' union
- Sean Waters (Daimler), Commercial truck manufacturing industry
- Caleb Weaver (Uber), Transportation network company

Traffic Control Devices Advisory Committee

The Oregon Traffic Control Devices Committee (OTCDC) provides a forum for state, city, and county traffic engineers to enhance traffic safety through the promotion of uniform traffic engineering practices in Oregon. The committee discusses programs, policies and procedures, and transportation activities as they affect local and state governments.

Meeting Information:

The committee meets the 3rd Friday every other month at the Oregon Department of Transportation's Technical Leadership Center in Salem, unless otherwise noted.

Traffic Control Devices Advisory Committee

Contact:

Kathi McConnell
Traffic Investigations Coordinator
kathleen.e.mcconnell@odot.state.or.us
(503) 986 3609

Members:

- Pam O'Brien (Chair)
- Karl MacNair (Vice-Chair)
- Mike Kimlinger
- **Brian Barnett***
- Janet Hruby
- Lt. Patrick Huskey
- Darrin Lane
- Joseph Marek
- Jeffrey Wise
- Tristan Wood



Lane Area Commission on Transportation

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

Agenda Item 8
Safe Lane Coalition updates

Presenters

Ellen Currier, LCOG

Action requested

Discuss progress and emerging opportunities.

Background

In 2017, Lane County and the Central Lane Metropolitan Planning Organization collaborated on a regional safety planning effort that resulted in two integrated but distinct adopted safety plans. The plans developed a set of strategies to address the growing need to prioritize improving safety outcomes throughout our transportation system. Implementation of these safety strategies is currently taking place with the support of the Safe Lane Coalition, a program funded by ODOT Transportation Safety Division and the Central Lane MPO. This program works collaboratively with local jurisdictions, community groups, and nonprofits within Lane County working together to focus on education and programming that supports a culture of safety on our transportation system.

Summary Discussion

Recent outreach projects include:

- Tactical Urbanism Pilot Project with University of Oregon students
- Continued Outreach and programming support for a newly created Teen Driving program
- Partnership with Lane county public health to help community members 'get a ride' when they plan to drink at local bars and restaurants
- Partnership with Lane county public health hosting two Responsible Alcohol Sales trainings
- The Oregon Friendly Driver program that helps drivers learn how to interact safely with people walking and biking
- Promotional materials for special holiday traffic enforcement with Lane County

Agenda Item 8 Safe Lane Coalition updates

Upcoming Projects for 2020

- Work with students at the University of Oregon to develop a Strategic Plan for the coalition
- Develop a sub-committee for impaired driving prevention that focuses on cannabis
- New Tactical urbanism projects in the metro area
- More in depth advertising campaigns dealing with core emphasis areas (impaired driving, speed, and vulnerable users)

The coalition continues to work with partner agencies to promote a culture of safety around Lane County. The coalition is actively seeking new members and project ideas from all over Lane County. The project request form and more information about meetings can be found at <https://safelanecoalition.org/>

Attachments

None.



Lane Area Commission on Transportation

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

541.682.4283 (*office*)

Agenda Item 9

**Letter of endorsement request -Lane County DUII Victim Impact Panel
Grant Application
(*quorum required*)**

Presenter

Denise Walters, LaneACT Staff

Action requested

Decide whether or not to provide a letter of support.

Summary

The Lane County Driving Under the Influence of Intoxicants (DUII) Victim Impact Panel is submitting a grant application to ODOT's Transportation Safety Division. The initial request is for \$25,000 for year one, with potential for year 2 funding of \$20,000 and year 3 funding of \$15,000.

The VIP project aims to make roadways safer by preventing and reducing impaired driving in Lane County. Lane County VIP is a statutorily mandated program provided to people who have been arrested for driving under the influence in Lane County. While the program is mandated no funding has been allocated for the program, so it is largely dependent of participant fees. For the past few years approximately 69% of court mandated referrals attend a VIP session. Offenders or their legal representatives commonly cite affordability as a primary barrier for participants. The current fee is \$40. In addition to program fee, transportation has been referenced as a barrier since the only VIP in Lane County is in Eugene. The grant proposes a pilot project of a sliding scale scholarship for the fee and funding to support transportation for those living in Florence given its distance and number of referrals of citizens who live in the area. At one point in time there was a VIP held onsite in Florence, but due to diminished resources was discontinued.

The grant project also includes funds to offer scholarships for the Statewide DUII conference to law enforcement officers and VIP volunteers. Lane County has 11 law enforcement agencies of varying size and resource in Lane County and insufficient coverage in terms of shift and geography for Drug Recognition Experts. Cost is a barrier to training for small law enforcement agencies and support from the VIP is the only way some of these officers receive much needed training.

Additionally, funds will support the Lane DUII VIP's participation in prison in reach efforts. Lane DUII VIP provides 15 of the 30 speakers who go to prisons to share their experiences. Lane County VIP helps mentor Adults in Custody (AIC) to develop their story to share with community based panels in person or via video recorded while in custody. The AIC could be the survivor or the one who caused the crash.

Finally, a small amount of funds will be used to provide a VIP scholarship to high school students to attend the VIP to learn first hand about the impacts of driving while impaired or even distracted.

Attachments

- A. Project description form
- B. Draft letter of support



Lane Area Commission on Transportation

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



Lane Area Commission on Transportation
Letters of Endorsement Support Information
Adopted December 14, 2011

Applicant/Sponsor: Lane County DUII Victim Impact Panel

Staff Contact: Lois Harvig, Program Director, laneduiivip@comcast.net

Grant Application To: ODOT Transportation Safety Division (Dan Estes)

Project Name: Lane County DUII

Award Request: Year 1 - \$25,000 to support pilot program to remove barriers to participation/compliance, support law enforcement officer and VIP volunteer training at the State DUII conference, support travel expenses for Lane County DUII VIP prison in reach, support high school student attendance at a VIP session.

- Please attach a draft letter of endorsement for consideration including a description of the project.

- Please attach pictures, maps, or diagrams that will assist in considering this request (please limit to no more than two additional pages).



February 12, 2020

Dan Estes
Transportation Safety Division
ODOT-TLC Building, MS 3
4040 Fairview Industrial Drive SE
Salem, OR 97302-1142

Dear Mr. Estes,

On behalf of LaneACT, I would like to express our support for the Lane DUII Victim Impact Panel's (VIP) grant application. Lane County has one of the highest roadway fatalities in the state. The two dominant causes of our roadway fatalities are speed and driving while impaired. Safety is something Lane County takes seriously and aims to infuse across all transportation arenas.

The Lane DUII Victim Impact Panel is one of the few arenas working directly with law enforcement, public defense, prosecution, judges, victims, perpetrators, families of both victims and perpetrators, as well as students to ultimately change behavior. However, the nearer term impact is to create greater understanding and accountability for those convicted of a DUII offense. Lane County is large and diverse. The proposed pilot programs to support attendance and remove attendance barriers for County residents is much needed and parallels the struggles of a number of other Lane County programs and services.

We hope you can support these efforts to improve roadway safety and to innovate in the face of reduced resources with increasing need.

Respectfully,

Claire Syrett,
LaneACT Chair



Lane Area Commission on Transportation

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

541.682.4283 (*office*)

Agenda Item 10

2021-24 STIP update

Presenters

Frannie Brindle and Bill Johnston, ODOT

Action requested

Discussion only. No action required.

Summary

The Oregon Transportation Commission (OTC) has released the Draft 2021-24 Statewide Transportation Improvement Program (STIP) for public review and comment. This occurred at the January 23 OTC meeting in Portland.

ODOT is coordinating a statewide outreach effort. This will include an open house event in conjunction with a LaneACT meeting, sometime within the next few months. There will also be an online open house in mid-February. The deadline for public comment is April 6, 2020.

Attached is a short presentation (9 slides) that was included in the January 23 OTC agenda packet. It reviews how the draft STIP was developed, shows the funding allocations across the different STIP programs, and explains the timeline for adoption.

At the LaneACT meeting on February 12, ODOT Area 5 staff will discuss the draft STIP in more detail. Select LaneACT area projects funded through the STIP will also be discussed.

Additional information

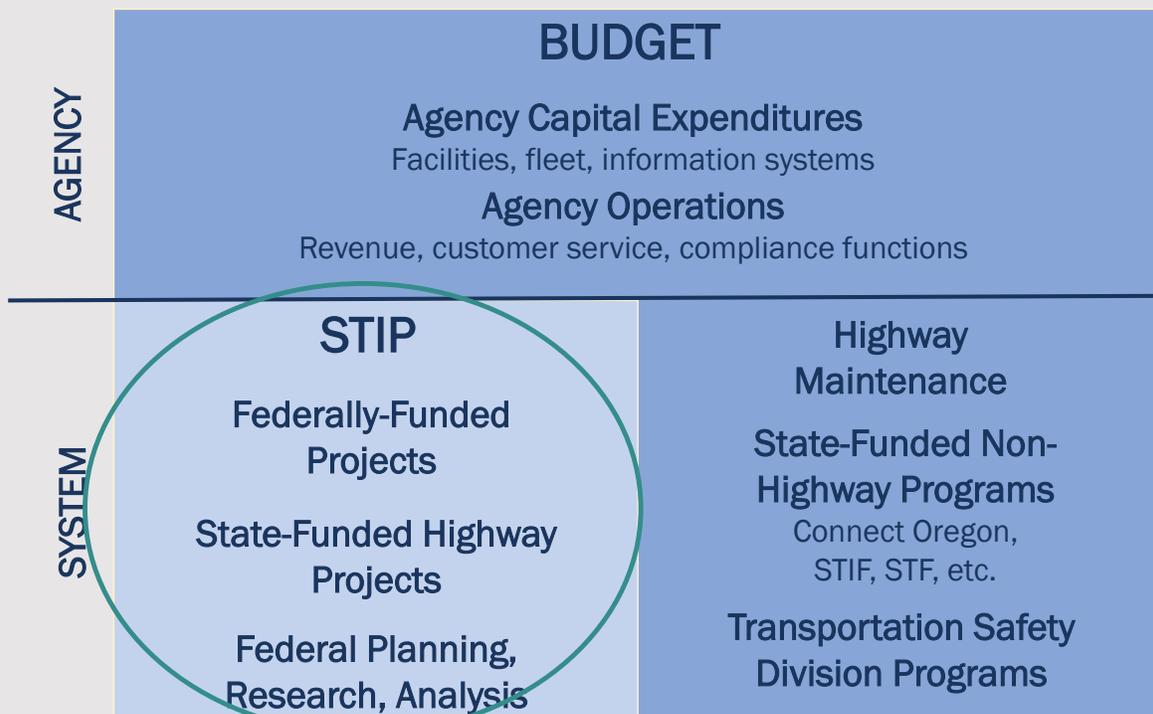
- OTC presentation (attached)
- STIP webpage: <https://www.oregon.gov/ODOT/STIP/Pages/2021-2024-STIP.aspx>

2021-2024 DRAFT STIP

Jerri Bohard and Mac Lynde
January 23, 2020



STIP: What's in it?





2021-2024 STIP Development Process

- Funding Allocation and Program Development: July-December 2017
- Project Selection: January 2018-December 2019
- Public Review: February-April 2020
- Approval: June-September 2020

2021-2024 STIP Schedule

Program Allocation	Project Selection	Public Review And Approval
Summer-Fall 2017	Winter 2017-Fall 2019	Fall 2019-Summer 2020
Commission allocates funding among programs	Review STIP considerations	Develop draft STIP
	Develop preliminary project lists (150% lists)	Commission releases for public comment
	Scope preliminary projects	Commission approves final STIP
	Develop and finalize recommended project lists (100% lists)	FHWA and FTA approval

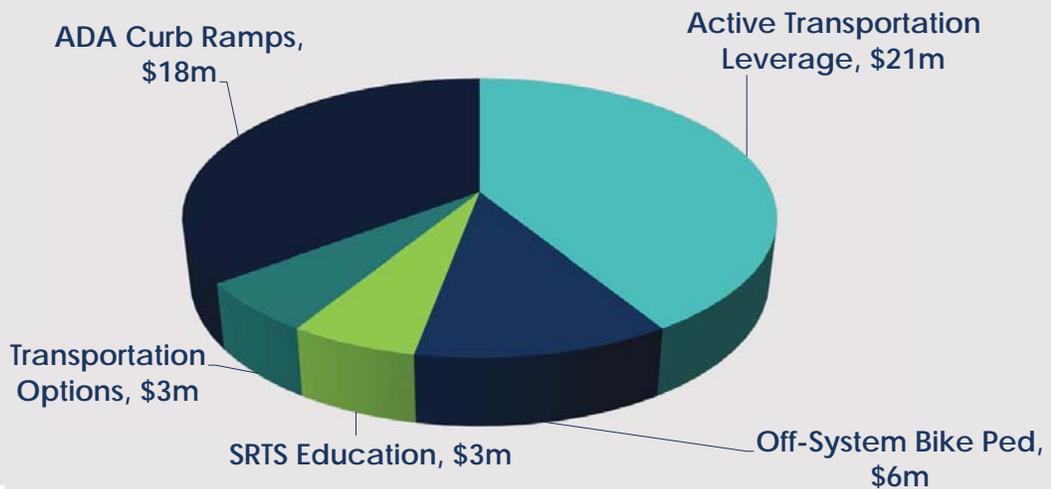
OTC Allocation Across 2021-2024 STIP Categories

\$2.4 Billion Over Three Years (2022-2024)



OTC Allocation of Non-Highway Discretionary Funding

\$51 million over three year period (2022-2024)



Leverage Programs



Active Transportation
 \$21 million
 16 projects



Safety
 \$30 million
 11 projects



State Highway
 \$23.8 million
 10 projects

Leverage Project Examples



I-84 Exit 216 EB Off Ramp
 Region 5, State Highway Leverage



82nd Avenue Safe Crossings
 Region 1, Safety Leverage



US 20 Tumalo Roundabout
 Region 4, Safety and Highway Leverage



US 20 Philomath Improvements
 Region 2, Active Transportation Leverage

STIP Timeline and Key Steps

- OTC approves for public review January 2020
- Public review February 10-April 10
- OTC asked to approve in June
- FHWA and FTA approval in September
- Takes effect October 1, 2020





Lane Area Commission on Transportation

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

541.682.4283 (*office*)

Agenda Item 11

Legislative concepts and United Front update

Presenter

Paul Thompson, Central Lane MPO

Action requested

Discuss.

Summary

This item discusses legislative concepts which may be introduced during the short session in February. Mr. Thompson will also present a summary of the transportation related priorities United Front (Lane County's federal appropriations effort) will take to Washington D.C. to discuss with legislators.

Attachment

A. Legislative concepts

Co-Chairs:

Sen. Lee Beyer
Rep. Caddy McKeown

Co-Vice-Chairs:

Sen. Brian Boquist
Rep. Ron Noble

Staff:

Patrick Brennan, LPRO Analyst
Sean Murphy, Committee Assistant

Members:

Rep. Paul Evans
Sen. Lynn Findley
Sen. Lew Frederick
Sen. Sara Gelser
Rep. Rick Lewis
Rep. Susan McLain
Rep. Brad Witt



80th LEGISLATIVE ASSEMBLY
JOINT COMMITTEE ON TRANSPORTATION

State Capitol
900 Court St. NE, Rm. 453-A
Salem, OR 97301
503-986-1674

Tuesday, January 14, 2020

TO: Members of the Joint Interim Committee on Transportation
FROM: Patrick Brennan, Legislative Analyst
SUBJECT: Legislative Concept Drafts for Possible Introduction

The following legislative concept drafts have been brought forward for possible introduction as committee measures to be considered during the 2020 Legislative Session:

- LC 193:** Transportation “omnibus” – see attached table for details
- LC 194:** “Relating to transportation” placeholder #1
- LC 196:** “Relating to transportation” placeholder #2

Joint Transportation Committee – Omnibus LC 193

LC 193 Section #	ORS/ Measure	Requester	Provision
1	HB 2702 (2019)	Rep. Nosse	Authorizes ODOT, by rule, to delegate authority to set speed limits to a city with jurisdiction over the road(s) in question if Department determines that city will exercise authority under adopted criteria
2-5	166.360 166.370 166.260 166.262	Port of Portland	Adds passenger terminal of Portland International Airport to list of facilities where open carry of firearms is prohibited. Provides exceptions for following: unloaded firearms in locked, hard-side containers; persons performing official duties; weapon carried concealed by person with concealed weapon permit.
6-7	HB 2020 -44 amend.	Sen. Beyer	Allows electric company or natural gas utility to recover costs from consumers for expenses of infrastructure to support adoption of alternative forms of transportation vehicles if certain conditions are met.
8	184.547	ODOT	Extend, from April 1 of each odd-numbered year to June 1 of each odd-numbered year, the reporting date for describing and reporting the condition of transportation infrastructure
9	824.022	ODOT	Eliminates outdated term “icing from statutes regulating railroads.
10	824.026	ODOT	Replaces term “stop and detain” with “inspect” to replace provisions related to oversight by railroad inspectors, to reflect changes in statute pre-empted by federal law.
11, 13	824.060	ODOT	Eliminates reference to “caboose” to statute requiring that locomotives be equipped with fire extinguishers. Clarifies requirements for fire extinguishers on locomotives. Allows railroads to apply for temporary exemption.

12	824.088	ODOT	Deletes reference to “18 months after October 4, 1977” for statute requiring trains over 2,000 transporting hazardous materials to be equipped with radio handsets.
14	803.102	ODOT	Aligns statutory odometer check requirement with federal law by limiting requirement to qualified vehicles at least 20 years old.
15	HB 2007 (2019)	ODOT	Allows use of registered address, rather than “owner address” for Clean Diesel program to ensure all vehicles that should be subject to the program are included.
16	803.210	ODOT	Exempts park model recreational vehicles under ORS 803.035, thereby exempting their owners from VIN inspections during title transactions – this is consistent with past practice when DMV used to title “manufactured structures.”
17	807.072	Sen. Boquist	Allows ODOT to waive exams, tests or demonstrations for applicants for Class C driver licenses that hold a valid, out-of-state driver license to operate motor vehicles.
18-19	320.400	Dept. of Revenue	Clarification of definition of “bicycle” for purposes of bicycle excise tax imposed by HB 2017 (2017).
20-22, 24a	319.020 319.330	Rep. McKeown	Eliminates sunset on temporary two-cent increases in jet fuel and aviation fuel taxes and increases jet fuel tax to 5 cents per gallon and aviation gas to 13 cents per gallon. Makes increases effective January 1, 2022.
23, 24	Chapter 700 2015 OR Laws	Rep. McKeown	Modifies grant programs administered by Oregon Department of Aviation (ODA). Changes date of annual report from State Board of Aviation to legislative committees regarding grant programs.

25	824.990	ODOT	Removes civil penalty for locomotive sanitation standards under ORS 824.068, which is pre-empted by the Federal Railroad Administration.
26	824.631 824.068 824.104 Chapter 24, OR Laws 2018	ODOT	Repeals chapters related to the following: <ul style="list-style-type: none"> - ODOT public-private research and development program; - Locomotive and caboose sanitation facility standards; - Fire extinguisher requirement for cabooses; - Elimination of requirement that Multnomah County registration fee be shared with cities within the county.
27-28	391.800 391.802 391.810 391.815 391.820 391.830	ODOT	Repeals provisions related to Elderly and Disabled Transportation Fund. Transfers money from Fund to the Statewide Transportation Improvement Fund.
29	184.751	ODOT	Allows STIF moneys to be used to maintain existing public transportation services. Specifies that STIF moneys may not be used to supplant local and regional agency moneys directed to public transportation service providers.
30	184.758	ODOT	Allows ODOT to use STIF moneys to pay for program administration and projects of statewide significance that support the transportation network and manage operation of public transportation services prior to allocation for other uses. Specifies a certain percentage of formula distributions be dedicated to transit services for older adults and individuals with disabilities. Modifies distribution to public transportation providers within counties and tribal areas. Specifies that each qualified entity will receive no less than \$100,000/year, but that the actual amount is to be adjusted up or down annually depending on rate of growth in the STIF.

31	184.761	ODOT	Clarifies that client-only projects may be eligible for STIF funding if part of a planned and coordinated community transportation program.
32-33	184.766	ODOT	Modifies information that qualified entities must provide to ODOT after STIF distribution to include any quarterly reports that detail project progress, outcomes achieved, and expenditures. Directs OTC to establish rules concerning making of agreements for distributions, to include provisions requiring repayment if terms or conditions are not met.
34-43	184.642 323.455 323.457 184.675 293.701 541.761 541.659	ODOT	Conforming amendments related to STIF provisions.
44	n/a	n/a	Captions
45	n/a	n/a	Effective date 91 st day following adjournment sine die.

<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 • Nominating Committee Report and possible election • Trucking Recruitment
<p><i>January 8, 2020</i></p> <p>NO MEETING</p>	<p>February 12, 2020</p> <ul style="list-style-type: none"> • MPO Safety Plan Implementation Update • Oregon Transportation Commission Update • Lane DUII VIP Letter of Support • Legislative concepts 	<p>March 11, 2020</p> <ul style="list-style-type: none"> • Member Presentation • Norway Case Study Bicycle Infrastructure • ITS Plan • Beltline Project Update • Portland Projects Update
<p>April 8, 2020</p> <ul style="list-style-type: none"> • OTC Commissioner Callery • Member Presentation • Millersburg Rail to Truck 	<p>May 13, 2020</p> <ul style="list-style-type: none"> • Member Presentation 	<p>June 10, 2020</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		X	X						
Cottage Grove		X	X		X	X						
Creswell		X	X		X	X						
Dunes City		A	A		A	A						
Eugene		X	X		X	X						
Florence		A	X		X	X						
Junction City		A	A		A	A						
Lowell		X	X		X	X						
Oakridge		X	A		A	X						
Springfield	R	X	A	R	X	X						
Veneta	E	X	X	E	X	X						
Westfir	C	A	A	C	A	A						
Lane County	E	X	X	E	X	X						
Port of Siuslaw	S	A	A	S	A	A						
Lane Transit District	S	X	X	S	X	X						
CTCLUSI		A	X		X	X						
ODOT Area 5		X	X		X	X						
Central Lane MPO		X	X		X	X						
Lane County TrAC		X	X		X	X						
Highway 126 E		X	X		X	A						
DS Vacant as of Nov.		A	A		A	A						
DS Rail		X	A		X	X						
DS Bike/Ped		X	X		A	A						
DS Envir LU		X	X		X	A						
OS - Eugene Organ		X	A		X	A						
OS - George Grier		X	X		A	X						
OS-Teresa Roark		X	A		A	A						
OS - Shelley Humble		X	A		X	X						
OS - NOT UTILIZED												
TOTAL	No Meeting	22	17		19	18						



Lane Area Commission on Transportation

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

Membership 2019-20
Last Update February 3, 2020

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	John Fox	coburgcouncilorjohnf@gmail.com		
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	mayor@ci.oakridge.or.us	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	VACANT				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, 2023
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
	VACANT				
	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				