



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

AGENDA
October 14, 2020
5:30 p.m. – 7:30 p.m.

To join the meeting from your computer, tablet or smartphone:

<https://us02web.zoom.us/j/88028170566?pwd=ZkJobEpnOWJIS25LUjh0cE5rZDBidz09>

To dial in using your phone:

+1 253 215 8782 US (Tacoma)

+1 346 248 7799 US (Houston)

Meeting ID: 880 2817 0566 Passcode: 265917

Unmute = *6 Mute= *9

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. Individuals interested in a particular item are advised to arrive at the start of the meeting.

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|-----------|--|-------------|
| 1. | Call to order (welcome and introductions) Quorum = 16 | 5:30 |
| 2. | Review agenda (additions or deletions) | 5:35 |
| 3. | Consent items | 5:40 |
| | <i>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.</i> | |
| | a. Approve minutes from August 12 and September 9 meetings (quorum required) | |
| | b. Appoint Pete Petty as Highway 126E primary representative and Charles Tannenbaum as alternate. (quorum required) | |
| 4. | Comments from the audience | 5:45 |
| | <i>The LaneACT Chair will ask if there are any comments. Please state your name and address.</i> | |

- 5. Announcements and information sharing** *(please be brief)* **5:50**
- a. ODOT update
 - b. Metropolitan Policy Committee update (minutes attached)
 - c. Other member updates
 - d. LaneACT Area Strategy update
 - e. HWY 99W Transit Study Memo
- 6. Chair and Vice-Chair Nomination Committee** **6:05**
- Action:** Nominate committee for Chair and Vice-Chair.
Presenter: Denise Walters, LaneACT Staff
- 7. 2024-27 STIP stakeholder engagement** **6:15**
- Action:** Review materials and provide input.
Presenter: Amy Ramsdell, ODOT Commerce & Compliance Division
- 8. Lane County and Central Lane MPO Safety Update** **7:00**
- Action:** Review and consider nexus with area strategies.
Presenter: Drew Pfefferle, Safe Lane Coalition

Other attachments (for information only)

- Monthly attendance report
- Membership list *(August 2020)*

Upcoming meetings

- **October 23 – Steering Committee** (11:00 to noon) — ONLINE
- **November TBD– LaneACT** (5:30 to 7:00 pm) — ONLINE *(regular date is a holiday)*
- **November 20 – Steering Committee** (11:00 to noon) — ONLINE
- **December 9 – LaneACT** (5:30 to 7:00 pm) — ONLINE

Meeting materials are posted 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.

AUGUST 2020 -- M I N U T E S

Lane Area Commission on Transportation (LaneACT)
The meeting was held via teleconference

August 12, 2020
5:30 p.m.

PRESENT: Claire Syrett, Eugene, Chair
Jeff Gowing, Cottage Grove, Vice Chair
John Fox, Coburg
Joe Henry, Florence
Sean VanGordon, Springfield
Calvin Kenney, Veneta
Heather Buch, Lane County
Don Nordin, Lane Transit District (LTD)
Gwen Jaspers, Lane County Transportation Advisory Committee (LC TrAC)
Frannie Brindle, Oregon Department of Transportation (ODOT)
Paul Thompson, Central Lane Metropolitan Planning Organization (MPO)
Rob Zako, Environmental Land Use Designated Stakeholder
Sarah Mazze, Bicycle & Pedestrian Designated Stakeholder
George Grier, Other Stakeholder
Shelley Humble, Other Stakeholder

ABSENT: Creswell, Confederated Tribes of Coos, Lower Umpqua and Siuslaw Indians, Dunes City, Highway 126E, Junction City, Lowell, Oakridge, Westfir; Port of Siuslaw; Patrick Kerr, Rail Designated Stakeholder, Eugene Organ, Other Stakeholder.

OTHERS: Eric Havig and Bill Johnston, ODOT; Madeline Phillips, City of Creswell; Emma Newman, City of Springfield; Denise Walters, Lane Council of Governments (LCOG); and Pete Petty, public.

1. Call to Order (Welcome and Introductions)

Chair Claire Syrett called the Lane Area Commission on Transportation (LaneACT) meeting to order at 5:35 p.m. Because the Zoom platform allowed everyone attending to see everyone else, no introductions were made.

2. Review Agenda – Additions or Deletions

There were no changes to the agenda.

3. Consent Calendar

a. Approve minutes from July 8, 2020 meeting

Consensus: The July 8, 2020 minutes were approved as submitted.

4. Comments from the audience

Kevin Schaper, Springfield, first spoke on the issue of transportation equity. He relayed information about Paul McClain, a Springfield person of color who was prosecuted for riding an electric bike without a valid driver's license. Mr. Schaper said he had ridden an electric bike for several years and never been stopped and asked for his driver's license. He described the disproportionate allocation of road maintenance funds to affluent neighborhoods as another issue of transportation equity. Mr. Schaper concluded his comments by suggesting the speed limit on Main Street be reduced on Main Street immediately while planning for safety improvements.

Lauren Williams, Springfield, shared her concerns regarding the use of a vehicle as a weapon. She cited the decision not to prosecute the person who drove into Isiah Wagoner, saying it sent a message the behavior was acceptable. Ms. Williams asserted that driving into a protest should at least carry the same stigma and legal consequence as driving under the influence.

5. Announcements and information sharing

a. ODOT Update

Ms. Brindle ceded her time to ODOT business scheduled for later in the meeting.

b. Metropolitan Policy Committee Update

Mr. Thompson referenced the July meeting minutes in the agenda packet. He said at the August meeting the MPO discussed the 2024-27 Statewide Transportation Improvement Program (STIP) funding allocation and received a presentation on the results of a recently conducted travel behavior survey.

c. Other member updates

Commissioner Buch announced she had been appointed to the National Association of Counties (NACo) Transportation Subcommittee on Highways/Highway Safety. She debriefed the first meeting she had attended, noting they were identifying priority local transportation issues. A key issue identified was stabilization of the Highway Trust Fund. Commissioner Buch invited LaneACT members to contact her if they had other issues to be brought forward.

Don Nordin relayed that LTD ridership had stabilized at about 12,000 trips/day (about 30 percent of the pre-Covid ridership of 35,000). He described a number of safety measures in place, including the installation of acrylic shields behind the operators. LTD had implemented a back-up process in the event people were left behind because a bus was too crowded. Mr. Nordin also announced the Cottage Grove Connector was to be reinstated August 17, 2020.

Councilor Syrett said the Eugene City Council had passed the three ordinances she discussed last month: one authorized reduced speed limits on residential streets and two other ordinances related to a pilot project for micro mobility devices (e-scooters).

6. Safe Routes to School (SRTS) Grant application

Madeline Phillips, City of Creswell planner, noted City of Creswell staff and the local school district staff had been working on their SRTS plan for two years. She directed LaneACT members to the map displayed, explaining the two circles represented half-mile radii from the Creslane Elementary School and the Creswell Middle School. Within this area, there were a number of sidewalk gaps. The grant application addressed the gaps as well as adding enhanced crossings (rapid flashing beacons or improved visibility) at Oregon Avenue and Seventh Street and Morse Avenue and Fifth Street. Traffic studies at both intersections had documented average speeds of over 35 miles per hour. Ms. Phillips said the City of Creswell was currently working on a road modernization project on A Street. Concluding her presentation, Ms. Phillips displayed a map showing the population density of the city. The areas with the highest density of student populations were within the improvement boundaries of the SRTS grant application.

Councilor Syrett asked about why traffic speeds were so high so close to schools and if Creswell schools had accessed the services of the rural SRTS coordinator.

Ms. Phillips explained the visibility issues and traffic speed patterns that contributed to higher than posted speeds. She added both schools had new principals and they were working with Cassidy Mills. They planned to add the SRTS education and outreach components.

Commissioner Buch supported the proposal and thanked Ms. Phillips for her work. She thought the improvements would benefit all Creswell residents.

When Ms. Brindle asked if there were crossing guards who worked at the crossings in the SRTS grant proposal, Ms. Phillips said no. There were volunteers who helped the elementary school students cross on A Street. She hoped volunteers would come forward to complement the infrastructure improvement.

Ms. Mazze explained the lack of crossing guards was a regional issue. They were not funded by the Department of Education so schools relied on volunteers or staff to provide the assistance.

Seeing no other LaneACT members wanting to speak, Councilor Syrett asked if there was consensus to support the SRTS grant application.

Consensus: LaneACT members approved the proposed letter of support for the City of Creswell's SRTS infrastructure grant application.

7. LaneACT Letters of Support

Ms. Walters described the revisions from prior iterations of the expedited process for letters of support for grant proposals. She explained that because letters of support rose to level of a policy decision, the bylaws also needed to be amended in order to give the Letters of Endorsement Committee a power usually reserved for the full ACT. Ms. Walters said the current proposal stated the Letters of Endorsement Committee was comprised of the Steering Committee and up to five additional members. If LaneACT members approved the bylaws change and the protocol proposal, a subsequent decision was if they wanted to appoint an interim 2020 committee.

Mr. Zako supported the proposals because they struck a good balance between the historic precedence of LaneACT making all decisions as a body, by consensus, and the need to respond more quickly to grant requests.

Mr. Thompson concurred. He thought if LaneACT adopted the proposals, the Letters of Endorsement Committee would be formed immediately, comprised of the Steering Committee. The appointment of the additional people could occur at any time thereafter.

Commissioner Buch also supported the proposals as did Mayor Gowling. He suggested that if the proposals were approved, people wishing to participate in the Letters of Endorsement Committee should send an email to Ms. Walters. The Steering Committee would then schedule the appointment decision on the September agenda.

When Mr. Zako asked if ODOT staff had determined if the proposed changes were considered administrative, Ms. Walters confirmed they had.

Seeing no one else wished to speak on the topic, Councilor Syrett asked if there were consensus on the proposed changes to the bylaws and the proposed protocol for expedited letters of support.

Consensus: LaneACT members approved the proposed bylaws changes.

Consensus: LaneACT members approved the Expedited Letter of Endorsement Protocol for Grant Applications.

8. 2024-27 STIP: Stakeholder Engagement

Erik Havig, ODOT, Statewide Policy and Planning Manager, gave a Powerpoint presentation entitled *Development of the 2024-27 Statewide Transportation Improvement Program*. He explained the Oregon Transportation Commission (OTC) was reassessing the needs gap in light of HB2017 funding. In general, even with the increased transportation funding provided, the condition and performance of Oregon's transportation system will decline in the future. Mr. Havig detailed the anticipated funding gaps for Preservation (roadways, bridges, and culverts); Safety; Active Transportation (including SRTS); Public Transportation; Multimodal Freight; and Modernization. He emphasized there was not sufficient ongoing revenue to meet the needs in all categories. The 2024-27 STIP required tradeoffs. Mr. Havig explained each STIP cycle had three major phases: funding allocation, project selection; and public review/approval. Tonight's

stakeholder engagement was to get input on funding allocation priorities to help ODOT staff develop funding scenarios that illustrated the trade-offs among options. Mr. Havig said the OTC planned to set the funding allocation in December. He reviewed the funding categories: Enhance Highway; Fix-It; Safety; Non-Highway; Local Programs; and Other Functions.

Councilor VanGordon asked for clarification on when the outreach effort to stakeholders began and when it was to conclude. Mr. Havig clarified that three weeks ago ODOT staff had worked with the OTC to develop the decision-making framework. ODOT staff had begun outreach to MPOs, ACTs, etc., shortly thereafter with the goal of getting input to guide the scenario planning by September. He assured Councilor VanGordon there would be other opportunities for input prior to the final OTC decision in December.

Mr. Havig reviewed the 2021-24 STIP allocation, distinguishing between funds the OTC had discretion about investing and funds earmarked by the legislature. When Councilor Syrett asked what was included in the Local Programs category, he explained they were dedicated funds for local programs resulting from standing agreements with the League of Oregon Cities (LOC) and the Association of Oregon Counties (AOC), MPO planning support, and intergovernmental agreements. There was no money allocated in Local Programs from HB2017.

Mr. Havig reviewed the stakeholder outreach effort, including an online webinar held the prior week. He also noted some differences from past STIPs, including responding to the Governor's mandate regarding reducing greenhouse gas emissions and addressing elements from the OTC's recently adopted strategic action plan priorities (equity, modern transportation system, and funding). He reviewed the discussion questions and noted they would like to have LaneACT's feedback in writing by early September.

Councilor VanGordon offered three suggestions: recognize needs of rural communities, sometimes overlooked because of their less dense populations; allocate more to safety projects; and increase transparency regarding allocation of discretionary funds. He also asked for a quicker process at ODOT for release of safety data.

When Councilor Fox asked if ODOT had considered ways to enhance transportation funding, Mr. Havig responded those changes were more long-term, after the 2024-27 STIP.

Commissioner Buch asked why the timeline for stakeholder feedback was so condensed. She also questioned what happened to allocating funds for enhanced projects that were not part of the ODOT infrastructure.

Mr. Havig reviewed how the timeline had been set. He noted the type of projects Commissioner Buch asked about had been eliminated in the 2021-24 STIP due to lack of funds.

When Mr. Nordin asked about the status of legislative earmarked projects, Mr. Havig said some had been completed and others were in progress. The OTC had no discretion regarding them.

Mr. Thompson said the timeline for submitting stakeholder feedback was insufficient given the importance of the funding allocation decision. He advocated for the OTC to add a month to the

timeline. Mr. Thompson also thought the assumption that federal funding would be reduced was not the only alternative. He thought the OTC should develop a funding allocation scenario should an increase occur that was fully vetted with stakeholders.

Mr. Zako proposed LaneACT make a formal request for a one-month extension to provide their feedback. Mr. Thompson offered a friendly revision, suggesting the request be for the OTC to defer making their decision for one month. The chair asked LaneACT members if they agreed.

Consensus: LaneACT formally requested the OTC defer the funding allocation decision until January 2021 and extend the time for stakeholder feedback by one month.

Mr. Zako acknowledged there was insufficient funding for transportation. Instead of focusing on how to get more resources, he suggested looking at the benefits achieved for each project type.

Councilor Syrett advocated for the reinstatement of the STIP Enhance program because it had really helped livability in communities. She also agreed with Mr. Thompson that OTC needed to be prepared for a change in federal policy, referencing the DeFazio transportation bill and a possible change in leadership in key Washington positions.

9. LaneACT Area Strategy

Councilor Syrett directed LaneACT members to the agenda item summary in the packet. She noted they expected the consultants to present at the September meeting.

10. Transportation Safety, Equity, and Inclusion

Councilor Syrett postponed the agenda item due to lack of time on the agenda.

11. Adjournment

Councilor Syrett announced the next Steering Committee meeting was scheduled for August 21, 2020. She expressed concerns that two items on the agenda were not addressed due to lack of time. She asked LaneACT members to send her feedback regarding extending the meeting to two hours.

Councilor Syrett adjourned the meeting at 7:10 p.m.

(Recorded by Beth Bridges)

SEPTEMBER 2020 -- M I N U T E S

Lane Area Commission on Transportation (LaneACT)
The meeting was held via teleconference

September 9, 2020
5:30 p.m.

PRESENT: Claire Syrett, Eugene, Chair
Jeff Gowing, Cottage Grove, Vice Chair
Misty Inman, Creswell
Don Bennett, Lowell
Sean VanGordon, Springfield
Evan MacKenzie for Calvin Kenney, Veneta
Don Nordin, Lane Transit District (LTD)
Becky Taylor for Heather Buch, Lane County
Gwen Jaspers, Lane County Transportation Advisory Committee (LC TrAC)
Frannie Brindle, Oregon Department of Transportation (ODOT)
Rob Zako, Environmental Land Use Designated Stakeholder
Sarah Mazze, Bicycle & Pedestrian Designated Stakeholder
Shelley Humble, Other Stakeholder

ABSENT: Coburg, Dunes City, Florence, Junction City, Oakridge, Westfir; Confederated Tribes; Central Lane Metropolitan Planning Organization (MPO); Port of Siuslaw; Highway 126 East; Patrick Kerr, Rail Designated Stakeholder; George Grier and Eugene Organ, Other Stakeholders.

OTHERS: Bill Johnston, ODOT; Emma Newman, City of Springfield; Drew Pfefferle, Lane Council of Governments (LCOG); and Pete Petty, public.

1. Call to Order (Welcome and Introductions)

Chair Claire Syrett called the Lane Area Commission on Transportation (LaneACT) meeting to order at 5:33 p.m. Councilor Syrett asked Mr. Petty to introduce himself. She noted his appointment to LaneACT as the primary representative of Highway 126 East was part of the Consent Calendar.

Mr. Petty referenced the wildfire on the McKenzie and noted he did not know if his home still existed. He added he hoped to be able to serve the four-year term, assuming he was able to return to the Highway 126 East area, and was looking forward to serving on LaneACT.

2. Review Agenda – Additions or Deletions

The Consent Calendar items were deferred because there was not a quorum present.

3. Consent Calendar

- a. Approve minutes from August 12, 2020 meeting**
- b. Oregon Transit Association Nomination**
- c. Appoint Pete Petty to Highway 126E primary representative and Charles Tannenbaum as the alternate**

Councilor Syrett Claire directed LaneACT members to the letter nominating Ken Rivernider for the Oregon Transit Association Local Distinguished Service Award. When she noted they were unable to take action on the Consent Calendar, Mr. Zako asked what was the deadline for submitting the nomination. He hoped either LaneACT would meet again before the deadline or another way of submitting Mr. Rivernider's nomination be considered.

Councilor Syrett was unsure when the deadline was, but offered to submit the nomination in her role as Eugene City Councilor if it was before the next LaneACT meeting.

4. Comments from the audience

Becky Taylor, Lane County, thanked Mr. Petty for attending the meeting in spite of being displaced by the wildfire. She endorsed his appointment to LaneACT, noting Mr. Petty had thoughtfully and actively participated during the 2017 update of the Lane County Transportation System Plan. Ms. Taylor also announced Lane County staff had launched its first every bicycle master plan effort. The focus was on the rural portions of Lane County. She planned to update LaneACT at key milestones in the project. The target for completion was Fall 2021. Ms. Taylor was compiling a list of stakeholders and invited LaneACT members to forward her contact information for those they thought should be included.

5. Announcements and information sharing

a. ODOT Update

At the request of Councilor Syrett, Ms. Brindle had reached out to the ODOT emergency operation center staff to report on their response to the fires on Highway 126 East. She said road closures were changing quickly throughout western and central Oregon, in response to the moving fire. Ms. Brindle recommend people check online (<https://www.tripcheck.com>), call 511, sign up for emergency alerts on their cell phone, or view posts on Facebook or Twitter to get up-to-date information. She listed roads currently closed. Ms. Brindle explained ODOT staff did not remove burning debris, but maintained a pathway for emergency responders and those evacuating. They also controlled access in and out of closed highways.

When Councilor Syrett asked where the funding came from to repair the infrastructure, Ms. Brindle explained the Federal Emergency Management Agency (FEMA) reimbursed the state's expenditures.

Mr. Pfefferle displayed a map showing the fire evacuation levels as of September 9, 2020. Ms. Brindle explained those areas labeled Level 3 were where the wildfire was active.

Ms. Brindle also announced all ODOT construction projects were at a standstill due to the hazardous air quality.

b. Metropolitan Policy Committee Update

The July MPC meeting minutes were part of the agenda packet. Mr. Johnston said one topic at the August meeting was the MPC's response to the Oregon Transportation Commission's (OTC) request for feedback on the FY2024-2027 State Transportation Improvement Program (STIP) Funding Allocation. Mr. Thompson had e-mailed MPC's response to LaneACT members.

Councilor VanGordon added Springfield Councilor Joe Pishioneri had been elected Chair of MPC for the remainder of the calendar year and Councilor VanGordon had joined as the second Springfield representative. He also had been appointed an MPC representative to the Oregon Metropolitan Planning Organization Consortium (OMPOC).

c. Other member updates

Councilor VanGordon announced the City of Springfield had declared a state of emergency on September 8, 2020 due to the wildfire, in part to prohibit activities that might spark other fires. He said the community had really come together to help those who had been displaced and the Thurston area had been placed on a Level One alert.

Mr. Nordin said LTD had provided buses at Waltherville to help with the evacuation. He noted that Kate Reed had left the area and therefore the LTD Board. At the end of December, another Board member's term expired.

Councilor Syrett said part of the Bethel neighborhood had asked to have the speed limit on their residential streets reduced to 20 miles per hour, an option recently passed by the City Council. City staff also planned an education campaign to make people aware of the change.

6. Transportation Safety, Equity, and Inclusion

Councilor Syrett briefed LaneACT members on the background of the two topics under discussion: vehicles being used as a weapon, especially at demonstrations; and inequities in safety around utilization of bikeways, walkways/sidewalks, transit and roadways by Indigenous people, people of color, and other groups impacted by systemic inequities and racism.

Ms. Mazze, who had first raised the issues in July, observed there continued to be instances of vehicles being used as a weapon at protests or in other politically motivated ways. She had reservations about what LaneACT might do help create a cultural shift. Speaking to the second topic, Ms. Mazze thought the first step was to look at the local injury/death data. She also advocated for equity to be addressed as part of the upcoming Area Strategy pilot project.

Councilor VanGordon concluded from the agenda packet material that the District Attorney thought there were sufficient laws in place. He wondered how often the District Attorney pursued the charges and if local law enforcement personnel needed to collect other information to support convictions. Councilor VanGordon suggested the District Attorney, or her designee, be invited to discuss the topic at a future LaneACT meeting.

Mr. Zako discussed safety issues, such as when a driver pushes a bicyclist off the road, and equity issues such as equal access. He hypothesized they overlapped when vehicle weaponizing was used against a particular group or viewpoint. Mr. Zako supported Councilor VanGordon's suggestion to invite the District Attorney to a future meeting.

Mr. MacKenzie relayed that Councilor Kenney did not think weaponizing vehicles was an appropriate topic for LaneACT. Mr. MacKenzie added that organizers of a Peace March scheduled in Veneta on September 21, 2020 had already received threats of being run down.

Ms. Mazze cited research that showed drivers were more likely to stop at a crosswalk for a white person than a person of color. She also referred to inequities in infrastructure in neighborhoods of color.

Councilor Syrett shared she had struggled with how equity and inclusion fit in LaneACT's purview. They did not advise on the criminal code, rather infrastructure. She wondered if infrastructure played a role in which cases were pursued. She also questioned if there was an equity perspective that would shift how infrastructure was designed, akin to the shift that occurred after the American with Disabilities Act (ADA) was passed. Councilor Syrett thought the ODOT Area Strategies consultants might help LaneACT members get an equity perspective in a thoughtful way.

Ms. Brindle discussed how the National Environmental Policy Act (NEPA) had come about in response to large projects disproportionately affecting socio-economic groups (e.g., dissecting ethnic neighborhoods or locating power plants near poorer neighborhoods). The NEPA review required environmental justice be considered before federal funds were spent. Ms. Brindle also suggested LaneACT members recruit an Other Stakeholder who could speak to equity issues, akin to when they had someone with a Public Health perspective. She also encouraged Commission members to include equity in their Transportation Improvement Plans.

Councilor Syrett requested more information on how the NEPA environmental justice review was conducted.

7. 2024-27 STIP: Stakeholder Engagement

When asked by Councilor Syrett how best to proceed, Ms. Brindle suggested the discussion go forward and additional feedback from those not in attendance be solicited via email. Staff was tasked to summarize the comments and forward them to the OTC with a disclaimer that a quorum had not been present due to the wildfire.

Mr. Zako referred to Attachment B for the agenda item. He found the responses disappointing. Mr. Zako said HB2017 included increased accountability for ODOT and they should be able to answer the questions LaneACT committee staff had asked.

Mr. Nordin referenced the list of transportation modes listed in Attachment A. He noted micromobility was missing. Mr. Nordin said the STIP framework assumed a status quo in the transportation system, a viewpoint he did not hold.

Ms. Jasper advocated for more money in the Non-Highway category, especially paths that were not connected to roadways. She wanted a moratorium on new roads: make car driving less convenient and pleasurable and bicycling more attractive.

Ms. Mazze concurred. She said the cost of building additional infrastructure for walking and biking was significantly less than new or expanded highways. She described the impact of building protected bikeways in Seville. It had led to a major increase in bicycle use. Ms. Maize emphasized the importance of addressing climate change.

Mr. Johnston clarified that ODOT was not building new roads, rather making incremental improvements to existing roadways.

When Councilor Syrett restated the goal as creating more capacity for bicyclists, pedestrians, and micromobility device users instead of creating more capacity for cars and trucks, Ms. Mazze added passenger rail.

Councilor VanGordon agreed there needed to be a fundamental shift in how the OTC looked at transportation. However, he was not supportive of a moratorium on highways as it reduced ODOT's flexibility when addressing transportation issues.

Councilor Syrett recalled Mayor Smith had previously described the negative impacts on Coburg's traffic due to congestion on the Beltline. She referred to the MPO letter to the OTC that had been distributed to LaneACT members via e-mail and reviewed the points made therein. She observed LaneACT members had raised similar concerns.

Ms. Humble stressed the importance funding airports. When the legislature earmarked the *ConnectOregon* funds, airports lost a significant funding source. She noted the important role airports played in disaster response, including the current wildfire suppression efforts.

Seeing no other people wishing to speak, Councilor Syrett encouraged them to send any additional comments to committee staff.

8. Adjournment

Councilor Syrett adjourned the meeting at 6:46 p.m.

(Recorded by Beth Bridges)

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MINUTES

Metropolitan Policy Committee
Virtual Meeting via GoToMeeting

September 3, 2020
11:30 a.m.

PRESENT: Pete Sorenson, Vice Chair, Joe Berney (Lane County); Lucy Vinis, Betty Taylor (City of Eugene); Joe Pishioneri, Sean VanGordon (City of Springfield); Frannie Brindle (Oregon Department of Transportation); Carl Yeh (Lane Transit District), members; Anne Heath (City of Coburg); Matt Rodrigues for Sarah Medary (City of Eugene), Aurora Jackson (Lane Transit District); Neil Laudati for Nancy Newton (City of Springfield); Sasha Vartanian for Steve Mokrohisky (Lane County), *ex officio* members.

Paul Thompson, Ellen Currier, Syd Shoaf, Drew Pfefferle, Rachel Dorfman, Dan Callister, (Lane Council of Governments); Rob Inerfeld (City of Eugene); Tom Boyatt, Emma Newman (City of Springfield); Theresa Brand, Andrew Martin, Cosette Rees, Tom Schwetz (Lane Transit District); Bill Johnston (Oregon Department of Transportation); Neil Moyer (Metro TV); Carl Springer (DKS); and Bob Cortright.

WELCOME, CALL TO ORDER AND INTRODUCTIONS

Mr. Sorenson called the meeting of the Metropolitan Policy Committee (MPC) to order and noted that a quorum was present.

APPROVE August 6, 2020, MEETING MINUTES

Mr. Sorenson corrected his title listed in the minutes from Chair to Vice Chair.

Mr. Yeh, seconded by Mr. Pishioneri, moved to approve the August 6, 2020, minutes as corrected. The motion passed unanimously, 8:0.

ADJUSTMENTS TO THE AGENDA/ANNOUNCEMENTS FROM MPC MEMBERS

Mr. Thompson noted that he would staff the Election of MPC Chair agenda item in lieu of Ms. Wilson.

COMMENTS FROM THE AUDIENCE

Bob Cortright referenced written testimony he had previously submitted regarding planning for greenhouse gas emissions reductions. He noted federal law allowed Metropolitan Planning Organizations (MPOs) to use a wide range of planning alternatives. He stated scenario planning was the accepted best practice. Mr. Cortright observed much work needed to be done to reach the State's greenhouse gas emissions reduction goal. Although high level strategies had been adopted, he emphasized the next iteration of the plan needed to spell out the action plans to achieve them. Mr. Cortright also discussed the state funding available to help underwrite the planning effort.

ELECTION OF MPC CHAIR

Mr. Sorenson said the MPC Chair position was vacant because Christine Lundberg had resigned as mayor of Springfield and therefore no longer was a member of the MPC.

Mr. Thompson, referencing the MPC bylaws, noted the Chair had to be an MPC member from the City of Eugene, the City of Springfield, or Lane County. He referred to the past practice of the Chair and Vice Chair positions rotating annually among those jurisdictions. Mr. Thompson had discussed the matter with representatives from the City of Springfield and they were interested in having someone from Springfield complete the calendar year as Chair. Mr. Thompson also explained that only the representatives from the aforementioned jurisdictions were allowed to vote on the matter.

Ms. Taylor advocated for the current Vice Chair to continue to serve as Chair for the remainder of the year. She moved to appoint Mr. Sorenson as Chair. The motion died for lack of a second.

Mr. VanGordon observed if a Springfield member served for the remainder of the calendar year, the annual rotation would be respected (both now and in January).

Mr. VanGordon moved, seconded by Ms. Vinis, to appoint Mr. Pishioneri as MPC Chair. The motion passed unanimously, 6:0:0.

Mr. Pishioneri assumed the responsibilities of Chair.

METROPOLITAN PLANNING ORGANIZATION (MPO) ISSUES

Appointment of Representatives to the Oregon Metropolitan Planning Organization Consortium (OMPOC)

Mr. Thompson explained both of the MPC's representatives to OMPOC (Kate Reed and Christine Lundberg) were no longer on the MPC. OMPOC planned to hold a virtual meeting on September 29, 2020 and he thought it important the MPC be represented as OMPOC was recognized by ODOT and the Oregon Transportation Commission (OTC) as a formal stakeholder. He relayed that Springfield members had volunteered to serve as one of the representatives.

When Mr. Berney asked about the time commitment required, Mr. Thompson explained OMPOC met quarterly. Prior to Covid-19, the meetings had rotated around the state and traditionally lasted a full day. At the present time, since the meetings were held remotely, they only went for about two hours. Mr. Thompson noted the appointments made today would only serve through the calendar year. If people wished to serve longer, they would need to be reappointed in January.

Ms. Vinis supported having a Springfield member fill one of the positions. When she asked Mr. Yeh if he was interested in continuing LTD's commitment to OMPOC, Mr. Yeh said he was willing to complete the term. He noted he could not be reappointed because as of January he was no longer on the LTD Board.

Ms. Vinis moved, seconded by Mr. Berney, to appoint Mr. VanGordon and Mr. Yeh as MPC's representatives to OMPOC. The motion carried unanimously, 8:0:0.

Revisions to the Metropolitan Transportation Improvement Program Amendment Action Approval Authority

Mr. Callister said the revised process delegated authority to MPO staff to approve certain amendments, adjustments, revisions, and corrections that currently required approval of the monthly Transportation Planning Committee. No comments on the proposed amendments had been submitted either during the public hearing or the public comment period. Mr. Callister said the change would improve efficiency and the Transportation Planning Committee members recommended approval of the amendment.

Ms. Vinis moved, seconded by Mr. Yeh, to approve Resolution 2020-06 to amend the FY 18-21 and FY 21-24 Metropolitan Transportation Improvement Programs. The motion carried unanimously, 8:0:0.

Oregon Transportation Commission (OTC) FY2024-2027 State Transportation Improvement Program (STIP) Funding Allocation

Mr. Thompson referenced the agenda item memo in the packet. He referred to the previous month's presentation by Erik Havig, ODOT Statewide Policy and Planning Manager, regarding the FY2024-2027 STIP Funding Allocation and the questions he had posed to gather input from advisory committees. The Transportation Planning Committee (TPC) had drafted four comments for review by MPC:

- Prioritize grant programs for local governments (i.e., increase the Local Government Programs category).
- Prioritize Non-Highway projects; bring back the STIP Enhance Non-Highway category.
- Determine now the best use of potential additional funds (e.g., additional federal or state legislated flexible funds, cost savings from other projects, federal redistribution funds). Put any additional funds towards Safety projects, Safe Routes to School (SRTS), and the Oregon Community Paths Program.
- For future STIP cycles, adjust the amount of time given stakeholders to engage in and comment on the funding allocation decision.

Given the tight timeline to submit feedback, Mr. Thompson said he would revise these comments based on the MPC discussion and forward the final version to the OTC and ODOT.

Ms. Brindle added there was an opportunity for individuals to provide input to the OTC via an online survey that Mr. Thompson had distributed to MPC members via e-mail the prior week.

When Ms. Vinis asked for more information on the Local Government Programs category, Mr. Thompson described each component. He noted several of the categories were programs funded by federal dollars passed through the state. The underlying intent of the comment was to increase the local grant programs.

Mr. VanGordon endorsed the proposed comments. He said the process felt very rushed, which led to questions regarding the OTC's transparency in decision-making. Mr. VanGordon also advocated for more local input later in the process regarding which projects were selected.

After Ms. Taylor advocated for the highest priority be given to Non-Highway projects, in light of climate change, Mr. Yeh concurred. Mr. Berney added it was critical to discuss pragmatic ways to decrease carbon emissions.

When Ms. Vinis asked if the OTC was asking about reallocation of funds, not expanding resources, Mr. Thompson said yes. The question was how funding was allocated within the six high-level categories.

After that decision, the questions of funding specific programs and projects within each category would be addressed. Mr. Thompson added ODOT staff was still developing the specifics on how climate change was considered within the STIP.

Mr. Sorenson also supported more funding for Non-Highway projects, specifically SRTS, active transportation, and transit. He referred to the improved public health implications of reducing obesity (now determined to be a high-risk factor for how seriously a person contracted Covid-19).

Ms. Brindle reinforced that the current round of feedback was regarding the funding allocation. She noted that prior to the Transportation Funding Bill, the MPOs and ACTs had been asked to rank Enhance and *Connect* Oregon projects. Now Non-Highway grants were selected by program advisory committees. She suggested adding a comment to OTC to revert the decision-making process for Non-Highway grant programs. Ms. Vinis voiced support for the proposal.

Mr. Thompson suggested expanding the fourth bullet point to say the MPO wanted more time and more authority when programs and projects were selected.

When Mr. VanGordon asked if there were to be other opportunities for input on the FY2024-2027 STIP, Mr. Thompson said yes. OTC planned to set priorities across funding categories between now and December. After that, the process was turned over to ODOT staff for the next year and a half or so to recommend specific projects. Mr. Thompson was unclear on the amount of input ODOT staff planned to request.

Mr. Thompson summarized the MPO members feedback: emphasize the Non-Highway program first, expand the last talking point to include a stronger role for MPOs regarding project selection.

Ms. Taylor moved, seconded by Mr. Berney, to approve the submitted comments to ODOT on FY2024-2027 Funding Allocations, reflecting their discussion. The motion carried unanimously, 8:0:0.

2045 Regional Transportation Plan (RTP) Federal Requirements

Mr. Thompson said the MPO was in the midst of updating the 2045 RTP. The first stage was to update the policies to address new federal regulations, align with state-level planning guidelines and priorities, and reflect the priorities of local communities.

Mr. Thompson introduced Mr. Springer, DKS Consulting, who gave a PowerPoint presentation entitled *Regional Transportation Plan Federal Priorities*. Mr. Springer reviewed the new topics required by the federal MAP-21/FAST Act, including security, preservation, resilience, reliability, stormwater impacts, and travel & tourism. Discussing state and local emerging trends, Mr. Springer cited climate change, equity, technology efficiency, and preservation. The federal regulations required the RTP to include performance-based outcome measures to help inform investment decisions. The consultants also planned to develop additional measures, as well as their targets.

Ms. Vinis described the RTP as an opportunity to apply a climate lens to the priorities. She suggested it be specifically called out as a priority, e.g., add greenhouse gas reduction as an outcome measure.

Mr. Berney questioned the state's approach to preparing for emergencies by retrofitting existing infrastructure. He thought it was a very expensive approach and a better strategy was to establish self-sufficient local community emergency facilities.

Ms. Brindle described construction process changes that contributed to sustainability and greenhouse gas reduction, for example re-using building materials or upgrading a bridge without building a detour bridge.

Mr. VanGordon encouraged MPO members not to focus too much on specific solutions that preclude them from using yet-to-be-invented technology.

Mr. Berney advocated for a balance between generalities and specificities. He described a climate change/community reinvestment template currently being developed by County staff to use when making purchasing decisions as an example. Mr. Berney offered to share the template with other jurisdictions once it had been adopted by the Board of County Commissioners.

Mr. Thompson noted greenhouse gas emission reductions had been withdrawn from the federal requirements in the MAP-21/FAST act legislation. At the state level, ODOT staff had not yet determined how they were going to integrate climate change into their decision-making and the LCDC would soon undertake their own rule-making on greenhouse gas emissions reduction. Mr. Thompson noted neither may be decided by May 2021, which was the deadline for the RTP update.

Regional Transportation Options Transition

Ms. Currier described how the regional transportation options program had evolved from a focus on reducing traffic congestion to an emphasis on mobility options for community members. Traditionally, the program had been housed at LTD (Point2Point), with other outreach programs at the cities of Eugene and Springfield, and the University of Oregon. She noted that in addition to the services described on the Point2Point website, specific programs had targeted schools, employers, or selected neighborhoods. Ms. Currier explained that due to the pandemic, it was very difficult to work directly with the public as had been done in the past. There were also budgeting constraints at LTD. She directed MPO members to the agenda packet, where a description of the analysis staff was undertaking over the next six months was presented. It included a review of best practices, an assessment of current program effectiveness, an alignment with regional and local transportation plans, and focused public outreach on transportation needs. The goal was to determine what was the best way to deliver the most needed services.

Mr. VanGordon thought it best to focus the programs geographically to have a stronger impact.

Staff Response to Public Comments on Greenhouse Gas Emissions

Mr. Thompson referenced the memo in the agenda packet in which MPO staff had responded to the written testimony and public comment regarding greenhouse gas emissions reduction received at the July MPC meeting. The memo addressed the four key points raised: compact urban development, parking, active transportation, and integrated planning and measuring. He emphasized that neither land use planning nor parking supply and pricing were within an MPO's authority. The memo described what the MPO had done or were currently doing in the other two areas. He noted there was no federal requirement regarding greenhouse gas emissions reduction and the state guidelines were still evolving.

Ms. Vinis expressed her appreciation for the public comments and the staff response. She referred to the previous conversation regarding the STIP as opportunity to reallocate transportation funding. Ms. Vinis described the significant impact of transportation funding decisions on land use decisions.

Mr. Sorenson described the two types of land use planning functions he observed within the state of Oregon. One was the formal government structure (state, county, city) and the other was "real world

planning” done by bankers, developers, and transportation decisions. Since the MPC allocated federal funding in the metro area, it had a massive impact on the land use planning in the area. He advocated the MPC assert its role in land use planning.

Mr. VanGordon emphasized land use planning was the purview of cities and counties. It was not the same with MPC as it was with the Metro MPO in the Portland area.

Mr. Yeh also supported the MPC making funding decisions with greenhouse gas emissions reduction in mind. When he asked Mr. Thompson what were the next steps going forward, Mr. Thompson described efforts to work with LCDC on their rule-making efforts, coordination with ODOT’s Climate Change office, the previously discussed 2045 RTP update, and, in the future, the use of the potential RTP policy changes when looking at funding priorities and awarding grants with MPO discretionary funds.

When Mr. Pishioneri stated it was important for the MPC to focus on transportation and not force other elected bodies to do what the MPC thought was the right thing to do, Ms. Vinis said her model was more one of aligning regional and local priorities (e.g., safe streets, transit, multimodal).

Mr. VanGordon described his view of a successful model was one where there was agreement on regional goals and then local governments figured out “the way and the how”.

Follow-up and Next Steps

- **ODOT Update**—Ms. Brindle reported the current construction projects were going well.
- **MTIP Administrative Amendments**—After Mr. Thompson referenced MTIP Amendments contained in the packet, there were no concerns raised by MPO members.
- **Letter of Appreciation**—After Ms. Vinis acknowledged the contributions Ms. Lundberg had made to the MPO, consensus was reached to send her a letter of appreciation.
- **Next Meeting**— October 1, 2020

Mr. Pishioneri adjourned the meeting at 1:17 p.m.

(Transcribed by Beth Bridges)



Community and Economic Development

1400 Queen Avenue SE, Suite 205 • Albany, Oregon 97322
(541) 967-8551 • FAX (541) 967-4651 • TTY/TDD 711

September 24, 2020

Lane Area Commission on Transportation

Dear Lane ACT,

Earlier this year the Oregon Cascades West Council of Governments (OCWCOG) in collaboration with the Institute for Policy Research and Engagement (IPRE) embarked on a transit feasibility study for the 99W corridor between Junction City and McMinnville. Due to a packed schedule, we are not able to present at your October meeting, but wanted to share an update on the project.

A Draft Executive Summary of the report is attached to this memo. Throughout the project a Technical Advisory Committee guided our work, which was comprised of representatives from Lane Transit District, Benton County Transit, Corvallis Transit, Cherriots (Salem-Keizer Area Transit), and Yamhill County Transit. Even with COVID-19, our outreach efforts spanned the corridor and included an online survey and extensive stakeholder interviews.

Broadly, we found transit *is feasible* along the corridor, however “how feasible” quickly transforms to a conversation about values of rural transit vs the cost of providing it. As opposed to applying for funding of pilot service through ODOT, we plan to continue conversations with transit agencies along the corridor in anticipation of the 2023-2025 STIF biennium. Our preference is to establish reliable service over the long term, as opposed to piloting service sooner and then figuring out how to fund it over time. Discussions about phasing service are ongoing, and individual agencies may be operating shorter segments which can be linked in the future.

If you have any questions, feel free to reach out to me at nmeltzer@ocwcog.org or via phone at (541) 758-1911.

Sincerely,

Nicholas S. Meltzer

Nicholas Meltzer
OCWCOG Transportation Programs Manager

MEMBER GOVERNMENTS — **COUNTIES:** Benton, Lincoln and Linn **CITIES:** Adair Village, Albany, Brownsville, Corvallis, Depoe Bay, Halsey, Harrisburg, Lebanon, Lincoln City, Lyons, Millersburg, Monroe, Newport, Philomath, Scio, Siletz, Sweet Home, Tangent, Toledo, Waldport, Yachats **OTHER:** Confederated Tribes of Siletz Indians, and Port of Newport

Hwy 99W Transit Feasibility Demand Assessment

Introduction

The Oregon Cascades West Council of Governments tasked the Institute for Policy Research and Engagement in conducting a transit feasibility study to assess the need for increased public transit along the Highway 99W (Hwy 99W) corridor. Hwy 99W runs between Eugene and Portland roughly paralleling I-5 to the west. There is currently limited public transit along Hwy 99W creating service gaps between Junction City and McMinnville.

The study incorporates a Demand Assessment including key findings from the research to understand current levels of transit demand along Hwy 99W between Junction City and McMinnville. Demand is assessed on transit need and level of interest from the local communities as well as factors that affect service for vulnerable populations, potential transit service options, frequency, practical route scheduling and operational cost. Based on the findings, route alternatives were determined to fit transit demand.

“My handicapped son lives in Monmouth and could use this service for transportation between home and Amity. He struggles with this regularly now.”

Research Methods

- Demographic and Commute Analysis
- Transit Stakeholder Interviews
- Community leader interviews
- Community Survey

Demographic and Commute Analysis

The Demographic and Commute analysis was conducted to understand current and future community demographics, vulnerable population data and existing transit. The analysis uses the most current data drawn from the *American Community Survey five-year estimates (2014-2018)*, *Portland State University's Population Research Center's population estimates and forecasts*, and *Longitudinal Employer-Household Dynamics data via OntheMap.com*.

Community Demographics

The population is projected to **grow by 1.2% annually** until 2040

McMinnville, Independence and Monroe are above the 5% threshold of **limited English-speaking household**

Monmouth, Independence, Adair Village and Junction City report a **2% to 8% higher population of females** to males

Vulnerable Populations

There is an **increasing population of older adults** and 31% of residents aged 55 or older are reported to have a disability

20% of households report having an income **below poverty level**.

8% report having **no vehicle availability**

10% of residents in the study area identify as having a **mental or physical disability**

Travel Patterns

56% of the residents in the study area **travel less than 10 miles to work**.

Most residents in the study area **travel to a different city for work**. This specifically increases throughout smaller cities in the corridor.

Corvallis, McMinnville, Salem and Eugene are the **primary work destinations** along the corridor



UNIVERSITY OF
OREGON

Transit Stakeholder Interviews

Existing transit providers were interviewed to understand existing transit demand and potential need for transit expansion along Hwy 99W. Phone and in-person Interviews were conducted using a standardized interview guide. Information was synthesized to determine key findings. **15 interviews were conducted from the following agencies: Lane Transit District, Oregon Department of Transportation, Lane Council of Governments, Benton County Transit, Corvallis Transit, Cherriots Transit, Yamhill County Transit Authority, Confederated Tribes of the Grand Ronde, and MTR Western.**

Community Leader Interviews

Community leader Interviews were conducted in response to the COVID-19 pandemic and the need to adjust from in-person focus groups to a socially distant research method. The purpose was to gain a deeper understanding of community transportation needs and community demand for transit. Community leaders were asked to speak to their impressions of community needs and patterns and were not expected to represent all experiences or opinions. **18 interviews were conducted from local and private community services such as public libraries, nonprofits and schools.**

“We are seeing steady increases in congestion and there is a point where that begins to impact movement and delivery of services and goods. And having a viable transit service is one of the ways we can help address those needs.”

“The downtown Corvallis transit center is located next to the courthouse which may instill fear in people as their experiences with law enforcement has been very negative.”

Key Findings

Stakeholders were consistent across interviews and repeated the same general themes

Demand thresholds for rural transit have lower ridership than metropolitan routes

Infrastructure, operations, demand, route connections, and limited funding are all **constraints to providing rural transit**

Demand for transit is increasing due to demographic shifts in age and ethnicity, increasing housing prices in metropolitan areas, and increasing congestion along Highway 99W and I-5

Metrics for successful rural transit include **operating costs, ridership, and accessibility**

Key Findings

Rural communities are car dependent and there are cultural associations between owning a car and being successful

The **cost** of owning and operating a car as well as lack of transit **inhibits community members from reaching destinations**

Increased public transit use would require low fare, increased frequency, reduced wait time, lower fare time and inclusive reading materials

Barriers to accessing transit include current operations, infrastructure, and communication methods

Concerns about health and safety are likely to continue for the near future after COVID-19 lockdowns lift

Community Survey

The purpose of the survey was to engage with existing and potential riders and understand the willingness to use transit along Hwy 99W. The online survey was disseminated through existing contacts from the Technical Advisory Committee, organizations throughout the corridor and posted as a Facebook advertisement throughout the region. Respondents were incentivized to participate in the survey with a \$25 raffle. **447 surveys** were conducted with 334 participants opting into the raffle.

Key Findings

Strong general support among survey takers, especially vulnerable populations

Southern and northern **regions visit Corvallis more** while center regions travel across the corridor

Effective service includes **stability, safety, cost, frequency, infrastructure and connections**

The **south and center regions of the corridor have more demand**

New choice riders will be **harder to persuade to use after COVID-19**

"I admit I will likely never use the services myself but there is a definite need in the community among multiple different groups I don't fall in and I support expanding public transit options."

Demand Factors

Vulnerable Populations

Vulnerable populations are defined as populations who are elderly, have a disability, are cost burden, do not have access to a car, and/or are primarily Spanish-speaking.

Transit Service Options

- Dial a Ride
- Fixed Route Bus
- Deviated Fixed Route
- Flex Services
- Regional Services

Frequency

Low, medium and high frequency is determined based on other regional rural transit operations. Weekday service was the determined metric because weekend service varies greatly among service providers.

- **Low:** 2-3 roundtrips per weekday
- **Medium:** 4-5 roundtrips per weekday
- **High:** 6 or more roundtrips per weekday.

Route Scheduling

- Weekend schedules should be different than weekday schedules including earlier routes on weekdays
- Demand may be lower for early morning trips in the north region than the south and center.
- There is low demand for service after 7pm on weekends and weekdays across all geographies

Operational Cost Analysis

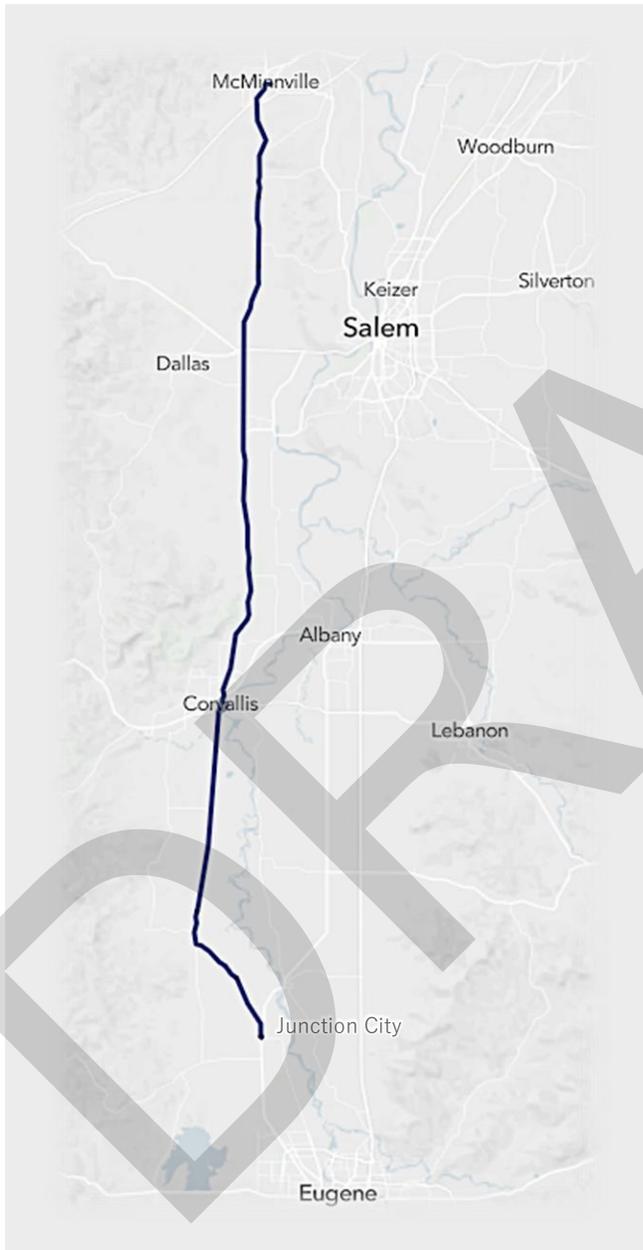
Average Operating Expense per Vehicle Revenue

	Bus	Commuter Bus	Vanpool
Transit Agency Average	\$ 109.97	\$ 76.29	\$ 26.08

Source: Federal Transit Administration Agency Profiles, 2018

Alternative 1: Junction City to McMinnville

Alternative 1 provides a continuous service to the entire Hwy 99W corridor. This alternative ensures all communities along the corridor have a north and south bound route allowing flexibility in travel direction to services, amenities, recreation and personal errands within the nearby communities.



Source: Remix

Benefits

One continuous route for the entire corridor length allows a single bus operator to provide service to a large geographic area and considerably reduce operating expenses.

Constraints

To save cost with one bus operator, the service would run at a medium to low frequency and provide 3 round trips per day. This could significantly reduce the number of passengers able and willing to utilize the service. Due to the length of the route, it will be difficult to synchronize with alternate bus routes along the corridor.

Route Specifics (Roundtrips)

- **Route Length:** 145 miles
- **Travel Time:** 218 minutes
- **Frequency:** Medium to Low
- **Trips Per Day:** 3
- **Departure Rate:** once every 4 Hours

Potential Terminal Locations

Junction City:
Route 95 Stop(s)

McMinnville:
Transit Center

Route Stops

- Monroe
- Corvallis
- Adair Village
- Monmouth
- Amity

Alternative 2: Junction City to Corvallis

Alternative 2 provides a service route between Junction City and Corvallis suggesting a higher frequency route through a smaller geographic area. This alternative was determined based on the high demand from the communities south of Corvallis and specifically Monroe which currently lacks service.



Source: Remix

Benefits

This route would provide higher frequency allowing flexibility in time of travel. The route would provide service to the currently non-transit served Monroe community to medical and personal errands.

Constraints

This route excludes the northern portion of the Hwy 99W corridor limiting travel for northern residents and southern residents interested in traveling north.

Route Specifics (Roundtrips)

- Route Length: 52 miles
- Travel Time: 78 minutes
- Frequency: High Frequency
- Trips Per Day: 8
- Departure Rate: Once every 86 minutes

Potential Terminal Locations

Junction City:
Route 95 Stop(s)

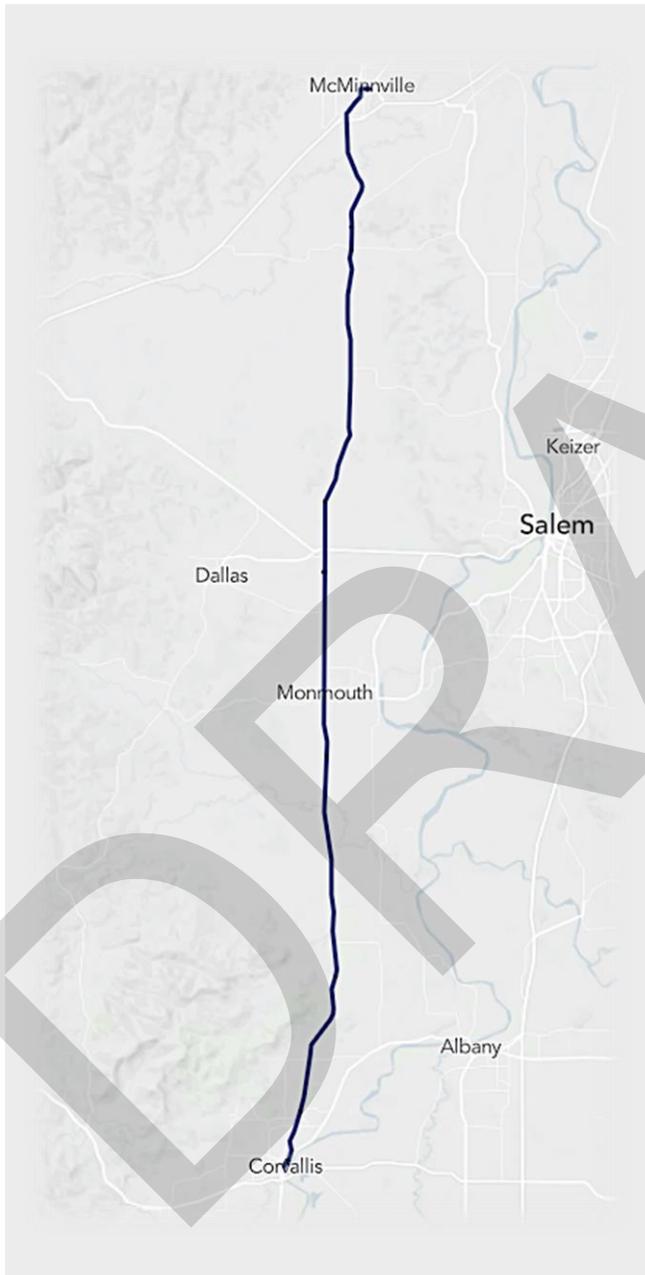
Corvallis
Downtown Transit
Center

Route Stops

- Monroe

Alternative 3: Junction City to Corvallis & Corvallis to McMinnville

Alternative 3 supplements Alternative 2 with a secondary route running from Corvallis to McMinnville. This route provides options for northern and southern residents to travel along the corridor to the central region. At a minimum, the route would require two buses and two operators to serve both regions.



Source: Remix

Benefits

This route would provide higher frequency and rider flexibility throughout the region. It aligns with travel patterns where residents have a higher frequency of travel to and from the central region including Corvallis. Similar to

Constraints

The northern route is approximately 78% longer in distance and travel time. This would require twice the amount of bus trips and operators in the northern region or longer wait times in the southern region to align scheduling transit schedules. The result would be either higher cost or lower frequency depending.

Route Specifics (roundtrips)

- Route Length: 93 miles
- Travel Time: 139 minutes
- Frequency: Medium to High Frequency
- Trips Per Day: 4-8
- Departure Rate: Once every 153 minutes

Potential Terminal Locations

McMinnville:
Transit Center

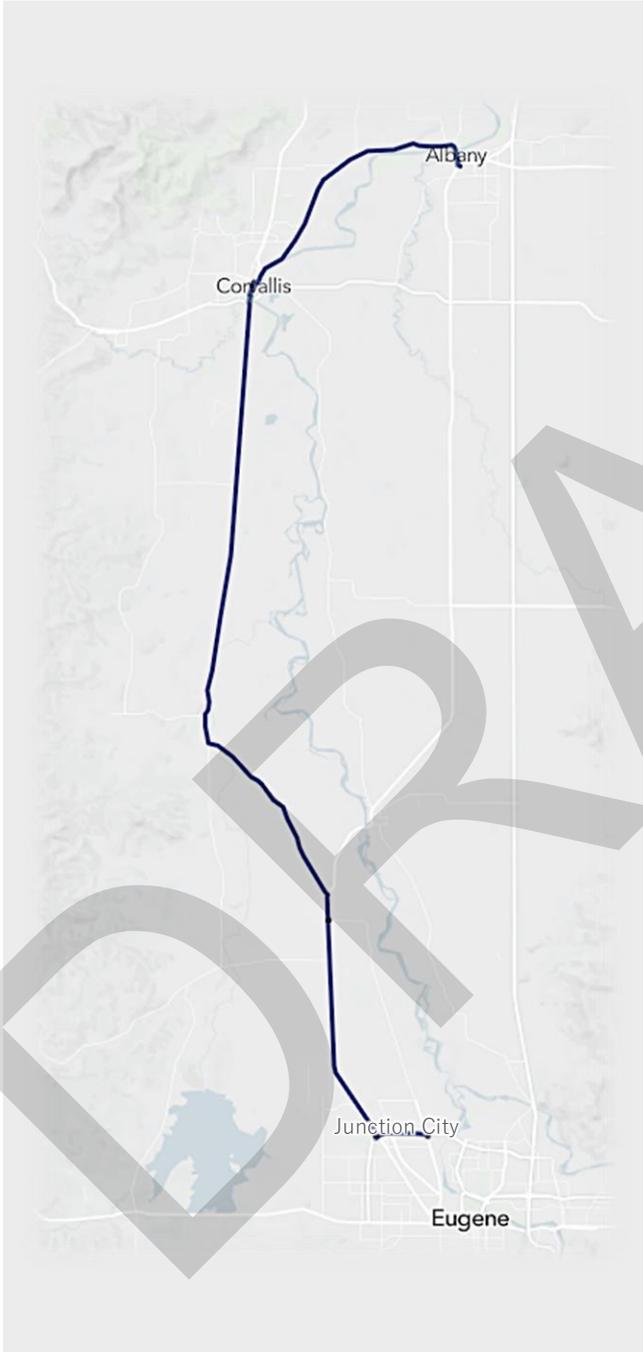
Corvallis:
Downtown Transit
Center

Route Stops

- Amity
- Monmouth
- Adair Village
- Monroe

Alternative 4: Eugene to Albany

Alternative 4 provides an enhanced connection to larger metropolitan regions by running a transit route from Eugene to Albany. The service provides southern residents the ability to connect to regional resources in the southern and central regions.



Source: Remix

Benefits

This route closes the service gap between Junction City and Corvallis and extends access to services in Eugene and Albany. There is current demand to extend transit to Eugene from the southern communities and connecting to the Amtrak station in Albany extends the potential for transit to I-5 and Portland.

Constraints

There is current service between Corvallis and Albany which creates potential for duplicate service. This route excludes the northern portion of the Hwy 99W corridor limiting travel for northern residents as well as southern residents interested in traveling north.

Route Specifics (Roundtrips)

- **Route Length:** 98 miles
- **Travel Time:** 146 minutes
- **Frequency:** Medium to High Frequency
- **Trips Per Day:** 4-8
- **Departure Rate:** Once every 161 minutes

Potential Terminal Locations

Eugene:
Santa-Clara Transit
Station

Albany:
Amtrak Train
Station

Route Stops

- Junction City
- Monroe
- Corvallis



Lane Area Commission on Transportation

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

Agenda Item 6

Officer Nominating Committee

Presenter

Denise Walters, LaneACT staff

Action requested

Establish Officer Nominating Committee.

Background

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

Summary Discussion

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

Attributes of LaneACT Chair/Vice-Chair:

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

Roles and Responsibilities of LaneACT Chair/Vice-Chair:

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

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

Attachments

None.



Lane Area Commission on Transportation

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

541.682.4283 (*office*)

Agenda Item 7

2024-27 STIP stakeholder engagement

Presenter

Amy Ramsdell – ODOT Commerce & Compliance Division Administrator

Action requested

No action required. Consider information presented and provide input.

Summary

The Oregon Transportation Commission (OTC) and ODOT staff are in the process of developing the 2024-27 Statewide Transportation Improvement Program (STIP). They have been providing updates to the ACTs and asking for input from stakeholder groups and the public.

At the August LaneACT meeting Erik Havig from the Policy, Data & Analysis Division provided a presentation describing the high-level investment strategy the OTC endorsed in July, and the funding challenges and competing priorities the OTC needs to consider in developing the STIP.

At the October 14 LaneACT meeting Amy Ramsdell from the ODOT Commerce & Compliance Division will discuss the preliminary funding scenarios that were presented to the OTC at their September 17 meeting.

Attached is the 2024-27 STIP September update that describes these scenarios. More detailed information about these scenarios will be provided after the OTC meets in October. (The OTC annual workshop is scheduled for October 22-23.)

Also attached is the final version of the LaneACT's response to the questions the OTC previously asked to help them develop the STIP. The LaneACT discussed and refined draft responses at the September 9 LaneACT meeting. LaneACT staff and Chair Syrett edited the responses after the meeting and transmitted the final version to the OTC on September 11.

Attachments

- A. 2024-27 STIP September update (2 pages)
- B. LaneACT responses to questions from the OTC, final version (4 pages)



Oregon Department
of Transportation

2024-2027 STIP September Update

Commission Starts Digging into Funding Options

At its September 17 meeting, the Oregon Transportation Commission continued to work through how to spend more than \$2 billion in money to preserve and improve the state's transportation system in the 2024-2027 STIP.

Public Input

Throughout the process we've asked for your input on how to distribute money within the different programs in the STIP by launching a public survey and seeking input from our advisory committees, including Area Commissions on Transportation and modal advisory committees.

The Commission's discussion included an overview of the [input to date from the public, advisory committees and stakeholders](#). After receiving dozens of comments from advisory committees, we reported that members expressed strong support for:

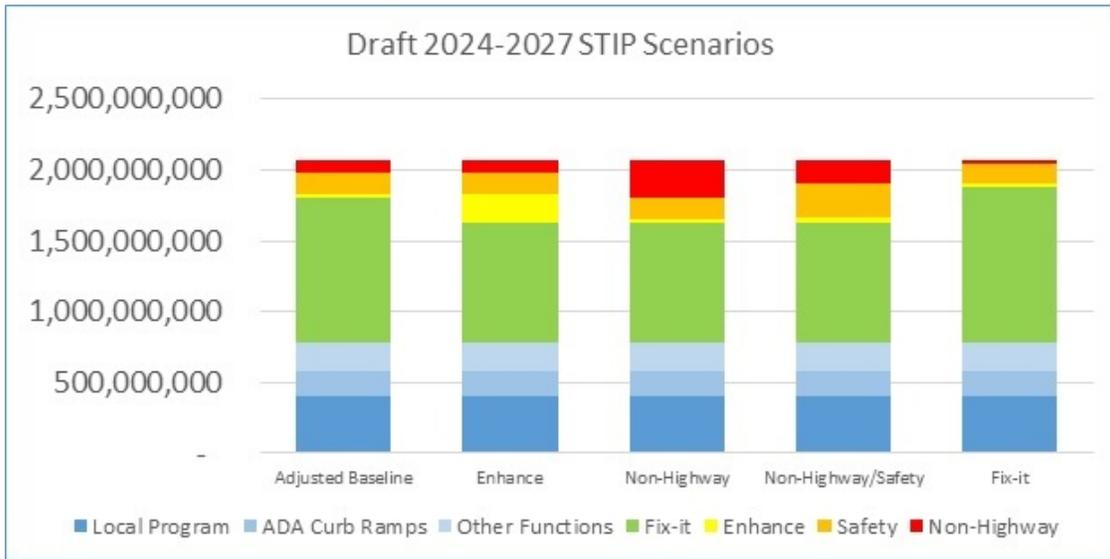
- Safety and Fix-It investments.
- Non-highway programs that advance equity, address climate and enhance accessibility and mobility for all.
- Investments to reduce congestion and help the economy.

The more than 800 people who responded to a survey about spending priorities expressed strong support for investments that protect environmental values, make seismic improvements, maintain roads and bridges and provide more transportation options.

Scenarios and Analysis

Based on feedback from the Commission and the public, we have developed a number of scenarios that show different options for allocating funding across transportation programs. The scenarios differ in how much they dedicate to different categories. For example, some put more money into Fix-It programs, while others dedicate more to safety or congestion relief or non-highway programs. We will evaluate these scenarios against a variety of criteria—including how well each scenario advances multimodal transportation options, improves congestion, benefits safety, advances equity, reduces carbon emissions and contributes to a state of good repair. ODOT will bring this analysis to the Commission in October for discussion.

(continued)



What's Next?

After bringing the analysis of the scenarios to the OTC, we will reach out again to get your input on the options for allocating funding by hosting an online open house and we will consult with our advisory committees.

The Commission will take your input into account when they make a decision about the funding allocation at their December meeting.

For More Information or to Submit Comments

The [background materials for the Commission's discussion are available online](#), and video of the Commission's discussion of the STIP is [available on YouTube](#), starting at about 4:33:30.

Members of the public can submit a comment on the draft STIP at any time through the [Commission's online form](#).

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Lane Area Commission on Transportation

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

541.682.4283 (office)

Transmittal

DATE: September 11, 2020

TO: Oregon Transportation Commission

FROM: Claire Syrett – LaneACT Chair

A handwritten signature in black ink that reads "Claire Syrett".

RE: Questions to inform development the 2024-27 STIP

Attached are LaneACT's responses to the questions ODOT staff provided to help the OTC in developing the 2024-27 STIP.

Because of the short timeframe for responding, we were not able to prepare responses in time for them to be included in the OTC agenda packet for the September 17 meeting. We're relying on ODOT staff to provide them to you for consideration in advance of the meeting.

The LaneACT met on September 9 to discuss and approve these responses. Unfortunately we didn't have a quorum. Many members were absent because of impacts on them personally due to the wildfires burning in the area. At least one member was evacuated from their home. Consequently, these responses were not formally approved by the LaneACT. They do not necessarily represent a consensus opinion of all the members.

We hope we will have additional opportunities to provide the OTC with input. If you haven't seen it already, please review the letter I sent to the OTC previously, dated August 26. It requests more data and analysis from ODOT staff to better inform our responses, and more time to provide more thorough responses.

Attached

LaneACT responses (3 pages) [break]

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Questions to inform development of the 2024-27 STIP

Responses from LaneACT – September 11, 2020

Question 1

What are the highest priority transportation needs for funding statewide, and how should the OTC allocate funding between modes of transportation and categories of funding to meet the state's goals?

Note: The different modes of transportation include: motorized vehicles (highways), bicycles and pedestrians, public transportation, rail, aviation.

RESPONSE:

The LaneACT believes all modes of transportation are important. Because we are so dependent on highways, maintaining the existing system is clearly important. However, because changes in the economy and society are affecting travel behavior, the LaneACT believes the state needs to rebalance its priorities. Making it easier to drive shouldn't necessarily be the top priority. There needs to be more investment in bicycle and pedestrian facilities, transit, and rail.

Question 2

How should the OTC allocate funding among Fix-It, Safety, and Highway Enhance programs to meet statewide goals and needs?

RESPONSE:

The LaneACT agrees the top priorities for the state should continue to be maintenance and preservation (Fix-It) of the existing system, and improvements to the existing system that address safety concerns. These were OTC priorities in previous STIPs. Because this consumes such a large portion of the budget, the LaneACT understands there is relatively little funding remaining for Highway Enhance. The LaneACT also understands that other programs that are important to the LaneACT (bike & ped, safe routes to schools, Active Transportation Leverage, and transit) are funded through the Non-Highway Program, which is not addressed in this question.

Question 3

How should the OTC target non-highway spending to address statewide goals and needs?

Note: Non-highway programs include (1) public transportation, (2) bicycle and pedestrian, and (3) transportation options. Transportation Options (T.O.) includes (a) public outreach and education to promote carpooling, vanpooling, biking, walking and transit options, and (b) managing the statewide ride matching database (Get There) to help people connect with carpools, vanpools and other travel options.

RESPONSE:

The LaneACT recognizes the importance of all these programs. Without data and analysis from ODOT staff it's difficult for the ACT to recommend program priorities or funding distributions. For instance, a gap analysis of some kind comparing the historical levels of investment to the unmet needs for each program would help inform the discussion. A benefit-cost analysis would also be helpful.

Denise – please see my added response below. I think members offered some responses at the recent meeting that could be put here.

Question 4

Given that transportation system needs exceed available funding, how would you recommend the OTC make tradeoffs when deciding how to allocate limited funding?

RESPONSE:

The LaneACT appreciates the difficult task the OTC has in making these complex funding decisions. As discussed in the response to the previous question, we assume ODOT staff will provide the OTC with data and analysis to help inform and simplify the decisions. The LaneACT could provide more meaningful input if this information was available now. We hope we will have another opportunity to comment when this information is available.

Several members of the Lane ACT advocated for reprioritizing funding new bike/ped/transit infrastructure over creating increased capacity on highway or major roadways. They cited the current extreme weather that lead to the fires burning nearby as evidence that climate change is impacting our communities now and transportation

planning needs to account for this new normal. They expressed a position that building more capacity for cars and trucks should not be set as the first priority. Instead other modes of transit should be prioritized first.

Additional comments

1. The Central Lane MPO (CLMPO) Metropolitan Policy Committee (MPC) recently submitted their responses to these same questions. A number of LaneACT members agreed with the feedback they provided to the OTC. The following is a summary of their key points:
 - Prioritize grant programs for local governments.
 - Prioritize Non-Highway funding. Re-establish the STIP Enhance Non-Highway funding category that was included in previous STIPs.
 - In addition to increasing the funding levels for Local and Non-Highway programs, the process of selecting projects should be more transparent and involve local stakeholders.
 - Be prepared for the possibility of additional federal funds being available instead of only being prepared for reductions. Determine in advance how potential additional funds will be used. This includes additional federal or state flexible funds, cost savings from other projects, and federal redistribution funds. Allocate these funds to Safety, Safe Routes to School (SRTS), and the Oregon Community Paths Program.
 - The short timeframe provided for responding to these questions is not sufficient for stakeholders to engage in and comment on what ODOT itself calls this “most important” phase in developing the new STIP.
2. Technology, the economy and society are changing rapidly. ODOT policies and practices don’t reflect these changes. Micromobility, for instance, is an emerging trend that isn’t addressed in ODOT plans and policies. In order to adapt, we need to make adjustments to the system. We can’t simply keep doing what we’ve always done.
3. Airports are important too. The state needs a dedicated funding source for aviation. Airports are critical infrastructure. They’re used for fighting fires and responding to other natural disasters.

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Lane Area Commission on Transportation

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

541.682.4283 (*office*)

Agenda Item 8

Safe Lane Coalition Safety Update

Presenter

Drew Pfefferle, LCOG, Safe Lane Coalition

Action(s) requested

Discuss progress and emerging opportunities of the Safe Lane Coalition which is the regional safety program supporting implementation of the Lane County and Central Lane MPO safety action plans

Background

In 2017, Lane County and the Central Lane Metropolitan Planning Organization collaborated on a regional safety planning effort that resulted in two integrated but distinct adopted safety plans. The plans developed a set of strategies to address the growing need to prioritize improving safety outcomes throughout our transportation system. One of the shared strategies was creating a regional safety program which is known as the Safe Lane Coalition. The Coalition now has members from several agencies and non-profit entities throughout Lane County.

Summary Discussion

The COVID-19 pandemic has introduced traffic safety challenges and opportunities. Reckless driving has increased dramatically since March, leading to a disproportionate number of speed-related crashes and fatalities. The Safe Lane Coordinator will share Coalition outreach and education efforts, including holiday DUII prevention, and invite the LaneACT to provide feedback about opportunities for expanding our reach.

The coalition is actively seeking new members and project ideas from all over Lane County. The project request form and more information about meetings can be found at

<https://safelanecoalition.org/>

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<p style="text-align: center;"><i>July 8, 2020</i></p> <ul style="list-style-type: none"> • Safe Routes to Schools Grants • Expedited Letters of Endorsement • Area Strategies Pilot 	<p style="text-align: center;"><i>August 12, 2020</i></p> <ul style="list-style-type: none"> • Safe Routes to Schools Grants • Area Strategies Pilot • Expedited Letters of Endorsement • Safety, diversity, equity, and inclusion 	<p style="text-align: center;"><i>September 9, 2020</i></p> <ul style="list-style-type: none"> • Area Strategies Pilot • Safety, diversity, equity, and inclusion • STIP 2024-27
<p style="text-align: center;"><i>October 14, 2020</i></p> <ul style="list-style-type: none"> • Area Strategies Pilot • MPO and Lane County Safety Plan Update • Establish Nominating Committee • 2024-27 STIP 	<p style="text-align: center;"><i>November 11, 2020</i></p> <ul style="list-style-type: none"> • Nominating Committee • ODOT ADA Program Update • Area Strategies Pilot 	<p style="text-align: center;"><i>December 9, 2020</i></p> <ul style="list-style-type: none"> • Area Strategies Pilot • Nominating Committee Report and possible election • HWY 99W Transit Study • Community Path Grant Program • STIF/STN Application Review
<p style="text-align: center;"><i>January 13, 2021</i></p> <ul style="list-style-type: none"> • Area Strategies Pilot 	<p style="text-align: center;"><i>February 10, 2021</i></p> <ul style="list-style-type: none"> • Area Strategies Pilot • ODOT Climate Office • Legislative concepts 	<p style="text-align: center;"><i>March 11, 2020</i></p> <ul style="list-style-type: none"> • Eugene-Florence Transit Update
<p style="text-align: center;"><i>April 14, 2021</i></p> <ul style="list-style-type: none"> • ODOT Social Equity Office 	<p style="text-align: center;"><i>May 12, 2021</i></p> <ul style="list-style-type: none"> • TBD 	<p style="text-align: center;"><i>June 9, 2021</i></p> <ul style="list-style-type: none"> • TBD

The topics listed are tentative and subject to change.



2020-2021

Future potential topics (schedule to be determined)

LaneACT Attendance 2020-2021

Stakeholder	JUL'20	AUG'20	SEP'20	OCT'20	NOV'20	DEC'21	JAN'21	FEB'21	MAR'21	APR'21	MAY'21	JUN'21
Coburg	A	X	A									
Cottage Grove	X	X	X									
Creswell	X	A	X									
Dunes City	A	A	A									
Eugene	X	X	X									
Florence	A	X	A									
Junction City	A	A	A									
Lowell	A	X	X									
Oakridge	A	X	A									
Springfield	X	X	X									
Veneta	X	X	X									
Westfir	A	A	A									
Lane County	X	X	X									
Port of Siuslaw	A	A	A									
Lane Transit District	X	X	X									
CTCLUSI	X	A	A									
ODOT Area 5	X	X	X									
Central Lane MPO	X	X	A									
Lane County TrAC	X	X	X									
Highway 126 E	X	X	A									
DS Trucking-vacant												
DS Rail	A	A	A									
DS Bike/Ped	X	X	X									
DS Envir LU	X	X	X									
OS - Eugene Organ	X	A	A									
OS - George Grier	X	X	A									
OS-VACANT (of Jan)												
OS - Shelley Humble	X	X	X									
OS - NOT UTILIZED												
TOTAL	17	19	14									



Lane Area Commission on Transportation

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

Membership 2020-21
Last Update August 20, 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	councilorfox@ci.coburg.or.us		
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	Evan MacKenzie City Planner	emackenzie@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				

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
	Alexis Biddle	alexis@friends.org	541.233.9001	454 Willamette Street, Suite 213 Eugene, OR 97405	Term Expires June 2023 or March 2024
2023 or March 2024 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				