



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

March 11, 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 February 12 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. Environmental Land Use stakeholder alternate** (**quorum required**) **6:05**
Action requested: Approve or deny application to fill alternate position.
Presenter: Denise Walters, LaneACT staff

7. **LaneACT member recruitment (*quorum required*)** **6:10**
Action requested: Decide level of effort, and preferred focus area (health, first responder, other) for vacant *Other Stakeholder* position.
Presenter: Denise Walters, LaneACT staff
8. **Eugene to Florence transit update** **6:20**
Action requested: Discuss
Presenter: Kelly Clarke, LCOG
9. **LaneACT 2020 work plan development** **6:30**
Action requested: Review current plan. Discuss timeframe for updating.
Presenter: Denise Walters, LaneACT staff
10. **Draft 2021-24 STIP – public outreach effort** **6:50**
Summary: Staff will review Area 5 projects and describe opportunities for public comment.
Presenter: Bill Johnston, ODOT
11. **Legislative update** **7:00**
Action requested: Discuss relevance to LaneACT
Presenter: Paul Thompson, LCOG
12. **Multi-modal case study – Denmark and Netherlands** **7:10**
Action requested: Discuss relevance to LaneACT
Presenter: Sarah Mazze, 4J Safe Routes to School Coordinator

Other attachments (for information only)

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

Upcoming meetings

- **March 20 – 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
- **April 15 – Steering Committee** (11:00 to noon) LCOG 5th floor (Camas Room)
- **May 13 – 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.

MINUTES

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

February 12, 2020
5:30 p.m.

PRESENT: Jeff Gowing, Cottage Grove, Vice Chair
John Fox, Coburg
Misty Inman, Creswell
Richard Palmer for Robert Orr, Dunes City (via teleconference)
Mike Miller, Florence (via teleconference)
Don Bennett, Lowell
Kathy Holston, Oakridge (via teleconference)
Sean VanGordon, Springfield
Evan MacKenzie for Calvin Kenney, Veneta
Gwen Jaspers, Lane County Transportation Advisory Committee (LC TrAC)
Don Nordin, Lane Transit District (LTD)
Chief Warren Brainard, Confederated Tribes
Bill Johnston, Oregon Department of Transportation (ODOT)
Paul Thompson, Central Lane Metropolitan Planning Organization (MPO)
Charles Tannenbaum, Highway 126 East
Rob Zako, Environmental Land Use Designated Stakeholder;
Shelley Humble, Other Stakeholder
George Grier, Other Stakeholder

ABSENT: Eugene, Junction City, Westfir; Lane County; Port of Siuslaw; Trucking Designated Stakeholder; Bicycle & Pedestrian Designated Stakeholder; Patrick Kerr, Rail Designated Stakeholder; and Eugene Organ, Other Stakeholder.

OTHERS: Madeline Phillips, City of Creswell; Chris Henry, Logan Telles, City of Eugene; Emma Newman, Grace Kaplowitz, City of Springfield; Ellen Currier, Cassidy Mills, and Denise Walters, Lane Council of Governments (LCOG); Lois Harvig, Lane DUII Victim Impact Panel; Pete Petty, Highway 126 East resident; Morgan Driggs, Springfield resident; and Matt McCreary, Jack Hilton, Lucas Flemming, and Kate Lloyd, University of Oregon (UO) students.

1. Call to Order (Welcome and Introductions)

Vice Chair Jeff Gowing called the Lane Area Commission on Transportation (LaneACT) meeting to order at 5:32 p.m. Those present introduced themselves.

2. Review Agenda – Additions or Deletions

Ms. Walters announced she would present Agenda Item 7.

3. Consent Calendar

a. Approve minutes from December 11, 2019 meeting

Consensus: The December 11, 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

Mr. Johnston said the I-105 construction project was entering a new phase. There was an investigation underway regarding the worker fatality at the Delta/Beltline project site. Planning work continued on the Springfield Main Street Safety Project and addressing safety issues caused by the Highway 99 alignment in Creswell. Construction funding for either project had yet to be identified.

b. Metropolitan Policy Committee Update

Mr. Thompson said the minutes for the December MPO meeting were in the agenda packet. He highlighted the Certification Review and the discussion regarding the Oregon Transportation Commission (OTC) December meeting. The MPO had not met in January. Mr. Thompson described the recent February MPO meeting agenda as primarily composed of presentations (some of which were scheduled for the LaneACT meeting).

c. Other member updates

Ms. Humble had recently attended an Oregon Airport Management Association meeting. She relayed the Critical Oregon Airport Relief (COAR) 2019-20 project list had been approved, including funding for all Priority 1 projects (including taxi lane improvements and apron reconstruction design work at Hobby Field and a terminal taxiway construction at Eugene Mahlon Sweet airport). The Creswell Hobby Field airport also received a grant for a stand-by generator. Ms. Humble also discussed House Bill 4036, which removed the sunset provision in 2015 legislation that increased aviation fuel taxes.

Councilor Fox joined the meeting at 5:41 p.m.

Mr. Nordin discussed LTD's Transit Tomorrow initiative. It represented a fundamental shift in how LTD thought about transit routes, with an emphasis on buses operating at 80% capacity. Some community members had expressed concerns about the loss of some routes. Mr. Nordin said public outreach efforts continued. The LTD Board was scheduled to make their final decision in June. Mr. Nordin also described LTD's carbon emission study and the newly implemented fare touch passes.

Mr. Zako invited LaneACT members to attend the Better Eugene Springfield Transportation (BEST) awards, scheduled for March 17, 2020. He asked Ms. Walters to email the press release.

Mr. Thompson announced the Eugene:Florence transit service, LinkLane, was to begin service the following week. He outlined the twice a day, seven days a week service. More information was available at <https://lcog.org/1068/Public-Transit>. Mr. Thompson noted the bus stopped in Mapleton. The cash fare was \$5 between Eugene and Florence and \$1 between Mapleton and Florence. Mr. Thompson showed an illustration of the sixteen-passenger bus. He said LinkLane had received a Federal Transit Administration (FTA) grant to purchase a new bus and another transit authority had offered to sell them a used bus for \$1.

Councilor VanGordon joined the meeting at 5:50 p.m.

After Chief Warren observed the ridership between Mapleton and Florence might be high, Mr. Thompson suggested if that were the case LinkLane might augment the longer service with a shorter Mapleton:Florence route.

Mayor Gowling stated Cottage Grove had been awarded a grant to build a bicycle:pedestrian project (the North side of Woodson Place). Construction was slated for Fall 2021. He thanked ODOT staff for working closely with the community on the project design.

Ms. Walters shared that Theresa Roark, Other Stakeholder (Public Health) had resigned from LaneACT. Ms. Walters was working on the recruitment. She noted the Trucking Designated Stakeholder announcement had been posted on the website. She was also recruiting for an alternate for the Environmental Lane Use position.

6. Report on OTC Meeting

Mayor Gowing reported on the December 17, 2019 OTC meeting during which he had three minutes to present LaneACT's talking points. He was unable to share them all, however his words were persuasive and OTC Chair Van Brocklin had asked ODOT Director Strickler to develop an approach to more meaningfully engage the ACTs. Mayor Gowing referred to the follow-up letter in the agenda packet to which all the LaneACT talking points were attached.

Councilor VanGordon summarized a conversation he had with Springfield Mayor Lundberg. She described Mayor Gowing's comments as very candid and opined other ACTs held similar views.

Mr. Thompson said the Director's recommendations were due to the OTC in February although he thought it possible it would be postponed until March 19th or 20th to align with the OTC's annual planning workshop. He also announced the OTC was meeting in Eugene July 14-17, 2020. Two of those days were set aside to meet with representatives from Washington and California. Included in the agenda for the other two days was the decision on the funding allocation across the Statewide Transportation Improvement Program (STIP) for the next cycle and the biennial report from LaneACT on its accomplishments and upcoming workplan.

When Mr. Zako asked if there were mechanisms in place to encourage communication among the ACTs, Mr. Thompson said there was nothing formal established. Mr. Grier added in the past the chair and vice-chair had personally contacted the leadership in other ACTs.

Mr. Johnston cautioned against assuming the other ACTs were as enthusiastic about establishing more formal ties as LaneACT advocated.

7. Preparation for Upcoming OTC meetings

Ms. Walters asked LaneACT members to reserve the July OTC meeting dates. She would forward more information on the March meeting as it became available.

Mr. Grier reminded Commission members they were all invited to attend the portion of the meeting where LaneACT presented its accomplishments and upcoming workplan. Ms. Walters added they needed to update the workplan, including the pilot process to develop area strategies.

Ms. Walters also referred to Attachment 7A in the agenda packet. She had compiled information on the other advisory committees to the OTC and requested LaneACT members review the list and flag those groups with whom they wanted staff to coordinate with more closely.

8. Update on Central Lane Metropolitan Planning Organization transportation safety action plan implementation

Ms. Currier, LCOG Senior Transportation Planner, gave a Powerpoint presentation entitled *Safe Lane Transportation Coalition*. She summarized the group focused on safety projects that did not involve infrastructure. Ms. Currier explained projects were either suggested by members or identified by analyzing crash data. When she noted the crash data on their web site was two years old, Councilor VanGordon encouraged her to work with ODOT staff to get access to the data more quickly.

When Ms. Currier revealed the delay was due to data quality control efforts, Mr. Grier asked for more information. Ms. Currier listed some characteristics of the data, including toxicology tests, severity of injuries, and cause of the accident. All these took some time to determine.

Mr. Zako noted in Portland there was a site (<https://bikeportland.org/fatality-tracker>) that posted fatalities of people killed (all modes) using Portland's roads. BEST staff were exploring establishing a similar site for Lane County.

Ms. Currier continued her presentation. She reviewed the 2019 projects accomplished, highlighting the Tactical Urbanism Pilot Project with UO students and the newly established Rural Safe Routes to School (SRTS) program. She introduced Cassidy Mills, coordinator for the Rural SRTS program. Ms. Currier played a video documenting the projects in the Tactical Urbanism pilot project.

When Mr. Grier asked which rural schools were participating in the SRTS program, Ms. Currier responded Lowell schools were piloting the programs. The pilot emphasized education programs for bicyclists and pedestrians. She said Ms. Mills was working with other jurisdictions to determine their interests and needs.

9. Letter of Support Request: Lane DUII Victim Impact Panel

Ms. Walters introduced Lois Harvig, Program Director for the Lane Driving Under the Influence of Intoxicants (DUII) Victim Impact Panel. Ms. Harvig distributed two documents (*Lane DUII Victim Impact Panel Board of Directors*; *Lane DUII Victim Impact Panel, Description of the Organization*) and a flyer (*Lane DUII Victim Impact Panel, Combating Impaired Driving, One Story at a Time*). Ms. Walters explained the non-profit will be applying for a grant from the ODOT Transportation Safety Division to remove barriers for those mandated to participate, support law enforcement officer and volunteer training, and expand participation to high school students and those incarcerated.

Ms. Harvig explained why the DUII Victim Impact Panel had been established in 1990. The goal was to help DUII offenders realize the consequences of their action. Their meetings were held on the third Thursday of the month at the Campbell Community Center in Eugene. Approximately 100 to 125 people attended each month. Ms. Harvig requested LaneACT members support their grant application.

Ms. Walters noted a draft letter of support was included in the agenda packet.

Consensus: The draft letter of support for the Lane DUII Victim Impact Panel grant application was approved as submitted.

10. 2021-24 Statewide Transportation Improvement Program (STIP) Update

Mr. Johnston recommended LaneACT members review the copy of the *2021-2024 Draft STIP* powerpoint presentation in the agenda packet. He displayed a Powerpoint presentation entitled *STIP 21-24 Projects, Region 2 Area 5*. Mr. Johnston discussed the following projects:

- Design work for a bridge repair on the Randy Pape Beltline over the Northwest Expressway and Union Pacific Railroad tracks.

- Design work to implement the recommendations of the Springfield Main Street Safety Planning Project.
- Upgrade Highway 99 in Cottage Grove between the Coast Fork Willamette River and Woodson Place. Work includes pedestrian and bicycle amenities.
- Design rehabilitation or replacement for the deck of the Westbound Springfield Willamette River Bridge on Highway 126.
- Design work for repair/repainting of the aforementioned bridge.
- Improvements to the Randy Pape Beltline between Green Hill Road and Coburg Road.
- Repair I-5 pavement between Cottage Grove and Goshen (both directions).
- Repave I-105 from the Willamette River to the Pacific Highway.

Councilor VanGordon emphasized how much safety improvements were needed on Main Street in Springfield.

When Mr. Grier asked about LaneACT’s involvement in the project, Springfield Transportation Planner Emma Newman explained the next round of community involvement was scheduled for mid-March. Part of the outreach was an online open house.

Mr. Johnston noted the 2021-24 STIP project for Main Street was for design work only. Funding for the construction costs (perhaps \$70 million) has not yet been identified.

Mr. Zako observed \$70 million was quite a large project and requested more information about the options being considered. He suggested it be discussed as part of the Area Strategies process.

Responding to Mr. Norton’s observations that previous approaches to safety improvements on Main Street had met resistance from the abutting business owners, Councilor VanGordon acknowledged the discussion had been going on for a long time. He thought it important not to infer community resistance from problem-solving efforts for individual issues.

Mayor Gowing questioned the amount of money required for design work (e.g., on the Willamette River Bridge), Mr. Thompkins explained the environmental impact study was part of the design process and the work was site-specific.

Mr. Thompson referred to the *2021-2024 Draft STIP* powerpoint presentation in the packet. He reiterated the importance of providing input to the OTC in July on the funding allocation among the STIP categories for the next cycle. He advocated for more funding for local programs.

11. Legislative Concepts and United Front Update

Mr. Thompson said the current Oregon legislative session was only five weeks long. The memo in the packet with the subject line *Legislative Concept Drafts for Possible Introduction* had already changed. The “omnibus” bill was House Bill 4036 (HB4036). The other two bills relating to transportation were placeholder bills were there agreement on portions of the omnibus bill moving forward but not the entire proposal. Ms. Thompson distributed the following documents: *Joint Transportation Committee—Omnibus House Bill 4036 (sections plus*

amendments); Cap and Trade – Transportation Impacts (introduced as Senate Bill 1530); and Metro Highway Trust Fund Eligibility Analysis for Climate Smart Strategy projects and programs. Mr. Thompson explained the grey sections in the HB4036 document were amendments to the original bill. He noted the purpose of the Metro analysis was to demonstrate the need for another revenue stream besides the gas tax.

When Mr. Johnston asked if Mr. Thompson had an update on the United Front’s trip to Washington, D.C., Mr. Thompson said he did not have one at this time but would do so at the March LaneACT meeting.

12. Adjournment

Mayor Gowing reminded LaneACT members the Steering Committee was meeting on Friday, February 21, 2020. He then 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

February 6, 2020
11:30 a.m.

PRESENT: Lucy Vinis, Chair; Betty Taylor (City of Eugene); Joe Berney, Pete Sorenson (Lane County); Christine Lundberg, Joe Pishioneri (City of Springfield); Ray Smith (City of Coburg); Frannie Brindle (Oregon Department of Transportation), Kate Reid (Lane Transit District); members; Mary Bridget Smith (City of Springfield), Matt Rodrigues for Sarah Medary (City of Eugene); Aurora Jackson (Lane Transit District); Anne Heath (City of Coburg); *ex officio* members.

Brenda Wilson, Paul Thompson, Kelly Clarke, Dan Callister, (Lane Council of Governments); Rob Inerfeld, Pam Berrien (City of Eugene); Emma Newman (City of Springfield); Jeff Kernen, Megan Winters (City of Coburg); Sasha Vartanian (Lane County); Bill Johnston (Oregon Department of Transportation); Tom Schwetz, Cossette Rees, Andrew Martin, Cody Franz, Theresa Brand, Julia Woolley (Lane Transit District); Carleen Reilly (River Road); Chris Watchie (Cogito), Sherry Aker (Comcast); Webb Sussman, guest.

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. Pishioneri, seconded by Mr. Smith, moved to approve the December 5, 2019, MPC meeting minutes as presented. The motion passed unanimously, 8:0.

ADJUSTMENTS TO THE AGENDA/ANNOUNCEMENTS FROM MPC MEMBERS

Mr. Thompson noted that the agenda had been amended to include an update on the Interstate 105 communications plan.

Mr. Sorenson commented that he hoped to see an expanded delegation from the county on next year's United Front trip to Washington D.C. to include representation from Willamalane Park and Recreation District, Lane Council of Governments, Eugene 4J school district, Lane Community College and local jurisdictions' economic development agencies.

Ms. Lundberg arrived at 11:35 a.m.

Ms. Vinis reported that a primary focus of the United Front meetings with congressional representatives and staff was funding for the construction of the Franklin Boulevard project.

COMMENTS FROM THE AUDIENCE

Webb Sussman, Eugene, spoke on the topic of the Metropolitan Cable Commission. He noted that many residents had absorbed, through pass through fees, multiple price increases in cable service over the last nine months and received updates to internet cable speeds that were anything but. He asked if those service adjustments were considered to be a violation of the contract a local citizen had with Comcast under the franchise agreement. He said the contract did not appear to allow material changes to the terms of service without renegotiating or nullifying the contract. He also asked what could be done to accelerate the rollout of fiber to households to allow competition for service. He wondered, in view of the new technology that was emerging, why there was still a cable commission and not a body that more broadly oversaw all of those technologies.

Carleen Reilly, River Road, reminded the MPC to keep transportation safety at the top of its list of priorities. She said January 17 was the anniversary of the death of Irene Ferguson while walking along Hunsaker Lane. She said LTD was working with neighbors to find a suitable way to memorialize Ms. Ferguson at the Santa Clara Transit Station. She urged MPC members to think of Ms. Ferguson, be aware of pedestrians at night and support safety improvements.

ELECTIONS OF CHAIR AND VICE-CHAIR FOR 2020, APPOINT Oregon MPO Consortium (OMPOC) MEMBERS

Ms. Wilson cited the MPC bylaws and historical precedent for election of officers.

Mr. Sorenson nominated Ms. Lundberg as MPC chair. Ms. Lundberg was elected by a vote of 9:0.

Mr. Berney nominated Mr. Sorenson as MPC vice chair. Mr. Sorenson was elected by a vote of 9:0.

Mr. Sorenson nominated Ms. Reid and Ms. Lundberg to continue as the MPC representatives to OMPOC. Ms. Reid and Ms. Lundberg were confirmed as the OMPOC representatives by a vote of 9:0.

METROPOLITAN PLANNING ORGANIZATION (MPO) ISSUES

Amendment to FFY 2018-2021 MTIP

Mr. Callister stated that Lane County had requested the amendment in order to reprogram Congestion Mitigation and Air Quality (CMAQ) funds from a canceled Lane County project into two existing Lane County projects. He said the public comment period on the amendment would remain open through February 27, 2020, and asked that a public hearing be held.

Ms. Lundberg asked that viable City of Springfield projects be considered for future CMAQ funding. She opened the public hearing. There was no one wishing to speak and the hearing was closed.

2021-2024 State Transportation Improvement Program (STIP) Project Overview

Ms. Brindle, Ms. Vartanian, Ms. Newman and Mr. Inerfeld provided a brief overview of the following projects for the Oregon Department of Transportation (ODOT), Lane County, City of Springfield and City of Eugene respectively:

ODOT:

- OR569: Randy Papé Beltline bridge over the Union Pacific Railroad tracks and Northwest Expressway
- Highway 126B: South 20th to 75th streets (Springfield)
- OR99: Cottage Grove Urban Upgrades
- OR 126: Westbound Springfield Willamette River Bridge
- OR126: Willamette River Westbound Bridge
- OR569 Greenhill Road-Coburg Road (Eugene)
- I-5: Goshen-Cottage Grove
- I-105: Willamette River-Pacific Highway

Lane County:

- Gilham Road: Ayers Road to Mirror Pond Way

Springfield:

- South 42nd/Daisy Roundabout
- Mill Street Reconstruction
- 42nd Street (2023 and beyond)

Eugene:

- Maxwell Road and Prairie Road Sidewalks
- Chambers Street Safety Improvements
- Bailey Hill Road at Bertelsen Road Roundabout
- Lincoln Street Protected Bikeway
- Martin Luther King Jr. Boulevard Safety and Transit Improvements
- Citywide Signal Improvements
- 8th Avenue Bikeway and Two-way Conversion
- Ferry Street Bridge Rehabilitation
- Enhanced Walking Network
- High Street Protected Bikeway
- West 11th Avenue Amazon Creek Bridge Retrofit
- Chambers Street Bridge over Railroad Tracks

Mr. Berney asked if data was available on the aggregate economic impact of projects on Lane County and whether change orders had a significant effect on project costs and what that percentage of change might be. Ms. Vartanian said that could be determined by how projects were programmed within the STIP. Ms. Brindle said projects had a construction authorization of the amount that could be spent. Change orders could be done through that. If a change order exceeded the authorization amount approval had to be obtained from the Oregon Transportation Commission; those were typically for large items that were unanticipated. She said typical change orders addressed traffic control issues. Change orders were tracked to assure transparency.

Ms. Taylor asked how many parking spaces would be eliminated on 8th Avenue. Mr. Inerfeld estimated 40 spaces, but the city was looking at adding spaces on 6th and 7th avenues. In response to a question from Mr. Pishioneri he said studies had determined both streets could still handle the traffic volume.

Mr. Berney asked about the funding source for projects. Ms. Brindle said the source was gas tax revenue.

Ms. Lundberg noted that Springfield's 42nd St. street project was impacted by the 42nd Street levy project. She said it was important to remind legislators that accelerating the Army Corps of Engineers process would coordinate the projects and avoid flooding for both Springfield and Eugene.

Mr. Thompson said one of the biggest issues with construction projects over the past year was the very high bids from contractors because there was so much work available. That had an impact when bids were significantly higher than initial cost estimates. He said development of the 2024-2027 STIP would begin in the summer of 2020 when funding allocations were determined. Staff would track that closely and provide updates to the MPC as information became available.

Update on Interstate 105 (I-105) Communication Plan

Ms. Brindle stated that beginning February 10, I-105 construction projects would commence. She said a communications plan had been developed to assist people in moving around the area as projects resulted in lane and ramp closures over the next several months. She briefly reviewed some upcoming closures and planned detours.

Chris Watchie, Cogito, and Julia Woolley, LTD Transportation Options, described the outreach strategies and distributed materials that would be used to keep the public informed about the projects, closures, detours and alternate transportation options for traveling in the region. Targets for the campaign included residents, employers, schools and the general traveling public. Outreach activities would be coordinated with ODOT.

Ms. Brindle said ODOT would also use variable messaging signs to notify travelers about closures and congestion and advise the use of other routes. She urged those traveling in the region to use TripCheck to identify closures and detours.

Ms. Vinis observed that many of the lessons ODOT would learn during the process could be used for emergency preparedness purposes.

Transit Tomorrow

Ms. Rees provided an update on Transit Tomorrow, LTD's initiative to redesign its transit network. She said in August 2019 the LTD Board directed staff to move forward with a high ridership network and develop an implementation plan. In November 2019 staff presented the Board with a refined network proposal that continued to represent a high ridership model with increased frequency. The Board asked staff to slow down the process, take the refined proposal out to the public for feedback and return at a later date with potential options that would help address the loss of service in some areas of the community. She said staff was looking for options to mitigate the loss of fixed route service to the extent possible and those would be presented to the Board at its March 2020 meeting. A public hearing was scheduled for May 2020 with adoption of a final network plan in June 2020 and implementation in February 2021.

Ms. Rees reviewed the public outreach strategies planned for the January to mid-March period and the questions that would be asked of the community. She identified a number of specific outreach targets and reviewed the feedback that was being received. She said the goal was to involve as much of the community as possible in the process and hear from many voices.

Ms. Taylor said many of her constituents were unhappy with the proposed network and elimination of three routes in their neighborhoods and asked if there was an opportunity to change the plan. Ms. Reid explained that LTD was listening to the community, particularly residents from southeast Eugene. She said

part of the decision-making process included tradeoffs and LTD was looking at the difference between 500 people having a change of service and at least 27,000 more people gaining access to transit. It was difficult to say all three southeast Eugene routes would remain, but did not think all three routes would be eliminated as there would be some condensing of routes that were not efficient and transportation options were being looked at to determine how to more efficiently meet the needs of those who clearly wanted to be connected to transit.

Mr. Sorenson asked if neighborhood associations had been invited to attend sessions to discuss the data on which decisions about the proposed network plan were based. Ms. Rees said the sessions would be public and information about the schedule distributed to interested parties and outreach was being done with all of the neighborhoods.

Mr. Sorenson asked if the realignment would result in fewer empty buses. Ms. Jackson said that was the goal. When transit was more frequent along corridors with more jobs and residents the utilization of the large buses increased. Neighborhood buses tended to have far fewer riders. LTD was trying to address the issue of how best to utilize its fleet and determine how to address mobility needs in neighborhoods. She said many options were being considered.

In response to a question from Mr. Berney, Ms. Jackson explained that there were ridership and coverage models for public transportation. The coverage model did not try to move large numbers of people; it tried to reach more geographical areas. The ridership model provided service in areas of housing and employment densities to encourage more people to use the system.

Mr. Berney said the LTD Strategic Planning Committee had recently discussed the role of a transit agency as a mobility platform versus operating transit vehicles and encouraged LTD to consider the platform approach.

Update on Statewide Transportation Strategy (STS)

Mr. Thompson stated that a letter from Governor Kate Brown in September 2019 encouraged four state agencies and their commissions to pursue implementation of the STS, specifically with respect to impacts on emissions and climate change. He said the Land Conservation and Development Commission (LCDC) had committed to updates to the Transportation Planning Rule (TPR) that would require MPOs and their respective local governments to collaboratively and comprehensively develop and implement Transportation System Plans and land use plans and actions that provided transportation choices and reduced greenhouse emissions. LCDC would examine the issue in depth at its March 2020 meeting and both Portland Metro and Central Lane MPOs would speak to the commission about their experiences and perspectives. He said the subject was also discussed at a recent OMPOC meeting and feedback from members was that action and funding were needed, not more planning. He asked for suggestions on who should attend the LCDC meeting and speak on behalf of the MPO. He said it would also be helpful to have an elected official from the MPO speak at the meeting.

Mr. Sorenson recommended that Dan Hurley, Lane County Public Works Director, speak to the LCDC at its March meeting.

Ms. Lundberg concurred that Mr. Hurley would be a good representative and she volunteered to also attend and speak on the topic from an elected official's perspective.

Mr. Berney suggested that the government sector, while scenario planning, should encourage the private sector to invest in projects. He concurred that Mr. Hurley was a good choice to attend the LCDC meeting.

Follow-up and Next Steps

- **ODOT Update**—Ms. Brindle reported that ODOT was experiencing considerable change under its new director, Kris Strickler. There would be a new organizational structure at the upper levels of the agency, including placement of audit services at the director's level. Other changes included appointment of assistant directors for social equity; revenue, finance and compliance; government and external relations; and operations.
- **Springfield Main Street Safety Update**—Mr. Johnston reported that the project was on schedule. Alternatives, including roundabouts, were currently being studied. An online open house would be held in March and special meetings with property owners would be held in April.
- **Rail Update**—Ms. Wilson said the ODOT Passenger Rail Division had completed its public outreach and information gathering process and expected to release a final version of alternate routes for passenger rail during 2020. That information would be provided to the MPC when it became available.

Mr. Sorenson asked that information on passenger rail usage trends be included in the next agenda packet.

- **LaneACT Update**—Mr. Johnston said the LaneACT would meet on February 12 and agenda items included a debriefing on the December 2019 OTC meeting and discussing its participation in the July 2020 OTC meeting, an update on the Safe Lane Coalition, and an update on legislative activities.
- **MTIP Administrative Amendments**—There were no questions.
- **Next Steps/Agenda Build**—Mr. Thompson announced that the OTC would meet July 14-17, 2020, in Eugene.

Ms. Lundberg adjourned the meeting at 1:30 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

Environmental Land Use Stakeholder appointment *(quorum required)*

Presenter

Denise Walters, LaneACT staff

Action requested

Approve or deny application for Environmental Land Use stakeholder alternate.

Summary

In January 2018 LaneACT amended its Bylaws to allow alternates for Designated and Other Stakeholders. At its November 2018 meeting LaneACT adopted a protocol to elaborate on the intent and provide guidance on when it is appropriate for Designated or Other Stakeholder positions to have an alternate. The protocol states:

Alternates for Designated and Other Stakeholders are considered appropriate when the stakeholder represents a formally organized group, program, or association (with charter, by-laws, articles of incorporation, and associated elements) which can provide consistency in representation of issues as well as maintain an understanding of LaneACT purpose and process (Safe Routes to Schools Program, for example).

A need for an alternate for the Environmental Land Use stakeholder emerged during the term of service. In keeping with the adopted protocol, the alternate position was posted, applications invited, and subsequently reviewed by the Steering Committee. LaneACT received one application (attached) for consideration. The applicant is affiliated with Better Eugene Springfield Transportation as is the primary Environmental Land Use stakeholder, Mr. Zako. Both are also frequently engaged in collaborative efforts with 1000 Friends of Oregon. The mission of 1000 Friends is to: work with Oregonians to enhance our quality of life by building livable urban and rural communities, protecting family farms and forests, and conserving natural areas. The Steering Committee reviewed the application and having no issues with the application are bringing it forward to LaneACT for decision.

Attachments

A. Environmental Land Use Stakeholder Alternate Application — Alexis Biddle

Applicant Criteria

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

| | | | |
|--------------------------------------|---|------------------------|--------------------|
| Name: | Alexis Biddle | | |
| Residential/Business Address: | 2244 Alder Street | Eugene | 97405 |
| | Street | City | Zip |
| Mailing Address: | | | |
| | Street | City | Zip |
| Home Telephone: | 541-233-9001 | Work Telephone: | |
| FAX: | | E-Mail: | alexis@friends.org |
| Employment: | Urban Lands Advocate - 1000 Friends of Oregon | | |

The LaneACT is recruiting for the following positions:

- An Alternate for the Designated Stakeholder representing **Environmental Land Use** interests.

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

(OVER)

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

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

I hold undergraduate degrees in geography and philosophy from Kent State University; a law degree and a masters in Urban and Regional Planning from the University of Oregon. I worked in transportation planning at the City of Eugene, Oregon Department of Transportation - Directors Office, and DKS Associates. My work at 1000 Friends focuses on transportation and land use issues in cities statewide.

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

I am on the staff of 1000 Friends of Oregon and am a board member of Better Eugene Springfield Transportation

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

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

Thank you for applying to be a LaneACT Stakeholder!

Demographic Information (Optional):

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

Please Return Your Completed Application to:

Mail: Denise Walters, LCOG / 859 Willamette Street, Suite 500 / Eugene, OR 97401-2910

E-Mail: dwalters@lcog.org

FAX: (541) 682-4099 Attn: Denise Walters



Lane Area Commission on Transportation

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

541.682.4283 (*office*)

Agenda Item 7

LaneACT member recruitment
(quorum required)

Presenter

Denise Walters, LaneACT staff

Action requested

Decide on preferred focus area and level of outreach.

Summary

LaneACT has two components to consider: 1) Recruitment for Other Stakeholder position vacated by Ms. Roark; and 2) Request for a different alternate for the Highway 126 E stakeholder position.

1) OTHER STAKEHOLDER

The Other Stakeholder position held by Teresa Roark was vacated in February. Ms. Roark and the previous position holder both had expertise in public health. In the past, public health had been a desired knowledge area from which LaneACT wanted representation. This agenda item is to discuss if LaneACT wants to continue to focus the position on Public Health or take a different direction, and to determine the level of outreach for filling the position.

LaneACT's Public Participation Plan sets forth the options for stakeholder recruitment as follows:

In the even of a mid-term resignation:

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

consensus.

If LaneACT is interested in option 3 above, it could consider options listed under a standard recruitment.

Standard position opening:

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

2) HIGHWAY 126 E STAKEHOLDER

The LaneACT Bylaws state:

Highway 126 East: Following public advertisement, LaneACT shall appoint a primary representative and an alternate representative for the Highway 126 corridor east of Springfield. Representatives must live east of the City of Springfield Urban Growth Boundary and west of the Linn County line; with consideration given to those with direct parcel access or dependence on Highway 126 E. (1 member)

LaneACT could follow the protocol adopted for recruiting alternates for Designated and Other stakeholders as also discussed in Agenda Item 6 – Environmental Land Use stakeholder alternate or direct staff to follow another process consistent with the Public Participation Plan.

Attachments

A. None.



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Agenda Item 8

Eugene to Florence transit update

Presenter

Kelly Clarke, Lane Council of Governments (LCOG)

Action requested

Discuss.

Summary

The Florence-Eugene public bus service is now in operation. The route began Tuesday, February 18th with a morning and afternoon test ride and was officially open to riders February 19th. Link Lane, a Lane Council of Governments service, is operating this route seven days per week with two round trips per day in partnership with the Confederated Tribes of Coos, Lower Umpqua and Siuslaw Indians. Pacific Crest Bus Lines is the contract operator. Link Lane is also contracting with River Cities Taxi to operate the Florence-Yachats Connector.

The Florence-Eugene route has opened with a strong level of interest for riders all along Highway 126 from Florence to Eugene. We have heard from numerous potential riders that they have been waiting for years for this service and are now eager to use it to get between the valley and coast for all types of trip purposes including visiting friends, family and recreational destinations, medical and personal needs, and just not having to drive.

The Lane Council of Governments conducted a feasibility study in 2018 to evaluate the need for this bus route and found this gap in a public transportation option needed to be filled. Fortunately, the state legislature passed HB2017 which created a statewide payroll tax dedicated to enhance transit service across the state. LCOG applied for and was awarded funding to operate the Florence-Eugene route and the Florence-Yachats Connector. The Confederated Tribes of Coos, Lower Umpqua and Siuslaw Indians contributed the bus and additional funding to the Florence-Eugene route. The Tribal partnership and many others, including with the City of Florence, Lane County, Lane Transit District, Travel Lane County and the Siuslaw Vision, is what is making this route a reality.

LCOG and the Confederated Tribes of Coos, Lower Umpqua and Siuslaw Indians have been awarded federal grant funding to purchase a second bus for this route. LCOG is also in the process of acquiring a bus that can be used for both routes from the Rogue Valley Transportation District. The Florence-Eugene grant funding included addition of a mid-day round trip and this will be integrated into the service once the buses are available.

Both routes are still in pilot phases of operation. Schedule times and stops will be adjusted as needed to accommodate travel times, connections with other services and key destinations.

Attachment

None.



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Agenda Item 9

LaneACT work plan development

Presenter

Denise Walters, LaneACT staff

Action requested

Discuss format and content of work plan.

Summary

LaneACT last adopted a work plan in in November 2016 (for fiscal year 2017). The work plan was not updated for FY 18, and an update was drafted for FY 19 (July-June). LaneACT discussed the FY 19 draft at its September 12, 2018 meeting but decided to postpone adoption until receiving further direction from the October OTC meeting. The hope was OTC would comment on how they envisioned the role of the ACTs post HB 2017. (HB 2017 diminished several ACT responsibilities.) Further direction was not forthcoming from OTC, so the work plan update was tabled.

Based on recent LaneACT discussions and with the onset of the Area Strategies pilot, a work plan update is timely. Previous work plans listed the entire range of tasks LaneACT *might* be involved in for that year. For the update LaneACT is asked to consider two aspects of the work plan: format and content. As a conversation starter staff has developed a draft concept (Attachment A) aimed at focusing the workplan by including only those tasks that will be started and/or completed in the year. The old draft FY 19 Work Plan (Attachment B) is attached for purposes of comparison.

Attachment C is a draft of a new Work Plan Guidance document. The Guidance document outlines all LaneACT obligations and responsibilities to ensure critical required tasks are included in work plans and to provide ideas for programming other tasks.

These drafts are conceptual and may require several meetings to refine both format and content.

Attachments

- A. Draft concept FY 20 work plan
- B. Draft FY 19 work plan
- C. Work plan guidance document



Lane Area Commission on Transportation

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**Lane Area Commission on Transportation (LaneACT)
Annual Work Plan
July 2019 – June 2020**

OVERVIEW

The purpose of the Lane Area Commission on Transportation is identified in its Bylaws and states:

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

The Bylaws require LaneACT to develop and adopt a Work Plan, which can be modified at any time. The purpose of the Work Plan is to:

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

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

- I. *Commission Education:* The LaneACT, in its advisory capacity, must become familiar with a variety of local, state, and federal transportation plans, policies, projects, and funding mechanisms. As a result, this area of work is focused on developing information and education sessions at LaneACT meetings that address key transportation legislation, funding, programs, and processes.
- II. *Advisory and Coordination Activities:* The LaneACT will be most effective in providing regional input into State and Federal transportation planning, programming and funding decisions when it operates with a unified voice. As a result, this area of work is focused on developing common understanding of and consensus around regional needs and interests, as well as enhancing transportation and livability for the region through collaboration and strengthening of partnerships in transportation.



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

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

CONCEPT DRAFT



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DETAILED WORK PLAN

| I. COMMISSION EDUCATION | |
|---|---|
| A. LaneACT will receive continued education on transportation funding programs, and processes. | |
| COMPONENT | RESOURCES, OPPORTUNITIES, TIMING |
| 1. Statewide Transportation Improvement Program (STIP) | Spring/Summer 2020 |
| 2. ODOT Modal Plans (Highway, Freight, Rail, Bicycle/Pedestrian, Safety, etc.) | |
| 3. State and Federal Grant Programs | |
| 4. General Transportation Funding Overview | |
| 5. New legislation and policies as they relate to ODOT activities and to local activities | |
| 6. Changes within ODOT | |
| 8. Development of new performance measures under state and federal transportation legislation | |
| 9. Local planning projects (e.g. local Transportation System Plans, airport and rail planning, safety planning, etc.) | |

DISCUSSION:



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| II. ADVISORY and COORDINATION ACTIVITIES | |
|--|--|
| A. LaneACT will be responsible for advisory activities. | |
| COMPONENT | RESOURCES, OPPORTUNITIES, TIMING |
| 1. Advise the OTC on state and regional policies affecting the Lane County regional transportation system | July 2020 |
| 2. Review and provide comment on draft STIP 2021-2024* | March 2020 |
| 3. Review and provide recommendations on the 2024-27 STIP* | Spring/Summer 2020 |
| 4. Provide input on priorities for state transportation infrastructure and capital investments | |
| 5. Provide a report to OTC at least every two years* | Begin preparations in April/May 2020 July 2020 presentation |
| B. LaneACT will coordinate on transportation issues. | |
| 6. Outreach to surrounding ACTs | |
| 7. Track work of other OTC advisory bodies | May need to prioritize given the number |
| 8. Identify opportunities to further discussion and action on key focus areas which included funding, safety, and economic development. Work to continually update the region's priorities and identify ways that this work can be further incorporated into the operations of the LaneACT | |
| 9. Work to continually update the region's priorities and identify ways that this work can be further incorporated into the operations of the LaneACT | Participate in Area Strategies pilot |



Lane Area Commission on Transportation

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| | |
|---|------------------------------|
| <p>10. Advocate Lane County area regional transportation issues to the public, neighboring regions, area legislators, and other interested organizations</p> | |
| <p>11. Provide a local forum for sharing information, understanding, coordinating, and gaining consensus around transportation priorities, plans, policies, projects and funding</p> | <p>Area Strategies pilot</p> |
| <p>12. As applicable, consider all modes and aspects of the transportation system, including air, marine, rail (freight and passenger), road, transit, bicycle, pedestrian, and pipelines. In addition, consider how the connectivity between the modes can be improved</p> | <p>Area Strategies pilot</p> |
| <p>13. Communicate and coordinate regional recommendations, priorities and activities, and collaborate with other organizations and interests, including as applicable the Central Lane Metropolitan Planning Organization (CLMPO), other ACTs, the OTC, ODOT advisory committees, the Governor’s Regional Solutions Team, regional partnerships and investment boards, state legislators, Oregon’s congressional delegation, and other agencies and stakeholders</p> | |

DISCUSSION:



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| III. COMMISSION GOVERNANCE | |
|---|--|
| A. LaneACT perform the administrative tasks set forth in the Bylaws . | |
| COMPONENT | RESOURCES, OPPORTUNITIES, TIMING |
| 1. Elect officers for the calendar year | January 2021 |
| 2. Conduct a Citizen Stakeholder Recruitment Process and reappoint/appoint designated and other stakeholders as necessary | |
| 3. Orient new members | |
| 4. Prepare biennial report to OTC* | Begin preparations in April/May 2020 July 2020 presentation |
| 5. | |
| 6. | |

DISCUSSION:



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| IV. PUBLIC INVOLVEMENT | |
|--|---------------------------------------|
| A. LaneACT will implement its Public Participation Plan . | |
| COMPONENT | RESOURCES, OPPORTUNITIES, TIMING |
| 1. Engage key stakeholders and the general public with a process consistent with state and federal laws, regulations, and policies | |
| 2. Review the Public Participation Plan and its effectiveness as part of regular activities and report to OTC. | |
| 3. Area Strategies pilot | Any additional or different outreach? |
| 4. | |



DISCUSSION:



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Annual Work Plan (DRAFT)

July 2018 – June 2019 (FY 2019)

A. Overview

The 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, and to strengthen state and local partnerships in transportation. (Excerpt from LaneACT Bylaws)

The bylaws require the LaneACT to develop and adopt a work plan, which can be amended at any time. (Historically it's been updated to coincide with the state fiscal year.) The purpose of the work plan is to:

- Identify and communicate key priorities of the LaneACT
- Serve as a guide to build agendas and focus discussion at LaneACT meetings

Updating the work plan periodically provides an opportunity to reflect on the work accomplished over the previous period, and direct efforts for the future planning horizon. other

B. Direction from the Oregon Transportation Commission

The OTC's [Policy on Formation and Operation of Area Commissions on Transportation](#) (updated in 2017) identifies a primary role for the ACTs. This role is reflected in the mission section of the LaneACT bylaws:

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 organizations and interests, including as applicable the Central Lane Metropolitan Planning Organization (CLMPO), other ACTs, the OTC, ODOT advisory committees, the Regional Solutions Team, regional partnerships and investment boards, state legislators, Oregon's congressional delegation, and other agencies and stakeholders.

The OTC Policy also provides a list of optional topics ACTs may choose to provide advice on:

- ODOT corridor plans or local Transportation System Plans (TSPs) that contain projects of Regional significance (e.g. a new highway bypass).
- Review projects and policies for other STIP funding programs and categories that have advisory committees or processes in place and advise ODOT on any special circumstances or opportunities that apply. These programs are primarily Fix-It, Enhance, Federal Lands Access Program, and ConnectOregon.
- Advise the OTC on state and Regional policies affecting the Area's Transportation System, including proposed ODOT policies & their implementation.
- Input into prioritization of long-range planning projects (especially refinement plans) in the ODOT Region planning work programs.
- Establishment and monitoring of benchmarks for Regional transportation improvements.
- Other transportation related policy or funding issues relevant to a particular ACT that would benefit from the coordinated committee discussion afforded by the ACT structure.

C. Major focus areas of the LaneACT work plan

The LaneACT has identified four focus areas to organize its work. They address all of the primary responsibilities outlined by the OTC (and in the LaneACT mission). They may also address some of the optional topics identified by the OTC. The following is an overview of these focus areas.

1. **Commission Education** – The LaneACT, in its advisory capacity, must become familiar with a variety of local, state, and federal transportation plans, policies, projects, and funding mechanisms. As a result, this area of work is focused on developing information

and education sessions at LaneACT meetings that address key transportation legislation, funding, programs, and processes. (Mission components 1 and 3)

2. **Advisory and Coordination Activities** – The LaneACT will be most effective in providing regional input into local, State and Federal transportation planning, programming and funding priorities and decisions when it operates with a unified voice. As a result, this area of work is focused on developing common understanding of and consensus around regional needs and interests, as well as enhancing transportation and livability for the region through collaboration and strengthening transportation partnerships. (Mission components 2-6)
3. **Commission Governance** – In order to operate effectively as a commission and, as a result, further the mission of the LaneACT, the LaneACT is committed to conducting the on-going work necessary to support the commission. (Mission components 1-6)
4. **Public Involvement** – The LaneACT is committed to an open, public involvement process, which allows all citizens and transportation stakeholders the opportunity to participate in transportation decision-making. The LaneACT is committed to conducting the on-going work necessary to implement and monitor its public involvement activities. (Mission components 1, 2 and 6)

A more detailed description of work to be conducted over the next year within each of these broad categories is provided in the following section.

D. Tasks

1. Commission Education

LaneACT will schedule briefings and discussions on the following ODOT-related topics :

- a. Statewide Transportation Improvement Program (STIP).
- b. ODOT Modal Plans (Highway, Freight, Rail, Bicycle/Pedestrian, Safety Action, etc.).
- c. Grant Programs (e.g., Transportation Growth Management, Safe Routes to Schools, State Transportation Improvement Fund, etc.).
- d. General Transportation Funding Overview and Other Funding Opportunities (All Roads Transportation Safety System (ARTS), Federal Lands Access Program, etc.).
- e. Updates on new legislation and policies as they relate to ODOT activities.
- f. Updates on changes resulting from HB2017.
- g. Update on ODOT's safety priorities for the region.
- h. Updates on development of new performance measures under state and federal transportation legislation.

- i. Updates on new legislation and policies as they relate to local project design and development (e.g., NEPA reform, etc.).
- j. Federal transportation project design and delivery process.
- k. Updates on the Statewide Transportation Improvement Fund (STIF), established by HB 2017 to fund public transportation services.

Local, regional and other state agency topics:

- l. Updates on local planning projects (e.g., local Transportation System Plans underway in the region, airport and rail planning, Scenario Planning, MovingAhead, etc.).
- m. Updates from local transportation facility operators, such as the Eugene Airport and other similar facilities.
- n. Updates on transportation regulatory guidance (e.g., Right of Way regulations for Americans with Disabilities Act).
- o. Updates on the efforts of local jurisdictions to implement their safety plans (e.g., Vision Zero, transport of hazardous materials, and Springfield Main Street improvements, etc.).
- p. Updates on public health and transportation related efforts (e.g., ODOT and Oregon Health Authority – Memorandum of Understanding).
- q. Demographic, funding and other trends and their impact on transportation.
- r. Other local projects/initiatives/processes/opportunities as they relate to the LaneACT.

2. Advisory and Coordination Activities

Advisory-related activities :

- a. Advise the OTC on state and regional policies affecting the Lane County regional transportation system.
- b. Collaborate with other ACTs in developing a white paper to present to the OTC describing how HB 2017 has changed the role of the ACT and recommending new roles and responsibilities.
- c. Review and provide recommendations on the following short and long-term funding opportunities:
 - 2021-2024 STIP*, including priorities for STIP Enhance project funding.*¹
 - Special funding opportunities and programs.*

* Indicates mandatory task

- Priorities for state transportation infrastructure and capital investments.*
- d. Discuss and advise the OTC on new funding mechanisms.
- e. Provide a report to the OTC at least once every two years.

Coordination-related activities:

- f. Identify opportunities to further discussion and action on key focus areas of funding, safety, and economic development. Work to continually update the region's priorities and identify ways that this work can be further incorporated into the operations of the LaneACT.
- g. Coordinate with Oregon Health Authority and other public health focused entities regarding public health issues and transportation.
- h. Review and provide recommendations on transportation policies, including Local Transportation System Plans and ODOT Plans, when applicable.
- i. Review and comment on the following ODOT environmental studies: (1) OR569 (Beltline): River Road to Delta Highway, and (2) OR126: Eugene to Veneta. Advocate Lane County area regional transportation issues to the public, neighboring regions, area legislators, and other interested organizations.
- j. Provide a forum for communicating, learning, and understanding transportation issues as they affect the area's economic opportunities and livability.
- k. Provide a local forum for sharing information, understanding, coordinating, and gaining consensus around transportation priorities, plans, policies, projects and funding.
- l. Provide a forum to explore opportunities to coordinate on project development and delivery to achieve enhanced, coordinated investments and maximize leveraging.
- m. Provide a local forum to engage the private sector and explore the potential for public-private partnerships.
- n. Coordinate with Federal Highways Administration (FHWA) to determine ways to streamline project development and delivery with respect to environmental assessments and impact statements.
- o. As applicable, consider all modes and aspects of the transportation system, including air, marine, rail (freight and passenger), road, transit, bicycle, pedestrian, and pipelines. In addition, consider how the connectivity between the modes can be improved.
- p. Build a greater understanding of the current state of the system. In addition, review and monitor the condition of the Area's transportation system, using appropriate benchmarks.

- q. Recommend short and long-term transportation investment priorities, as the OTC provides opportunities. Recommendations should be based on state and local plans, to address identified needs of the Area's transportation system, balancing local, regional and statewide perspectives.
- r. Communicate and coordinate regional recommendations, priorities and activities, and collaborate with other organizations and interests, including as applicable the Central Lane Metropolitan Planning Organization (CLMPO), other ACTs, the OTC, ODOT advisory committees, the Governor's Regional Solutions Team, regional partnerships and investment boards, state legislators, Oregon's congressional delegation, and other agencies and stakeholders.

3. Commission Governance

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

- a. Elect Officers upon the calendar year.
- b. Every two years, or as necessary conduct a Citizen Stakeholder Recruitment Process and reappoint/appoint designated and other stakeholders.
- c. Provide orientation for new members.
- d. Provide training and mentors for new members, as needed.
- e. Review working documents and bylaws as needed.
- f. Review LaneACT calendar and provide guidance regarding Commission Education.
- g. Prepare a biennial report to OTC.

4. Public Involvement

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

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



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LANEACT WORK PLAN DEVELOPMENT GUIDANCE

A. Overview

The 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, and to strengthen state and local partnerships in transportation. (Excerpt from LaneACT Bylaws)

The bylaws require the LaneACT to develop and adopt a work plan, which can be amended at any time. (Historically it's been updated to coincide with the state fiscal year.) The purpose of the work plan is to:

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- Serve as a guide to build agendas and focus discussion at LaneACT meetings

Updating the work plan periodically provides an opportunity to reflect on the work accomplished over the previous period, and direct efforts for the future planning horizon. other

B. Direction from the Oregon Transportation Commission

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- Review projects and policies for other STIP funding programs and categories that have advisory committees or processes in place and advise ODOT on any special circumstances or opportunities that apply. These programs are primarily Fix-It, Enhance, Federal Lands Access Program, and ConnectOregon.
- Advise the OTC on state and Regional policies affecting the Area's Transportation System, including proposed ODOT policies & their implementation.
- Input into prioritization of long-range planning projects (especially refinement plans) in the ODOT Region planning work programs.
- Establishment and monitoring of benchmarks for Regional transportation improvements.
- Other transportation related policy or funding issues relevant to a particular ACT that would benefit from the coordinated committee discussion afforded by the ACT structure.

C. Major focus areas of the LaneACT work plan

The LaneACT has identified four focus areas to organize its work. They address all of the primary responsibilities outlined by the OTC (and in the LaneACT mission). They may also address some of the optional topics identified by the OTC. The following is an overview of these focus areas.

- 1. Commission Education** – The LaneACT, in its advisory capacity, must become familiar with a variety of local, state, and federal transportation plans, policies, projects, and funding mechanisms. As a result, this area of work is focused on developing information and education sessions at LaneACT meetings that address key transportation legislation, funding, programs, and processes. (Mission components 1 and 3)

- 2. Advisory and Coordination Activities** – The LaneACT will be most effective in providing regional input into local, State and Federal transportation planning, programming and funding priorities and decisions when it operates with a unified voice. As a result, this area of work is focused on developing common understanding of and consensus around regional needs and interests, as well as enhancing transportation and livability for the region through collaboration and strengthening transportation partnerships. (Mission components 2-6)
- 3. Commission Governance** – In order to operate effectively as a commission and, as a result, further the mission of the LaneACT, the LaneACT is committed to conducting the on-going work necessary to support the commission. (Mission components 1-6)
- 4. Public Involvement** – The LaneACT is committed to an open, public involvement process, which allows all citizens and transportation stakeholders the opportunity to participate in transportation decision-making. The LaneACT is committed to conducting the on-going work necessary to implement and monitor its public involvement activities. (Mission components 1, 2 and 6)

D. Tasks

1. Commission Education

LaneACT can and will schedule briefings and discussions on the following ODOT-related topics:

- a. Statewide Transportation Improvement Program (STIP).
- b. ODOT Modal Plans (Highway, Freight, Rail, Bicycle/Pedestrian, Safety Action, etc.).
- c. Grant Programs (e.g., Transportation Growth Management, Safe Routes to Schools, State Transportation Improvement Fund, etc.).
- d. General Transportation Funding Overview and Other Funding Opportunities (All Roads Transportation Safety System (ARTS), Federal Lands Access Program, etc.).
- e. Updates on new legislation and policies as they relate to ODOT activities.
- f. Updates on changes resulting from HB2017.
- g. Update on ODOT's safety priorities for the region.
- h. Updates on development of new performance measures under state and federal transportation legislation.
- i. Updates on new legislation and policies as they relate to local project design and development (e.g., NEPA reform, etc.).
- j. Federal transportation project design and delivery process.

- k. Updates on the Statewide Transportation Improvement Fund (STIF), established by HB 2017 to fund public transportation services.

Local, regional and other state agency topics:

- l. Updates on local planning projects (e.g., local Transportation System Plans underway in the region, airport and rail planning, Scenario Planning, MovingAhead, etc.).
- m. Updates from local transportation facility operators, such as the Eugene Airport and other similar facilities.
- n. Updates on transportation regulatory guidance (e.g., Right of Way regulations for Americans with Disabilities Act).
- o. Updates on the efforts of local jurisdictions to implement their safety plans (e.g., Vision Zero, transport of hazardous materials, and Springfield Main Street improvements, etc.).
- p. Updates on public health and transportation related efforts (e.g., ODOT and Oregon Health Authority – Memorandum of Understanding).
- q. Demographic, funding and other trends and their impact on transportation.
- r. Other local projects/initiatives/processes/opportunities as they relate to the LaneACT.

2. Advisory and Coordination Activities

Advisory-related activities:

- a. Advise the OTC on state and regional policies affecting the Lane County regional transportation system.
- b. Collaborate with other ACTs in developing a white paper to present to the OTC describing how HB 2017 has changed the role of the ACT and recommending new roles and responsibilities.
- c. Review and provide recommendations on the following short and long-term funding opportunities:
 - 2021-2024 STIP*, including priorities for STIP Enhance project funding.*¹
 - Special funding opportunities and programs.*
 - Priorities for state transportation infrastructure and capital investments.*
- d. Discuss and advise the OTC on new funding mechanisms.
- e. Provide a report to the OTC at least once every two years.

* Indicates mandatory task

Coordination-related activities:

- f. Identify opportunities to further discussion and action on key focus areas of funding, safety, and economic development. Work to continually update the region's priorities and identify ways that this work can be further incorporated into the operations of the LaneACT.
- g. Coordinate with Oregon Health Authority and other public health focused entities regarding public health issues and transportation.
- h. Review and provide recommendations on transportation policies, including Local Transportation System Plans and ODOT Plans, when applicable.
- i. Review and comment on the following ODOT environmental studies: (1) OR569 (Beltline): River Road to Delta Highway, and (2) OR126: Eugene to Veneta. Advocate Lane County area regional transportation issues to the public, neighboring regions, area legislators, and other interested organizations.
- j. Provide a forum for communicating, learning, and understanding transportation issues as they affect the area's economic opportunities and livability.
- k. Provide a local forum for sharing information, understanding, coordinating, and gaining consensus around transportation priorities, plans, policies, projects and funding.
- l. Provide a forum to explore opportunities to coordinate on project development and delivery to achieve enhanced, coordinated investments and maximize leveraging.
- m. Provide a local forum to engage the private sector and explore the potential for public-private partnerships.
- n. Coordinate with Federal Highways Administration (FHWA) to determine ways to streamline project development and delivery with respect to environmental assessments and impact statements.
- o. As applicable, consider all modes and aspects of the transportation system, including air, marine, rail (freight and passenger), road, transit, bicycle, pedestrian, and pipelines. In addition, consider how the connectivity between the modes can be improved.
- p. Build a greater understanding of the current state of the system. In addition, review and monitor the condition of the Area's transportation system, using appropriate benchmarks.
- q. Recommend short and long-term transportation investment priorities, as the OTC provides opportunities. Recommendations should be based on state and local plans, to address identified needs of the Area's transportation system, balancing local, regional and statewide perspectives.

- r. Communicate and coordinate regional recommendations, priorities and activities, and collaborate with other organizations and interests, including as applicable the Central Lane Metropolitan Planning Organization (CLMPO), other ACTs, the OTC, ODOT advisory committees, the Governor’s Regional Solutions Team, regional partnerships and investment boards, state legislators, Oregon’s congressional delegation, and other agencies and stakeholders.

3. Commission Governance

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

- a. Elect Officers upon the calendar year.
- b. Every two years, or as necessary conduct a Citizen Stakeholder Recruitment Process and reappoint/appoint designated and other stakeholders.
- c. Provide orientation for new members.
- d. Provide training and mentors for new members, as needed.
- e. Review working documents and bylaws as needed.
- f. Review LaneACT calendar and provide guidance regarding Commission Education.
- g. Prepare a biennial report to OTC.

4. Public Involvement

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

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



Lane Area Commission on Transportation

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

541.682.4283 (*office*)

Agenda Item 10

Draft 2021-24 STIP – public outreach effort

Presenters

Bill Johnston, ODOT

Action requested

Discussion only. No action required.

Summary

The Oregon Transportation Commission has released the Draft 2021-24 Statewide Transportation Improvement Program (STIP) for public review and comment. In previous years, ODOT staff organized an open house style event in advance of a regular LaneACT meeting (from 4:30-5:15). The last one was held in Feb 2018, in conjunction with the 2018-21 STIP.

The format will be different this year. Rather than conducting meetings in every area of the state, ODOT is directing the public to an online open house where they can learn about the STIP, see what projects will be funded, and leave comments. The purpose of the outreach effort is primarily to inform the public about projects that have been selected – rather than solicit suggestions for additional projects. The comment period ends April 10.

At the March 11 LaneACT meeting, staff will highlight the projects programmed for funding in Area 5. This amounts to \$170 M, on both the state system (primarily) and local system (some) for: (1) maintenance projects, (2) bridge replacements, (3) safety and active transportation leverage projects, and (4) a few modernization projects. An additional \$70 M is programmed for (5) various MPO and LTD projects, (6) certain local government projects and programs, (7) jurisdictional transfers, and (8) some additional ODOT projects.

There is no need for the LaneACT to provide comments. The ACTs provided input earlier in the process when the OTC was determining funding allocations.

Link to online open house: <http://openhouse.oregondot.org/openhouse/oregon-draft-stip>

Attachment

A. List of projects in Area 5 (3 pages)

Attachment 10A

ODOT 2021-24 Draft STIP – Area 5 project

Reformatted for presentation to LaneACT by Bill Johnston – March 2, 2020

| KEY # | Section | Work Type | Local? | Federal Funds | State Funds | Local Funds | HB 2017 Funds | Total Funds | STIP-PP Project description |
|-------|---|-----------|--------|------------------|-----------------|-----------------|-----------------|------------------|--|
| 20102 | OR58: fix-it corridor culverts | CULVRT | | \$ 6,361,857.00 | \$ 728,143.00 | | \$ 3,800,000.00 | \$ 10,890,000.00 | Repair culvert to ensure it is functioning properly. |
| 20116 | OR569 over Union Pacific Railroad and NW Expressway (Eugene) | BRIDGE | | \$ 1,593,066.42 | \$ 182,333.58 | | | \$ 1,775,400.00 | Replace bridge rail system to conform to current safety standards; joint replacement, and overlay the bridge driving surface to preserve the bridge structure. |
| 20118 | OR36: Indian Creek Bridge | BRIDGE | | | | | \$ 931,040.00 | \$ 931,040.00 | Repair the bridge driving surface and update the bridge rail system to improve safety, structural issues, and to |
| 20144 | OR 126B: S 20th Street - 75th Street (Springfield) | SAFETY | | \$ 46,110.00 | \$ 3,890.00 | | | \$ 50,000.00 | Construct safety improvements identified by the Springfield Main Street Safety Planning Phase to |
| 20144 | OR 126B: S 20th Street - 75th Street (Springfield) | SAFETY | | \$ 160,739.46 | \$ 13,560.54 | | | \$ 174,300.00 | |
| 20144 | OR 126B: S 20th Street - 75th Street (Springfield) | SAFETY | | \$ 1,560,823.50 | \$ 131,676.50 | | | \$ 1,692,500.00 | |
| 20209 | OR126B at 54th St. (Springfield) | SAFETY | | \$ 1,263,137.34 | \$ 106,562.66 | | | \$ 1,369,700.00 | Add intersection improvements to enhance safety. |
| 20221 | NW Oregon (Southern Portion) Signal Improvements | SAFETY | | \$ 3,236,425.86 | \$ 273,036.14 | | | \$ 3,509,462.00 | Add signal enhancements at several intersections to improve safety. |
| 20242 | OR99: urban upgrade (Cottage Grove) | SAFETY | | \$ 2,630,076.03 | \$ 301,023.97 | | | \$ 2,931,100.00 | Update facilities to ensure ADA compliance and improve safety. (Slipping to 2021) |
| 20408 | OR99 @ Woodson (Cottage Grove) | OP-SSI | | \$ 1,525,410.00 | \$ 174,590.00 | | | \$ 1,700,000.00 | Update signal equipment and provide ADA upgrades to improve safety. |
| 20429 | I-5 conn over Central Oregon and Pacific RR (Cottage Grove) | BRIDGE | | \$ 2,439,403.44 | \$ 205,796.56 | | | \$ 2,645,200.00 | Repair the bridge driving surface and bridge rails to improve safety and to meet current standards. |
| 20433 | OR126: Willamette River westbound bridge | BRIDGE | | \$ 4,665.96 | \$ 534.04 | | | \$ 5,200.00 | Design for a future construction project to paint the bridge to extend the life of the structure. |
| 20804 | Mitchell Street and Black Rock Road reconstruction | SPPROG | | \$ 532,098.90 | | \$ 60,901.10 | | \$ 593,000.00 | Replace bridges and make roadway improvements to |
| 20804 | Mitchell Street and Black Rock Road reconstruction | SPPROG | | \$ 3,701,000.10 | | \$ 538,177.90 | | \$ 4,239,178.00 | |
| 21235 | OR99W: 1st Ave - Enid Rd | PRESRV | | \$ 224,325.00 | \$ 25,675.00 | | \$ 6,516,000.00 | \$ 6,766,000.00 | Repave the road to create a smoother driving surface and extent its useful life. |
| 21261 | OR569: Green Hill Rd. - Coburg Rd. (Eugene) | PRESRV | | \$ 107,676.00 | \$ 12,324.00 | | | \$ 120,000.00 | Paving, median barrier, ADA upgrades, rail and deck strengthening at Prairie Rd bridge structure, bus pullout at Green Hill Rd. Install cameras and traffic sensors at various locations in Eugene to increase efficiency, safety (Slipping to 2021) |
| 21261 | OR569: Green Hill Rd. - Coburg Rd. (Eugene) | PRESRV | | \$ 5,383.80 | \$ 616.20 | | | \$ 6,000.00 | |
| 21261 | OR569: Green Hill Rd. - Coburg Rd. (Eugene) | PRESRV | | \$ 12,761,725.38 | \$ 1,121,174.62 | | | \$ 13,882,900.00 | |
| 21314 | OR58: Passing lanes (MP 31.6 - MP 32.4) | MODERN | | | | | \$ 2,671,000.00 | \$ 2,671,000.00 | Design a westbound passing lane west of Oakridge to increase traffic flow. |
| 21314 | OR58: Passing lanes (MP 31.6 - MP 32.4) | MODERN | | | | | \$ 153,200.00 | \$ 153,200.00 | |
| 21327 | Coburg Loop - N. Coburg Industrial Way | BIKPED | Y | \$ 448,539.63 | | \$ 51,337.37 | | \$ 499,877.00 | Construct a shared-use path to promote the use of alternative forms of transportation. |
| 21341 | US97/OR58: Seismic landslide mitigation | BRIDGE | | | | | \$ 1,850,000.00 | \$ 1,850,000.00 | Investigate landslides and develop mitigation options to make roadways useable in the event of an earthquake. |
| 21341 | US97/OR58: Seismic landslide mitigation | BRIDGE | | | | | \$ 7,400,000.00 | \$ 7,400,000.00 | |
| 21393 | Mill Street: A Street to Centennial Boulevard (Springfield) | MODERN | Y | \$ 1,951,648.00 | | \$ 433,353.68 | | \$ 2,385,001.68 | Repave roadway to create a smoother driving surface and make ADA upgrades. |
| 21538 | I-105: Willamette R - Pacific Hwy. | PRESRV | | \$ 641,390.10 | \$ 54,109.90 | | | \$ 695,500.00 | Pavement resurfacing to repair rutting and wear, and restore smoothness. |
| 21538 | I-105: Willamette R - Pacific Hwy. | PRESRV | | \$ 5,377,071.54 | \$ 453,628.46 | | | \$ 5,830,700.00 | |
| 21540 | I-5: Goshen - Cottage Grove | PRESRV | | \$ 617,966.22 | \$ 52,133.78 | | | \$ 670,100.00 | Patch failures in existing concrete pavement, and resurface asphalt fast lane to repair cracking, rutting, and wear. Includes bridge deck membrane and joint |
| 21540 | I-5: Goshen - Cottage Grove | PRESRV | | \$ 20,196.18 | \$ 1,703.82 | | | \$ 21,900.00 | |
| 21540 | I-5: Goshen - Cottage Grove | PRESRV | | \$ 7,828,463.58 | \$ 660,436.42 | | | \$ 8,488,900.00 | |
| 21543 | OR126: Greenwood Dr - Vida | PRESRV | | \$ 361,701.63 | \$ 41,398.37 | | | \$ 403,100.00 | Pavement resurfacing to replace deteriorating wearing course at end of its useful life. Includes bridge deck membranes on four bridges within the project limits. |
| 21543 | OR126: Greenwood Dr - Vida | PRESRV | | \$ 4,689,289.80 | \$ 536,710.20 | | | \$ 5,226,000.00 | |
| 21545 | OR126: Linn County Line - Old McKenzie Highway | PRESRV | | \$ 284,982.48 | \$ 32,617.52 | | | \$ 317,600.00 | Design for pavement resurfacing to replace deteriorating wearing course at end of its useful life. |
| 21561 | Chambers St.: 2nd Ave. - 28th Ave. (Eugene) | SAFETY | | \$ 117,764.94 | | \$ 9,935.06 | | \$ 127,700.00 | Various improvements to include upgraded and increased lighting along corridor and intersections to |
| 21561 | Chambers St.: 2nd Ave. - 28th Ave. (Eugene) | SAFETY | | \$ 386,678.46 | | \$ 32,621.54 | | \$ 419,300.00 | |
| 21563 | Bailey Hill Rd. @ Bertelsen Rd. (Eugene) | SAFETY | | \$ 156,128.46 | | \$ 13,171.54 | | \$ 169,300.00 | Construct a roundabout with enhanced bicycle and pedestrian facilities to increase vehicle and pedestrian |
| 21563 | Bailey Hill Rd. @ Bertelsen Rd. (Eugene) | SAFETY | | \$ 11,250.84 | | \$ 949.16 | | \$ 12,200.00 | |
| 21563 | Bailey Hill Rd. @ Bertelsen Rd. (Eugene) | SAFETY | | \$ 512,835.42 | | \$ 43,264.58 | | \$ 556,100.00 | |
| 21564 | OR99W: Theona Dr. (Eugene) | SAFETY | | \$ 115,828.32 | | \$ 9,771.68 | | \$ 125,600.00 | Increase driver safety by constructing improvements to increase the intersection sight distance |
| 21564 | OR99W: Theona Dr. (Eugene) | SAFETY | | \$ 375,058.74 | | \$ 31,641.26 | | \$ 406,700.00 | |
| 21567 | Lincoln St: 5th Ave. - 13th Ave. (Eugene) | SAFETY | | \$ 140,543.28 | | \$ 11,856.70 | | \$ 152,399.98 | Construct protected two-way cycle-track; add bicycle specific signal heads and phasing to existing traffic signals various other intersection improvements to |
| 21567 | Lincoln St: 5th Ave. - 13th Ave. (Eugene) | SAFETY | | \$ 461,561.10 | | \$ 38,938.90 | | \$ 500,500.00 | |
| 21573 | City of Eugene Signal Improvements (2024) | SAFETY | | \$ 238,757.58 | | \$ 20,142.42 | | \$ 258,900.00 | Replace existing signal heads in the city with new, protected-permissive flashing yellow 4-section heads to improve traffic flow and driver safety |
| 21573 | City of Eugene Signal Improvements (2024) | SAFETY | | \$ 783,316.68 | | \$ 66,083.32 | | \$ 849,400.00 | |
| 21576 | Lane County Signing Improvements & Guardrail Installations (2) | SAFETY | | \$ 342,043.98 | | \$ 28,856.02 | | \$ 370,900.00 | Install new and improved signing, flasher treatments, and guardrail at specific locations along Crow Rd, London Rd, Row River Rd & Shoreview Dr in Lane |
| 21576 | Lane County Signing Improvements & Guardrail Installations (2) | SAFETY | | \$ 1,094,559.18 | | \$ 92,340.82 | | \$ 1,186,900.00 | |
| 21585 | Martin Luther King Jr. Blvd: Centennial Lp. - Garden Way (Eugene) | SAFETY | | \$ 121,453.74 | | \$ 10,246.26 | | \$ 131,700.00 | Rock fall screening improvements in various locations throughout Northwest Oregon to aid in preventing |
| 21585 | Martin Luther King Jr. Blvd: Centennial Lp. - Garden Way (Eugene) | SAFETY | | \$ 32,277.00 | | \$ 2,723.00 | | \$ 35,000.00 | |
| 21585 | Martin Luther King Jr. Blvd: Centennial Lp. - Garden Way (Eugene) | SAFETY | | \$ 398,943.72 | | \$ 33,656.28 | | \$ 432,600.00 | |
| 21692 | Hwy 36 @ MP 5.68 Cleveland Creek | FISH | | | \$ 2,000,000.00 | | | \$ 2,000,000.00 | Replace undersized culvert with a bridge to improve fish passage |
| 21738 | OR126: Blue River Bridge | BRIDGE | | \$ 424,422.90 | \$ 48,577.10 | | | \$ 473,000.00 | Design for a future construction project to overlay the bridge driving surface in order to maintain safe |
| 21762 | OR126: Westbound Springfield (Willamette River) Bridge | BRIDGE | | \$ 407,015.28 | \$ 46,584.72 | | | \$ 453,600.00 | Design for future construction project to determine if the bridge needs to have the driving surface repaired or |
| 21763 | US101: Siuslaw River Bridge (Florence) | BRIDGE | | \$ 790,880.22 | \$ 90,519.78 | | | \$ 881,400.00 | Replace the current bridge driving surface to reinforce the bridge. |
| 21763 | US101: Siuslaw River Bridge (Florence) | BRIDGE | | \$ 3,733,844.76 | \$ 427,355.24 | | | \$ 4,161,200.00 | |
| 21778 | City of Springfield signal enhancements (state highways) | SAFETY | | \$ 196,248.77 | \$ 16,556.23 | | | \$ 212,805.00 | Make signal enhancements on various signals on state highways for increased safety |
| 21778 | City of Springfield signal enhancements (state highways) | SAFETY | | \$ 644,597.51 | \$ 54,380.49 | | | \$ 698,978.00 | |
| 21897 | Kitson Springs Slide Repair at MP 2.6 | OP-SLD | Y | \$ 250,209.01 | | \$ 28,637.54 | | \$ 278,846.55 | Address a continuing slide on Kitson Springs Road southeast of Oakridge. Final scoping will evaluate the most cost effective solution to dewater, stabilize and |
| 21897 | Kitson Springs Slide Repair at MP 2.6 | OP-SLD | Y | \$ 3,172,990.09 | | \$ 363,162.91 | | \$ 3,536,153.00 | |
| 19773 | SOUTH WILLAMETTE STREET ENHANCEMENT (EUGENE) | PRESRV | Y | \$ 1,750,000.00 | | \$ 4,681,386.00 | | \$ 6,431,386.00 | Pavement preservation, ADA improvements, streetscape/bike/pedestrian enhancements |
| 20102 | OR58: FIX IT CORRIDOR CULVERTS | CULVRT | | \$ 44,865.00 | | \$ 5,135.00 | | \$ 50,000.00 | Repair culvert to ensure it is functioning properly. |
| 20149 | OR126: FLORENCE-EUGENE SHOULDER WIDENING | SAFETY | | \$ 1,633,086.00 | \$ 1,966,914.00 | | | \$ 3,600,000.00 | Make spot safety improvements and construct a |
| 20206 | RIVER RD. @ IRVING RD. (CITY OF EUGENE) | SAFETY | Y | \$ 1,516,742.34 | | \$ 127,957.66 | | \$ 1,644,700.00 | Upgrade signal hardware. Add left turn lanes on Irving Road approaches. Install urban green bike lanes on River Road at the intersection. |

| KEY # | Section | Work Type | Local? | Federal Funds | State Funds | Local Funds | HB 2017 Funds | Total Funds | STIP-FP Project description |
|---------------------|---|-----------|--------|--------------------------|-------------------------|------------------------|-------------------------|--------------------------|---|
| 20206 | RIVER RD. @ IRVING RD. (CITY OF EUGENE) | SAFETY | Y | \$ 121,084.86 | | \$ 10,215.14 | | \$ 131,300.00 | |
| 20206 | RIVER RD. @ IRVING RD. (CITY OF EUGENE) | SAFETY | Y | \$ 78,571.44 | | \$ 6,628.56 | | \$ 85,200.00 | |
| 20209 | OR126B @ 54TH ST. (SPRINGFIELD) | SAFETY | | \$ 4,057.68 | \$ 342.32 | | | \$ 4,400.00 | Add intersection improvements to enhance safety. |
| 20209 | OR126B @ 54TH ST. (SPRINGFIELD) | SAFETY | | \$ 50,444.34 | \$ 4,255.66 | | | \$ 54,700.00 | |
| 20216 | CITY OF EUGENE SIGNAL ENHANCEMENTS | SAFETY | Y | \$ 1,149,983.99 | | \$ 105,116.01 | | \$ 1,255,100.00 | Provide signal enhancements at various locations throughout the City of Eugene. Install a yellow flashing beacon with advanced intersection warning at Coburg |
| 20216 | CITY OF EUGENE SIGNAL ENHANCEMENTS | SAFETY | Y | \$ 60,588.54 | \$ 4,612.14 | \$ 499.32 | | \$ 65,700.00 | |
| 20221 | CITY OF SPRINGFIELD SIGNAL ENHANCEMENTS | SAFETY | | \$ 27,666.00 | \$ 2,334.00 | | | \$ 30,000.00 | Add signal enhancements at several intersections to |
| 20238 | OR200: ELMIRA - VENETA MULTI USE PATH | BIKPED | Y | \$ 9,780.57 | | \$ 1,119.43 | | \$ 10,900.00 | Complete NEPA studies and design a separated path between Veneta and Elmira for pedestrians and cyclists. |
| 20242 | OR99: URBAN UPGRADE (COTTAGE GROVE) | SAFETY | | \$ 972,673.20 | \$ 111,326.80 | | | \$ 1,084,000.00 | Update facilities to ensure ADA compliance and |
| 20294 | COBURG RD: FERRY ST RR BRIDGE TO WILLAMETTE R BRIDGE | BRIDGE | Y | \$ 4,276,262.61 | | \$ 489,437.39 | | \$ 4,765,700.00 | Bridge #06648: Cleaning, preparation and spot paint; concrete overlay and other repairs per inspection report. Bridge #40056: Deck sealing, crack repairs to girder top/deck interface, epoxy injection cracks, repair spalling. Perform seismic analysis and preliminary |
| 20294 | COBURG RD: FERRY ST RR BRIDGE TO WILLAMETTE R BRIDGE | BRIDGE | Y | \$ 19,561.14 | | \$ 2,238.86 | | \$ 21,800.00 | |
| 20294 | COBURG RD: FERRY ST RR BRIDGE TO WILLAMETTE R BRIDGE | BRIDGE | Y | \$ 35,533.08 | | \$ 4,066.92 | | \$ 39,600.00 | |
| 20429 | I-5 CONN OVER CENTRAL OREGON AND PACIFIC RR (COTTAGE GROVE) | BRIDGE | | \$ 558,115.44 | \$ 47,084.56 | | | \$ 605,200.00 | Repair the bridge driving surface and bridge rails to improve safety and to meet current standards. |
| 20543 | ORS58: COAST FORK WILLAMETTE RIVER TO UPPER SALT CR BRIDGE | BRIDGE | | \$ 16,783,747.05 | \$ 1,920,974.95 | | \$ 8,500,000.00 | \$ 27,204,722.00 | Replace the Coast Fork Willamette River (MP 2.42) and the Salk Creek bridges (MP 42.90). Update and rehabilitate the Willamette River (MP 33.19), Salmon Creek (MP 35.96), Salt Creek (MP 38.23) bridges to |
| 20543 | ORS58: COAST FORK WILLAMETTE RIVER TO UPPER SALT CR BRIDGE | BRIDGE | | \$ 903,255.00 | | | | \$ 903,255.00 | |
| 20543 | ORS58: COAST FORK WILLAMETTE RIVER TO UPPER SALT CR BRIDGE | BRIDGE | | \$ 9,780.57 | \$ 1,119.43 | | | \$ 10,900.00 | |
| 21159 | EUGENE ENHANCED WALKING NETWORK | CMAQ | Y | \$ 904,000.00 | | \$ 103,466.85 | | \$ 1,007,466.85 | Enhanced pedestrian crossings and sidewalk infill at |
| 21174 | S. 28TH STREET DUST MITIGATION (SPRINGFIELD) | CMAQ | Y | \$ 261,000.00 | | \$ 29,872.76 | | \$ 290,872.76 | Repave the road to create a smoother driving surface and extend its useful life. |
| 21235 | OR99W: 1ST AVE - ENID RD | PRESRV | | \$ 224,325.00 | \$ 25,675.00 | | | \$ 250,000.00 | Repave the road to create a smoother driving surface and extend its useful life. |
| 21261 | OR569: GREEN HILL RD. - COBURG RD. (EUGENE) | PRESRV | | \$ 107,676.00 | \$ 12,324.00 | | | \$ 120,000.00 | Paving, median barrier, ADA upgrades, rail and deck strengthening at Prairie Rd bridge structure, bus pullout at Green Hill Rd. Install cameras and traffic sensors at various locations in Eugene to increase efficiency, safety |
| 21261 | OR569: GREEN HILL RD. - COBURG RD. (EUGENE) | PRESRV | | \$ 5,383.80 | \$ 616.20 | | | \$ 6,000.00 | |
| 21327 | COBURG LOOP- N. COBURG INDUSTRIAL WAY | BIKPED | Y | \$ 448,539.63 | | \$ 51,337.37 | | \$ 499,877.00 | Construct a shared-use path to promote the use of alternative forms of transportation. |
| 21376 | W VAN DUYN STREET (COBURG) | BIKPED | Y | \$ 4,000.00 | | \$ 457.82 | | \$ 4,457.82 | Construct sidewalk on south side of W Van Duyn Street between Coburg Bottom Loop Road and Water Street. |
| 21378 | 8TH AVENUE STREETScape AND BIKEWAY | CMAQ | Y | \$ 1,620,000.00 | | \$ 318,212.25 | | \$ 1,938,212.25 | Reconstruct roadway, move curbs, widen sidewalks, install protected bike lanes relocate street tree zone, |
| 21381 | MAXWELL ROAD AND PRAIRIE ROAD (EUGENE) | BIKPED | Y | \$ 130,000.00 | | \$ 32,500.00 | | \$ 162,500.00 | Add walking route improvements to improve pedestrian |
| 21385 | GILHAM ROAD: AYERS ROAD TO MIRROR POND WAY | SAFETY | Y | \$ 192,700.00 | | \$ 22,055.38 | | \$ 214,755.38 | Design and build pavement and sidewalk improvements to extend useful life and improve pedestrian safety. |
| 21386 | 30TH AVENUE CORRIDOR ACTIVE TRANSPORTATION PLAN | BIKPED | Y | \$ 224,325.00 | | \$ 25,675.00 | | \$ 250,000.00 | Develop a corridor plan to support active transportation on 30th Avenue between Hilyard Street and McVay Highway. |
| 21387 | TRAFFIC COMMUNICATIONS MASTER PLAN | PLANNG | Y | \$ 157,028.00 | | \$ 17,972.56 | | \$ 175,000.56 | Establish planning framework for implementing state of the art communications technology and Intelligent Transportation Systems (ITS) to meet the area's immediate and long term traffic operations needs. |
| 21393 | MILL STREET: A STREET TO CENTENNIAL BOULEVARD (SPRINGFIELD) | MODERN | Y | \$ 1,410,897.56 | | \$ 161,483.54 | | \$ 1,572,381.10 | Repave roadway to create a smoother driving surface and make ADA upgrades. |
| 21393 | MILL STREET: A STREET TO CENTENNIAL BOULEVARD (SPRINGFIELD) | MODERN | Y | \$ 142,670.00 | | \$ 16,329.22 | | \$ 158,999.22 | |
| 21447 | CITY OF SPRINGFIELD SIGNAL ENHANCEMENTS (LOCAL ROADS) | OP-SSI | Y | \$ 119,886.00 | | \$ 10,114.00 | | \$ 130,000.00 | Install signal enhancements to various traffic signals to increase traffic flow. |
| 21490 | OR99W/US101 CURB RAMPS (CORVALLIS & FLORENCE) | ADAP | | \$ 2,306,061.00 | \$ 263,939.00 | | | \$ 2,570,000.00 | Design and construct curb ramps to meet compliance with the American with Disabilities Act (ADA) standards on state highways in the cities of Corvallis and Florence. |
| 21490 | OR99W/US101 CURB RAMPS (CORVALLIS & FLORENCE) | ADAP | | \$ 26,919.00 | \$ 3,081.00 | | | \$ 30,000.00 | |
| 21490 | OR99W/US101 CURB RAMPS (CORVALLIS & FLORENCE) | ADAP | | \$ 89,730.00 | \$ 10,270.00 | | | \$ 100,000.00 | |
| 21515 | SOUTH BANK SHARED USE PATH | CMAQ | Y | \$ 800,000.00 | | \$ 179,339.00 | | \$ 979,339.00 | Repair and realign South Bank Path; rebuild 3,000 lineal feet of path; replace asphalt pavement with 12ft wide concrete; lighting and trail amenities. |
| 21192 | I-5: CULVERTS BETWEEN WOODBURN AND GOSHEN | | | | | | \$ 2,671,000.00 | \$ 2,671,000.00 | Rehabilitate 18 small culverts along using trenchless technologies along the I-5 corridor between MP 187 |
| Grand Totals | | | | \$ 106,809,025.07 | \$ 12,172,517.90 | \$ 8,324,385.08 | \$ 34,492,240.00 | \$ 169,454,466.15 | |

SFLP

| | | | | | | | | | |
|---------------------|---|--------|--|--|----------------------|----------------------|-------------|------------------------|--|
| 21396 | Safe Routes to School crossing improvements (Springfield) | SAFETY | | | \$ 89,730.00 | \$ 10,270.00 | | \$ 100,000.00 | Design and construction of crossing improvements at Jasper Road at Dondea St to improve pedestrian safety. |
| 21524 | S. 42nd Street at Daisy Street (Springfield) | | | | \$ 152,541.00 | \$ 17,459.00 | | \$ 170,000.00 | Build a roundabout to improve safety and increase traffic flow. |
| 21524 | S. 42nd Street at Daisy Street (Springfield) | | | | \$ 89,730.00 | \$ 10,270.00 | | \$ 100,000.00 | Build a roundabout to improve safety and increase traffic flow. |
| 21524 | S. 42nd Street at Daisy Street (Springfield) | | | | \$ 44,865.00 | \$ 5,135.00 | | \$ 50,000.00 | Build a roundabout to improve safety and increase traffic flow. |
| 21524 | S. 42nd Street at Daisy Street (Springfield) | OPERAT | | | \$ 601,191.00 | \$ 68,809.00 | | \$ 670,000.00 | Build a roundabout to improve safety and increase traffic flow. |
| Grand Totals | | | | | \$ 978,057.00 | \$ 111,943.00 | \$ - | \$ 1,090,000.00 | |

Pools, Buckets, JTs, and LTD by Key

| | | | | | | | | | |
|-------|--|--------|---|---------------|-----------------|-----------------|--|-----------------|---|
| 16976 | CMAQ - OAKRIDGE (2013) | CMAQ | Y | \$ 58,324.00 | | \$ 6,676.00 | | \$ 65,000.00 | CMAQ funding allocation for federal fiscal year 2013. |
| 19270 | BUS SUPPORT EQUIPMENT AND FACILITIES - 2018 | CMAQ | Y | \$ 500,000.00 | | \$ 57,227.24 | | \$ 557,227.24 | Equipment purchases and facilities improvements in support of transit operations |
| 20605 | CENTRAL LANE MPO PLANNING SFY21 | PLANNG | Y | \$ 675,133.00 | \$ 57,878.25 | \$ 19,393.74 | | \$ 752,404.99 | Central Lane MPO planning funds for Federal fiscal year 2020. Projects will be selected in the future through the |
| 20606 | Central Lane MPO planning SFY22 | PLANNG | Y | \$ 657,611.50 | \$ 56,830.30 | \$ 18,436.28 | | \$ 732,878.08 | Central Lane MPO planning funds for Federal fiscal year 2021. Projects will be selected in the future through the |
| 20800 | Row River Road culvert replacements | CULVRT | | \$ 972,728.59 | | \$ 260,937.41 | | \$ 1,233,666.00 | Replace 4 culverts to ensure they are functioning |
| 20941 | Energy storage system replacement 2021 (LTD) | TR-CAP | | \$ 240,000.00 | | \$ 60,000.00 | | \$ 300,000.00 | Replace energy storage system on hybrid buses to extend their useful life. |
| 20946 | LTD van pool contracting - 2021 | TR-CAP | Y | \$ 120,000.00 | | \$ 30,000.00 | | \$ 150,000.00 | Funds used to provide van pools as an alternative transportation option to driving. |
| 20947 | SANTA CLARA COMMUNITY TRANSIT CENTER (LTD) | TRANST | Y | \$ 600,000.00 | \$ 3,000,000.00 | \$ 3,420,000.00 | | \$ 7,020,000.00 | Construct new station near Hunsaker Ln. and River Rd. Includes park and ride and ability to accommodate both |
| 21130 | REGIONAL TDM PROGRAM P2P | OP-TDM | Y | \$ 300,000.00 | | \$ 34,336.00 | | \$ 334,336.00 | Funding for Central Lane MPO Transportation Demand Management (TDM) Program, Point2Point |
| 21322 | TRANSPORTATION OPTIONS PROGRAM- P2P (SFY 21) | OP-TDM | Y | \$ 152,150.03 | | \$ 8,872.33 | | \$ 161,022.36 | P2P funding to promote & encourage the use of alternative transportation options in Lane County |
| 21334 | REGIONAL TDM PROGRAM (P2P) - 2019 | OP-TDM | Y | \$ 300,000.00 | | \$ 34,336.34 | | \$ 334,336.34 | Central Lane MPOs transportation demand management program Point2Point which promotes |

| KEY # | Section | Work Type | Local? | Federal Funds | State Funds | Local Funds | HB 2017 Funds | Total Funds | STIP-FP Project description |
|---------------------|---|-----------|--------|-------------------------|------------------------|------------------------|-------------------------|-------------------------|--|
| 21380 | TDM PROGRAM DEVELOPMENT - EUGENE | OP-TDM | Y | \$ 200,000.00 | | \$ 22,890.89 | | \$ 222,890.89 | Development of transportation demand management program in City of Eugene. |
| 21404 | LTD FREQUENT TRANSIT NETWORK (2019) | TRANST | Y | \$ 109,822.66 | | \$ 12,569.69 | | \$ 122,392.35 | Various safety and amenity improvements to LTD's frequent transit network. |
| 21478 | REGIONAL TDM PROGRAM P2P (2020) | OP-TDM | Y | \$ 300,000.00 | | \$ 34,336.34 | | \$ 334,336.34 | Fund Central Lane MPO's Transportation Demand Management Program, Point2point |
| 21516 | BICYCLE AND PEDESTRIAN EDUCATION P2P | CMAQ | Y | \$ 154,468.00 | | \$ 17,679.55 | | \$ 172,147.55 | Expand Point2point's bicycle and pedestrian education. |
| 21535 | Preventative maintenance 2021 (LTD) | TR-CAP | Y | \$ 4,200,000.00 | | \$ 1,050,000.00 | | \$ 5,250,000.00 | Funding used for preventative maintenance projects to extend useful life of current facilities. |
| 21586 | Electrical improvements (NW Oregon) (21-24) | OP-SSI | | \$ 897,300.00 | | \$ 102,700.00 | | \$ 1,000,000.00 | Equipment purchase for Region wide electrical improvements to include signal heads, loops, illumination, and signal upgrades to improve driver |
| 21587 | Sign replacements (NW Oregon) (21-24) | OP-SSI | | \$ 89,730.00 | \$ 10,270.00 | \$ - | \$ - | \$ 100,000.00 | Replace signs and posts in various locations throughout Northwest Oregon that are damaged or worn to increase driver safety |
| 21587 | Sign replacements (NW Oregon) (21-24) | OP-SSI | | \$ 269,190.00 | \$ 30,810.00 | \$ - | \$ - | \$ 300,000.00 | |
| 21588 | Rock fall screening (NW Oregon) (21-24) | OP-SSI | | \$ 807,570.00 | \$ 92,430.00 | \$ - | \$ - | \$ 900,000.00 | Rock fall screening improvements in various locations throughout Northwest Oregon to aid in |
| 21589 | Pavement marking (NW Oregon) (21-24) | OP-SLD | | \$ 269,190.00 | \$ 30,810.00 | \$ - | \$ - | \$ 300,000.00 | Funding for pavement marking improvements in various locations throughout region 2 that may have become worn or damaged to improve lane visibility |
| 21590 | Intelligent Transportation Systems improvements (NW Oregon) | OP-SSI | | \$ 1,790,530.74 | \$ 204,934.26 | \$ - | \$ - | \$ 1,995,465.00 | Purchase equipment to replace and/or upgrade existing intelligent transportation systems assets |
| 21592 | Signal technology upgrades (NW Oregon) (21-24) | OP-SSI | | \$ 269,190.00 | \$ 30,810.00 | \$ - | \$ - | \$ 300,000.00 | Purchase signal equipment related to technology upgrades to update or replace damaged equipment to improve efficiency at intersections and travel |
| 21595 | OR200: Jurisdictional transfer (fund transfer #2) | OPERAT | | | | | \$ 20,000,000.00 | \$ 20,000,000.00 | Funding transfer #2 to transfer the ownership of OR200 (mile point 2.06-42.08) and OR222 (mile point 5.11-8.0 |
| 21596 | OR200: Jurisdictional transfer (fund transfer #3) | OPERAT | | | | | \$ 5,000,000.00 | \$ 5,000,000.00 | Funding transfer #3 to transfer the ownership of OR200 (mile point 2.06-42.08) and OR222 (mile point 5.11-8.0 |
| 21671 | REGIONAL SAFE ROUTES TO SCHOOL (2020 - 2021) | SAFETY | Y | \$ 106,268.00 | | \$ 130,593.70 | | \$ 236,861.70 | Complete startup phase of the Safe Routes to School program in the Springfield School District. |
| 21672 | OR528: Jurisdictional Transfer | OPERAT | | | | | \$ 12,000,000.00 | \$ 12,000,000.00 | State receives OR528 from the City of Springfield in return for a payment of \$12M in FY2023, to be used for 42nd Street and other highway improvements and |
| 21888 | SRTS REGIONAL PROGRAM SUPPORT P2P (2020-2021) | OP-TDM | Y | \$ 350,000.00 | | \$ 40,059.06 | | \$ 390,059.06 | Support for Point2point's regional safe routes to school program (FY20, FY21) |
| 21889 | SRTS OUTREACH AND ENCOURAGEMENT P2P (2020) | OP-TDM | Y | \$ 90,000.00 | | \$ 10,300.90 | | \$ 100,300.90 | Provide additional support to expand Safe Routes to School (SRTS) outreach and services within Central Lane |
| 22028 | Oregon Transportation Network - LTD FFY22 | TRANST | | \$ 1,008,371.00 | | \$ 115,412.58 | | \$ 1,123,783.58 | Urbanized public transit capital funding for Federal fiscal year 2022. Funds will be transferred to FTA for delivery. Projects and programs to be determined |
| 22045 | Oregon Transportation Network - LTD FFY23 | TRANST | | \$ 1,008,371.00 | | \$ 115,412.58 | | \$ 1,123,783.58 | Urbanized public transit capital funding for Federal fiscal year 2023. Funds will be transferred to FTA for delivery. Projects and programs to be determined |
| 22056 | Oregon Transportation Network - LTD FFY24 | TRANST | | \$ 1,008,371.00 | | \$ 115,412.58 | | \$ 1,123,783.58 | Urbanized public transit capital funding for Federal fiscal year 2024. Funds will be transferred to FTA for delivery. Projects and programs to be determined |
| 21174 | S. 28th Street dust mitigation (Springfield) | CMAQ | Y | \$ 880,000.00 | | \$ 100,719.98 | | \$ 980,719.98 | Repave the road to create a smoother driving surface and extend its useful life. |
| 21376 | W Van Duyn Street (Coburg) | BIKPED | Y | \$ 36,000.00 | | \$ 4,120.36 | | \$ 40,120.36 | Construct sidewalk on south side of W Van Duyn Street between Coburg Bottom Loop Road and Water Street. |
| 21381 | Maxwell Road and Prairie Road (Eugene) | SAFETY | Y | \$ 520,000.00 | | \$ 130,000.00 | | \$ 650,000.00 | Provide continuous walking route from River Road neighborhood and Bethel neighborhood, includes ADA access ramps, pedestrian countdown timers and APS. |
| 21385 | Gilham Road: Ayers Road to Mirror Pond Way | SAFETY | Y | \$ 658,260.99 | | \$ 75,340.92 | | \$ 733,601.91 | Design and build pavement and sidewalk improvements to extend useful life and improve pedestrian safety. |
| 21447 | City of Springfield signal enhancements (local roads) | OP-SSI | Y | \$ 9,222.00 | | \$ 778.00 | | \$ 10,000.00 | Install signal enhancements to various traffic signals to increase traffic flow. |
| 21447 | City of Springfield signal enhancements (local roads) | OP-SSI | Y | \$ 1,745,816.82 | | \$ 147,283.18 | | \$ 1,893,100.00 | |
| 21449 | Beaver Street and Hunsaker Lane | BIKPED | Y | \$ 966,051.00 | | \$ 110,568.85 | | \$ 1,076,619.85 | Corridor plan design completion. |
| 21449 | Beaver Street and Hunsaker Lane | BIKPED | Y | \$ 110,569.00 | | \$ 12,655.12 | | \$ 123,224.12 | |
| 21853 | Central Lane MPO planning SFY24 | PLANNG | Y | \$ 732,154.18 | \$ 64,735.82 | \$ 19,062.51 | | \$ 815,952.51 | Central Lane MPO planning funds for Federal fiscal year 2023. Projects will be selected in the future through the |
| 21864 | Central Lane MPO planning SFY25 | PLANNG | Y | \$ 735,321.87 | \$ 64,725.13 | \$ 19,435.75 | | \$ 819,482.75 | Central Lane MPO planning funds for Federal fiscal year 2024. Projects will be selected in the future through the |
| Grand Totals | | | | \$ 15,339,873.79 | \$ 3,644,233.76 | \$ 6,337,547.88 | \$ 37,000,000.00 | \$ 70,879,497.02 | |



Lane Area Commission on Transportation

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

541.682.4283 (*office*)

Agenda Item 11

Legislative concepts

Presenter

Paul Thompson, Central Lane MPO

Action requested

Discuss.

Summary

This item discusses legislative concepts introduced during the short session in February.

Attachments

None.



Lane Area Commission on Transportation

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

541.682.4283 (*office*)

Agenda Item 12

Multi-modal case study – Denmark and Netherlands

Presenter

Sarah Mazze, 4J Safe Routes to School Coordinator

Action requested

Discuss relevance to LaneACT.

Summary

Denmark and the Netherlands are remarkable in their relatively high levels of bike ridership and use of multiple modes. According to government reports, more than a quarter of all trips by Dutch residents are made by bicycle and nearly every Dutch resident knows how to ride a bike. Trends are similar in Denmark; 49% of all children 11-15 bike to school, while cycling accounts for 16% of all trips – including all distances and both rural and urban parts of the country. Nine out of ten people own a bike in Denmark, yet only four in ten own a car.

Both of these countries had car cultures at one point, and both nations made the choice to shift towards prioritizing other modes over vehicle travel. The benefits not only include positive impacts on public health (savings in health care costs and avoided sick days from the increased physical activity, conversion of public space from parking lots to community gathering places); but also increased independence for people of all ages and income brackets.

Several professionals from the Eugene-Springfield area had the opportunity to accompany a University of Oregon Bike Study tour of Denmark and the Netherlands. Sarah Mazze will share her experiences and lessons learned that could carry over to the Oregon context.

Attachment

None.

| | | |
|---|--|---|
| <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><i>February 12, 2020</i></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"> • Eugene-Florence Transit • Norway Case Study Bicycle Infrastructure • ITS Plan • Beltline Project Update • Portland Projects Update |
| <p>April 8, 2020</p> <ul style="list-style-type: none"> • STIP 2024-2027 Talk Points • Millersburg Rail to Truck | <p>May 13, 2020</p> <ul style="list-style-type: none"> • Member Presentation • Area Strategies Pilot • FY 20-21 Work Plan • Biennial Report | <p>June 10, 2020</p> <ul style="list-style-type: none"> • OTC Preparation • Member Presentation |

The topics listed are tentative and subject to change.



2019-2020

Future potential topics (schedule to be determined)

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LaneACT Attendance 2019-2020

| Stakeholder | JUL'19 | AUG'19 | SEP'19 | OCT'19 | NOV'19 | DEC'19 | JAN'20 | FEB'20 | MAR'20 | APR'20 | MAY'20 | JUN'20 |
|-----------------------|------------|--------|--------|--------|--------|--------|--------|---|--------|--------|--------|--------|
| Coburg | | X | X | | X | X | | X | | | | |
| Cottage Grove | | X | X | | X | X | | X | | | | |
| Creswell | | X | X | | X | X | | X | | | | |
| Dunes City | | A | A | | A | A | | X | | | | |
| Eugene | | X | X | | X | X | | A | | | | |
| Florence | | A | X | | X | X | | X | | | | |
| Junction City | | A | A | | A | A | | A | | | | |
| Lowell | | X | X | | X | X | | X | | | | |
| Oakridge | | X | A | | A | X | | X | | | | |
| Springfield | R | X | A | R | X | X | R | X | | | | |
| Veneta | E | X | X | E | X | X | E | X | | | | |
| Westfir | C | A | A | C | A | A | C | A | | | | |
| Lane County | E | X | X | E | X | X | E | A | | | | |
| Port of Siuslaw | S | A | A | S | A | A | S | A | | | | |
| Lane Transit District | S | X | X | S | X | X | S | X | | | | |
| CTCLUSI | | A | X | | X | X | | X | | | | |
| ODOT Area 5 | | X | X | | X | X | | X | | | | |
| Central Lane MPO | | X | X | | X | X | | X | | | | |
| Lane County TrAC | | X | X | | X | X | | X | | | | |
| Highway 126 E | | X | X | | X | A | | X | | | | |
| DS Trucking | | A | A | | A | A | | A | | | | |
| DS Rail | | X | A | | X | X | | A | | | | |
| DS Bike/Ped | | X | X | | A | A | | A | | | | |
| DS Envir LU | | X | X | | X | A | | X | | | | |
| OS - Eugene Organ | | X | A | | X | A | | A | | | | |
| OS - George Grier | | X | X | | A | X | | X | | | | |
| OS-VACANT (of Jan) | | X | A | | A | A | | A | | | | |
| OS - Shelley Humble | | X | A | | X | X | | X | | | | |
| OS - NOT UTILIZED | | | | | | | | | | | | |
| TOTAL | No Meeting | 22 | 17 | | 19 | 18 | | https://www.ojp.gov/microsite-subpage/ojp-grant-applicati | | | | |



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 | | | | |