



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

June 10, 2020
5:30 – 7:00 p.m.

ONLINE MEETING

Please join my meeting from your computer, tablet or smartphone.

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Access Code: 961-220-941

***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.*

A G E N D A

- | | |
|--|-------------|
| 1. Call to order (welcome and introductions) <i>Quorum = 16</i> | 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 May 13 meeting (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 (<i>please be brief</i>) | 5:50 |
| a. ODOT update | |
| b. Metropolitan Policy Committee update (minutes attached) | |
| c. Other member updates | |

- 6. LaneACT letters of support (*quorum required*)** **6:05**
Summary: Discuss need for expedited letters of support process for timely response to funding opportunities.
Presenter: Denise Walters, LaneACT staff
- 7. Veneta Safe Routes to School capital grant application (*quorum required*)** **6:20**
Action requested: Decide whether to provide letter of support.
Presenters: Denise Walters, LaneACT staff and Evan Mckenzie, Veneta Community Development Director
- 8. ODOT Area Strategies Pilot – scope of work** **6:35**
Action: Review and discuss scope and timeframe.
Presenter: Bill Johnston, ODOT
- 9. Port of Coos Bay — grant application follow up** **6:45**
Summary: Additional information about port infrastructure project endorsed at May 13 meeting.
Presenter: John Burns, Port of Coos Bay

Other attachments (for information only)

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

Upcoming meetings

- **June 19 – Steering Committee** (11:00 to noon) — ONLINE
- **July 8 – LaneACT** (5:30 to 7:30 pm) — ONLINE
- **July 17 – Steering Committee** (11:00 to noon) — ONLINE
- **August 12 – LaneACT** (5:30 to 7:30 pm) — TBD

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.

MAY 2020 -- M I N U T E S

Lane Area Commission on Transportation (LaneACT)
Oregon Department of Transportation –Area 5 office
2080 Laura Street, Springfield, OR
The meeting was held via teleconference

May 13, 2020
5:30 p.m.

PRESENT: Claire Syrett, Eugene, Chair
Jeff Gowing, Cottage Grove, Vice Chair
Misty Inman, Creswell
Joe Henry, Florence
Mark Crenshaw, Junction City
Kathy Holston, Oakridge
Sean VanGordon, Springfield
Calvin Kenney, Veneta
Heather Buch, Lane County
Don Nordin, Lane Transit District (LTD)
Chief Warren Brainard, Confederated Tribes
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
Laughton Elliott-Deangelis, Bicycle & Pedestrian Designated Stakeholder
Shelley Humble, Other Stakeholder
George Grier, Other Stakeholder
Eugene Organ, Other Stakeholder.

ABSENT: Coburg, Dunes City, Lowell, Westfir; Port of Siuslaw; Highway 126 East; and Patrick Kerr, Rail Designated Stakeholder.

OTHERS: Bill Johnston, ODOT; Madeline Phillips, City of Creswell; Rob Inerfeld, City of Eugene; Emma Newman, City of Springfield; Sasha Vartanian, Lane County; Denise Walters, Lane Council of Governments (LCOG); Aurora Jackson, LTD; and Helen Kennedy, public.

1. Call to Order (Welcome and Introductions)

Chair Claire Syrett called the Lane Area Commission on Transportation (LaneACT) meeting to order at 5:31 p.m. She identified those attending the meeting via teleconference.

2. Review Agenda – Additions or Deletions

No changes were suggested for the agenda.

3. Consent Calendar

a. Approve minutes from March 11, 2020 meeting

Consensus: The March 11, 2020 minutes were approved as submitted.

4. Comments from the audience

No members of the public wished to offer public comment at the time. Later in the meeting Helen Kennedy identified herself as someone who wanted to learn more about LaneACT as she was possibly interested in applying for membership on the Commission.

5. Announcements and information sharing

a. ODOT Update

Ms. Brindle announced the Oregon Transportation Commission (OTC) planned to meet on May 14, 2020. One topic for discussion was the 2020 Investment Strategy Update. Updating the Investment Strategy was a prelude to the 2024-27 Statewide Transportation Improvement Program (STIP) process. Due to Covid-19 virus, outreach to ACTs had been delayed.

Ms. Brindle explained OTC meeting dates and locations had changed. The June meeting was cancelled. The July 16-17 meeting was to be held in Salem via teleconference. She encouraged people to watch the meetings on YouTube (<https://www.YouTube.com/user/oregondot>).

Ms. Brindle also shared the ODOT Executive Team had added a Climate Office Manager, Amanda Pietz. Given that telecommuting helped reduce greenhouse gas emissions, Ms. Brindle had asked Ms. Pietz if ODOT would consider more virtual work environments in the future even after people could return to the office. In response, Ms. Pietz said ODOT was leaning towards more telecommuting as productivity during the pandemic had been strong.

Councilor VanGordon concurred that telecommuting helped greenhouse gas reduction. He suggested ODOT gather a bigger data set in order to determine the long term impact of changing work methods.

Councilor Kenney observed telecommuting had been productive at his work place, too.

Mr. Zako expressed support for Amanda Pietz' appointment.

Subsequently, Ms. Brindle announced there was \$19.2 million available over a three-year period for Oregon Community Paths Program grants. Grant funds could be used for project development, construction, reconstruction, major resurfacing or other improvements of multiuse paths that improve access and safety for people walking and bicycling. ODOT was encouraging two types of networks—critical bike/ped links within communities and regional paths to connect communities. Letters of interest were due in October and the applications were to be processed from November through January 2021.

b. Metropolitan Policy Committee Update

Mr. Thompson said the April and May MPO meetings were brief. The three main topics discussed were the MPO's Unified Planning Work Program, the FY21-24 Metropolitan Transportation Improvement Program, and Air Quality Conformity Determination. They also discussed the Eugene-Springfield BUILD grant application and the Port of Coos Bay's Port Infrastructure Development Program grant application.

c. Other member updates

Mayor Henry gave an update the ReVision Florence Streetscape Project. It was almost completed and he was very pleased with the outcome. He thanked ODOT and Lane County for partnering with the City of Florence. Later in the meeting, Mayor Henry invited people to view a virtual Florence Rhododendron Festival Parade via Facebook on May 17, 2020.

Mr. Nordin detailed the impact of Covid-19 on LTD. They had lost about two-thirds of their ridership. There were fewer routes and those remaining operated six days a week on an enhanced Sunday schedule. They had implemented many safety measures, including limiting the number of people in a bus. Layoffs and furloughs had occurred. The money LTD had received as part of the federal Coronavirus Aid, Relief, and Economic Security (CARES) Act was insufficient. Mr. Nordin expressed doubts as to if the service could rebound to prior levels.

Junction City Mayor Crenshaw discussed the traffic dividers ODOT had recently installed between Junction City and Eugene on Highway 99. He described a recent serious automobile accident and credited the improvements to keeping the accident from impacting drivers going the other direction.

Commissioner Buch said Lane County had submitted the information required to be considered for Phase One of the Governor's Reopening Plan. Her announcement was expected soon.

Mr. Elliott-Deangelis discussed recent changes in the Safe Routes to School (SRTS) program. Although School District coordinators had not been furloughed, most of SRTS support team housed at LTD had been laid off. They were working on alternatives for the grant administration function. Mr. Thompson added LCOG staff had been working with LTD, ODOT, and other partners to preserve Point-to Point and the SRTS programs.

Mr. Zako reminded people May was national bike month. Although organized rides were canceled, there was a Facebook panel discussion planned for Friday, May 15, 2020, at 5:30 p.m.

6. Eugene-Springfield BUILD grant application

City of Eugene Transportation Planning Manager Rob Inerfeld gave a Powerpoint presentation entitled *Franklin Boulevard Opportunity Zone Corridor*. He began by describing the federal Better Utilizing Investments to Leverage Development (BUILD) grant program. The cities of Eugene and Springfield were co-applying for a \$25 million grant. Mr. Inerfeld described the existing conditions on Franklin Boulevard, including the recently completed project in Springfield and the challenges remaining for multi-modal services (bicycles, pedestrians, and LTD's EmX route). He detailed the transportation facilities being proposed, including roundabouts, pedestrian crossings, protected bike lanes, and an additional EmX lane. Mr. Inerfeld stressed the environment created after the project was completed would be conducive to the walkable, mixed-use neighborhoods desired by both cities. He noted roundabouts made intersections safer and kept traffic flowing.

Councilor Syrett said the Eugene City Council was very supportive of the designs and engineering proposed. She concurred that roundabouts were safer and more efficient.

City of Springfield Transportation Planner Emma Newman thanked all for their support of the grant application.

On a related topic, Mr. Nordin asked about the status of the Moving Ahead project. Mr. Inerfeld explained the project, which was looking at five corridors as potentially having EmX or enhanced bus service, had been put on hold due to Covid-19. He thought potentially in the fall discussions on which kind of service and how the corridors were prioritized would resume.

Mr. Zako said the Better Eugene Springfield Transportation (BEST) organization supported the project. He shared the stretch of roadway, originally part of the US99 Pacific Highway, needed to be redesigned to better serve the communities' future.

When Councilor Syrett asked if anyone objected to LaneACT providing a letter of support, no one expressed any concerns.

Consensus: Approve LaneACT's endorsement of the Eugene-Springfield BUILD grant application.

7. Port of Coos Bay Port Infrastructure Development Program grant application

Patrick Kerr was on the conference call but was unable to get his microphone to work to comment. The specifics of the grant application were included in the agenda packet. She reminded Commission members the Port of Coos Bay had been working very hard in recent years to rebuild the capacity of the Coos Bay railroad.

When Mr. Zako had questions about the source of the grant funds, Ms. Walters was unsure. She offered to arrange for Mr. Kerr to present more information on the project at a future meeting. Mr. Zako noted he had no objections to the proposed letter of support but wanted to know more.

Commissioner Buch said the Board of County Commissioners had approved a letter of support yesterday as part of their consent calendar.

After Councilor Syrett asked if anyone objected to LaneACT submitting a letter of support, none were raised.

Consensus: Approve LaneACT's endorsement of the Port of Coos Bays grant application to the Port Infrastructure Development Program.

8. ODOT Area Strategies Pilot

Mr. Johnston said ODOT had selected a consulting team comprised of Kittleson & Associates and JLA Consulting. They were working to develop the scope of work. There would be slightly different processes for the two ACTs engaged in the pilot program (LaneAct and the Northeast ACT). He anticipated the process would begin late June or July. Some of the work would be done by subcommittees but all final decisions would be made by the full group. The goal was to complete the pilot project within a year.

Ms. Brindle added there was also a project management team envisioned. She emphasized both ACTs would have input on the draft report before it was finalized.

Mr. Zako expressed enthusiasm about doing the pilot process. When he raised the issue of how Covid-19 impacted the transportation system, Councilor Syrett agreed the topic needed to be folded into the pilot process.

13. Adjournment

Councilor Syrett noted the Steering Committee meetings Friday May 22, had been moved to third Friday of the month. All LaneACT members were welcome. The next LaneACT meeting was scheduled for June 10, 2020 meeting via teleconference. She then adjourned the meeting at 6:39 p.m.

(Recorded by Beth Bridges)

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MINUTES

Metropolitan Policy Committee
Virtual Meeting via Zoom

May 7, 2020
11:30 a.m.

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

Brenda Wilson, Paul Thompson, Kelly Clarke, Ellen Currier, Dan Callister, Syd Shoaf (Lane Council of Governments); Rob Inerfeld (City of Eugene) Emma Newman, Tom Boyatt, Neil Laudati (City of Springfield); Jeff Kernen (City of Coburg); Sasha Vartanian (Lane County); Andrew Martin (Lane Transit District); Bill Johnston (Oregon Department of Transportation); Patrick Kerr (Port of Coos Bay); Webb Sussman (community member).

WELCOME, CALL TO ORDER AND INTRODUCTIONS

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

APPROVE APRIL 2, 2020, MEETING MINUTES

Mr. Pishioneri, seconded by Ms. Vinis, moved to approve the April 2, 2020, minutes as presented. The motion passed unanimously, 10:0.

ADJUSTMENTS TO THE AGENDA/ANNOUNCEMENTS FROM MPC MEMBERS

Mr. Thompson noted that the agenda had been adjusted to add a letter of support for the Port of Coos Bay grant proposal. He noted that an email regarding a question about the Port of Coos Bay agenda item had been received and would be addressed during discussion of that item.

COMMENTS FROM THE AUDIENCE

There was no one wishing to speak.

METROPOLITAN PLANNING ORGANIZATION (MPO) ISSUES

Central Lane MPO Unified Planning Work Program (UPWP) Addendum and Funding

Mr. Thompson said the document had been presented to the MPC at its April meeting and a public hearing was held. No comments were received during the 30-day public comment period. The final version had a slight update to the local match in the amount of approximately \$1,000 and some additional language about the local agency certification program requested by the Oregon Department of Transportation (ODOT). There were no other changes to the document. He said ODOT was continuing to coordinate with

MPOs to assure the amounts for next year's funding are correct. He said approval of the resolution adopting the UPWP was requested; however, some technical corrections to the federal funding amounts might be necessary in the future if ODOT indicates the number had changed.

Mr. Pishioneri, seconded by Mr. Smith, moved to approve Resolution 2020-02 adopting the Central Lane MPO UPWP Addendum and programming funding. The motion passed unanimously, 10:0.

Central Lane MPO FY21-24 Metropolitan Transportation Improvement Program (MTIP) and Air Quality Conformity Determination (AQCD)

Mr. Thompson said both draft documents were presented at the MPC's April meeting and public hearings were held. No comments were received during the 30-day public comment period. The agenda packet materials listed revisions to both documents made during the past month. The revisions were not substantive and only corrected details or clarified language. Staff recommended approval of resolutions adopting both documents.

Mr. Pishioneri, seconded by Mr. Berney, moved to approve Resolution 2020-03 adopting 21-24 MTIP and Resolution 2020-04 adopting AQCD. The motion passed unanimously, 10:0.

Letter of Support for Oregon International Port of Coos Bay Grant Proposal

Mr. Thompson said a request for the letter of support was received on May 4, 2020 and he distributed information about it and a draft letter of support to MPC members via email. He read a question from a member of the public, Webb Sussman, about the intended use of improvement money for the rail line to make rail shipping attractive enough to take truck traffic off Hwy 101. Mr. Sussman questioned whether rail speeds of five to ten miles per hour would accomplish that and asked if the improvements would raise the average speed of the trains above ten miles per hour for any significant length of the trip.

Mr. Kerr said the proposed grant alone would not raise the track speed, but without having a tie and surfacing program that could not be achieved. He provided background on tunnel and bridge improvement projects and said the tie and surfacing project would strengthen the roadbed so track speeds could be raised to Class 2, which was about 20 miles per hour. He said that would not encompass the entire length of the railroad because there were some bridge replacements that needed to be done, but it would create long stretches of 20 miles per hour track.

In response to a question from Ms. Lundberg, Mr. Kerr confirmed that the repairs were necessary for the line to be operational.

Mr. Berney asked whether it was realistic, and the cost and timeframe if knowable, to bring the railroad up to a speed that would displace truck traffic on the highway. Mr. Kerr said track conditions and Federal Railroad Administration (FRA) standards drove track speed. If the track speed was raised above 25 miles per hour dispatchers were required to govern traffic. He said currently customers were using rail instead of trucks from the Greenhill reload facility to the coast.

Mr. Sorenson asked if studies had been done on the issue of whether freight would be taken off highways or roads as a result of improvements to the railroad. Mr. Kerr said there were 134 miles of track in total, with more than 70 of those in rural Lane County. Historically the railroad ran between 2,500 and 5,000 cars per year until the line was shut down. Operations resumed in 2014 with about 2,400 rail cars, with up

to 7,500 rail cars through 2016-17. Those numbers began to fall as issues with bridges increased and Georgia Pacific, representing two-thirds of the line's business, left the area. Currently between 4,000 and 5,000 cars were operated on the line, displacing approximately 3.5 trucks per car. If rail service was not available about 75 trucks per day would be added to the corridor.

Mr. Pishioneri, seconded by Mr. Smith, moved to approve the letter of support for the Oregon International Port of Coos Bay grant proposal. The motion passed unanimously, 10:0.

Follow-up and Next Steps

- **ODOT Update**—Ms. Brindle reported that the eastbound Delta Highway ramp to southbound Interstate 105 was fully opened. She announced a new funding program called Oregon Community Path Program using state and federal funds for off the roadway biking and pedestrian projects. She said the program would include two types of paths: critical links connecting schools with downtowns, shopping areas and jobs; and regional paths between communities. She listed activities that could be funded and entities eligible to apply for the funds. A letter of interest would be issued in October 2020, with applications due between November 2020 and January 2021. She would provide more information when it was available.
- **MTIP Administrative Amendments**—There were no questions.

Ms. Lundberg adjourned the meeting at 11:56 a.m.

(Transcribed by Lynn Taylor)

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Lane Area Commission on Transportation

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

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Agenda Item 6

**Expedited letters of endorsement
(quorum required)**

Presenter

Denise Walters, LaneACT Staff

Action requested

1. Decide whether to create an expedited process for letters of endorsement requests.
2. If the answer is yes, discuss or decide on an expedited process for letters of endorsement.

Summary

Several funding opportunities operate on tight timelines often allowing one month from release of notice to submittal deadline. Additionally, several resources related to the COVID-19 pandemic have operated on a first come, first serve basis. As recovery efforts are likely to take some time and in the hopes of additional opportunities for funding and other resources emerging, Lane ACT may want to consider an expedited process for letter of endorsement requests in order to attract as many resources as possible to Lane County.

Staff reviewed the LaneACT Bylaws to identify a possible approach to an expedited process. Use of an ad hoc committee as referenced in Bylaw Section V.C. appears to be a path forward. The only limitation on ad hoc committees identified is they cannot be used to make policy decisions.

V. OPERATION

C. Committees

LaneACT may establish a Steering Committee. The Steering Committee shall consist of the Chair, Vice-Chair, the ODOT Area 5 Manager and up to five (5) other primary voting members of LaneACT elected by the voting members of LaneACT. Duties of the Steering Committee include development of meeting agendas, development and monitoring of a Work Plan, and mentoring of new members.

LaneACT may form other standing or ad hoc committees as needed, for example, a Technical Advisory Committee. Committees may develop options and make recommendations, but policy decisions must be made by the voting members of LaneACT.

Providing a letter of endorsement is a policy decision. To date most requests of LaneACT have been to support funding for a project, but could include other requests such as endorsing a policy platform.

Since provision of a letter of endorsement is a policy decision, two potential paths forward are:

- Establish an exception in the Bylaws to the use of an Ad Hoc Committee for the purpose of a policy decision to provide a Letter of Endorsement, and establish the process for use of that Committee (see below).
- Delegate the authority to sign a Letter of Endorsement to the LaneACT Chair when:
 - Timing does not permit consideration by the full ACT, or Ad Hoc Committee (should that option be established);
 - Endorsement by the ACT is consistent with previously established positions of the ACT; and
 - Other criteria set forth in an expedited process protocol.

A draft protocol (Attachment A) for the use of an Ad Hoc Committee is included for consideration and discussion. Utilization of the Steering Committee is proposed because it is a standing committee and either the Chair or Vice-Chair will be required to sign any letters of endorsement. The draft process includes notice to the full LaneACT of requests so any member can sit in on discussions, provides for any member to ask the request be heard by the full LaneACT for determination, outlines some minimal points of consideration, requires notice to the full LaneACT of any determinations made by the Letters of Endorsement Committee, among other procedural elements.

Attachment B is a draft of how the Bylaws may be amended to accommodate an expedited letter of endorsement process through an ad hoc committee. Inclusion of the draft does not pre-suppose any decision by LaneACT, but is provided simply to illustrate the potential extent of changes to the Bylaws.

Attachments

- A. Draft expedited protocol for letters of endorsement
- B. Draft Bylaw amendment



Lane Area Commission on Transportation

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541.682.4283 (*office*)

EXPEDITED LETTER OF ENDORSEMENT PROTOCOL

Adopted XXXX XX, 2020

- I. In 2011 LaneACT adopted a Letter of Endorsement Protocol.
- II. On Xxxxx XX, 2020, LaneACT determined in some instances an expedited process might be necessary. Such instances include but are not limited to funding opportunities with an application timeline of one month or less, first come first serve opportunities (many of which are characteristic of COVID-19 response and recovery funds), or absence of quorum when continuing the discussion to the following meeting fails to meet submittal timelines.
- III. When an expedited process is warranted, the Steering Committee shall serve as an ad hoc Letters of Endorsement Committee. Letters of Endorsement are policy decisions; and therefore, the Letters of Endorsement/Steering Committee can provide letters of support on behalf of LaneACT, under the newly revised Bylaw exception allowing for this.
- IV. Anyone seeking an expedited letter of endorsement shall provide the same information required of the standard process set forth in the 2011 Letter of Endorsement Protocol as well as any other information requested by the Steering Committee in its capacity as the Letters of Endorsement Committee.
- V. Ideally anyone seeking an expedited letter of endorsement should do so at least two weeks in advance of submittal deadline. The expedited letter of endorsement process shall generally be implemented on a two-week timeline. However, submittal of request consistent with the two-week timeline may not always be possible. In such cases, anyone seeking an expedited letter of endorsement shall do so at least three working days prior to the submittal deadline; and shall include reason why the two-week timeline could not be achieved.
- VI. The Letters of Endorsement Committee shall, at a minimum, consider the following when determining whether the request should be considered by the full LaneACT:
 - A. The project demonstrates a clear benefit;
 - B. There is general confidence the project will be successfully implemented if awarded;
 - C. There is no apparent need to rank proposals should more than one proposal from Lane County be submitted;
 - D. Endorsing more than one project from Lane County has no apparent negative impact on projects' competitiveness; and

- E. No LaneACT member has requested the full LaneACT make the determination.
- VII. The Letters of Endorsement Committee shall, at a minimum, consider the following when determining whether to provide a letter of endorsement:
- A. The project is consistent with community, regional, and/ or State goals, policies, plans, and/or current discussions, efforts, or initiatives;
 - B. The proposal is not inconsistent with any previously established positions of the LaneACT;
 - C. The project is aligned with the funder’s criteria; and
 - D. Sufficient information has been provided with which to make a determination.
- VIII. When the Letters of Endorsement Committee receives a request:
- A. Notice of the request shall be provided to the full LaneACT.
 - B. Notice of all meetings of the Letters of Endorsement Committee shall be provided to the full LaneACT.
 - C. Meetings of the Letters of Endorsement Committee shall be open to all members as are the Steering Committee meetings.
 - D. Only the members of the Letters of Endorsement Committee can issue a determination on whether to provide a letter of endorsement unless the request is forwarded to the full LaneACT.
 - E. The Letters of Endorsement Committee shall update the full LaneACT of any activities occurring between meetings of the full LaneACT.
 - F. Those requesting letters of endorsement may or may not be invited to make a presentation to the full LaneACT.



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POTENTIAL BYLAW EDITS
Expedited Process for Letters of Endorsement

V. OPERATION

C. Committees

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LaneACT may form other standing or ad hoc committees as needed, for example, a Technical Advisory Committee. Committees may develop options and make recommendations, but policy decisions must be made by the voting members of LaneACT. The Letters of Endorsement ad hoc committee is an exception to this limitation in order to provide an expedited letter of endorsement process when circumstances prevent the full body of LaneACT voting members from making a decision within the required timeline.

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541.682.4283 (*office*)

Agenda Item 7

**Letter of endorsement request – Veneta Safe Routes to School
(*quorum required*)**

Presenter

Denise Walters, LaneACT Staff

Action requested

Decide whether or not to provide a letter of support for Veneta’s Safe Routes to Schools (SRTS) capital project grant application.

Summary

Veneta Elementary School serves the entire City of Veneta, but many of the homes closest to the school have no pedestrian or bicycle access to it. The current condition of East Hunter Road is dangerous with no curb, gutter, provisions for pedestrian or bicycle travel, or fog line and open drainage ditches. The proposed project will construct a “complete street” for approximately 2,000 linear feet, all within existing right-of-way (ROW). The upgraded street will feature six (6) foot bike lanes, rain gardens for stormwater detention, five (5) foot sidewalks and ADA pedestrian ramps at all intersections. Although a small number of residential properties have frontage on Hunter Road, the connectivity provided from the proposed project will gain bicycle and pedestrian access to the school for an additional 100+ homes.

The project will address a critical missing link in the transportation system and allow children along the route and further afield to access Veneta Elementary School without a car. The connection will also link residents to City Park, Community Pool and downtown Veneta. The East Hunter Road project is estimated to cost +/- \$2,355,000 of which \$500,000 is requested from Safe Routes to Schools funds. The City already has dedicated funds to cover the remaining costs.

The East Hunter Road project meets all of the SRTS criteria. The project is included in the City’s Transportation Plan, within one mile of a school, is within existing public ROW, will include a local cash match, and has the support of the Fern Ridge School District. The City and District will work together to provide outreach to the community.

Attachments

- A. Existing and proposed East Hunter Road conditions
- B. Draft letter of support

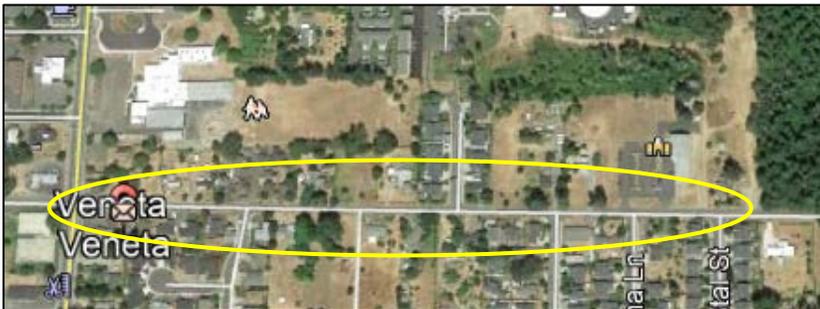
Attachment A – Existing and Proposed Conditions – East Hunter Road



E Hunter Road

Existing conditions

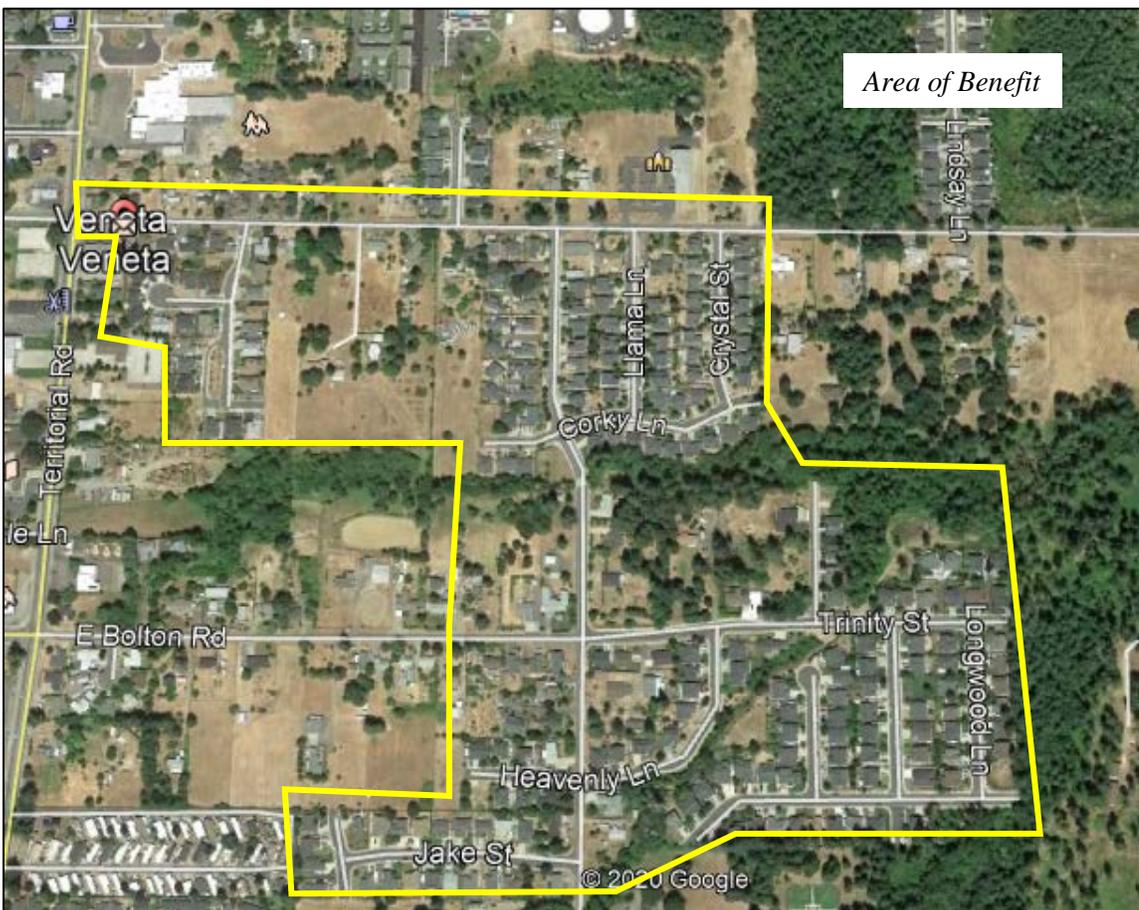
Note pedestrian walking inside travel lane.



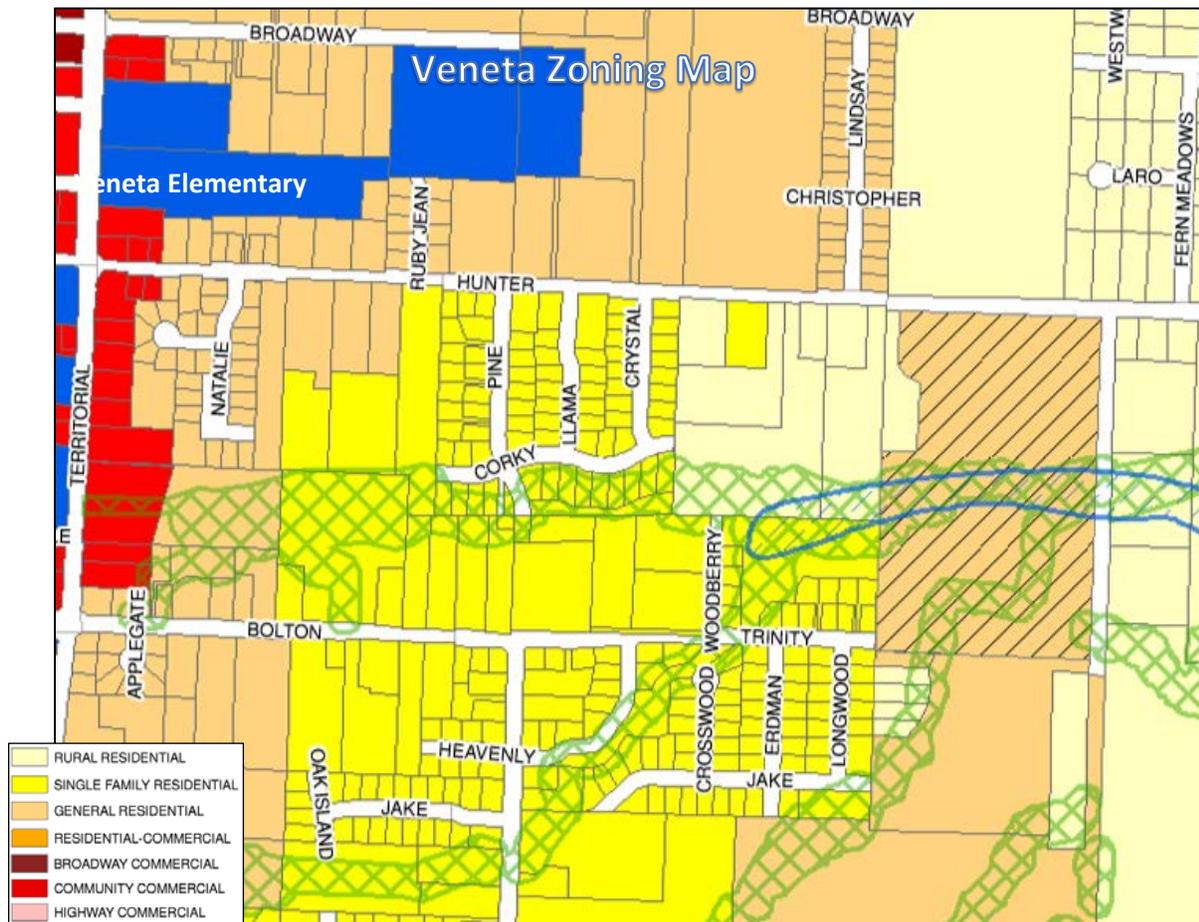
Area of improvement – Territorial Hwy to Crystal Street, approx. 2,000 feet

Veneta Elementary School is at top and left in this image and the one below.

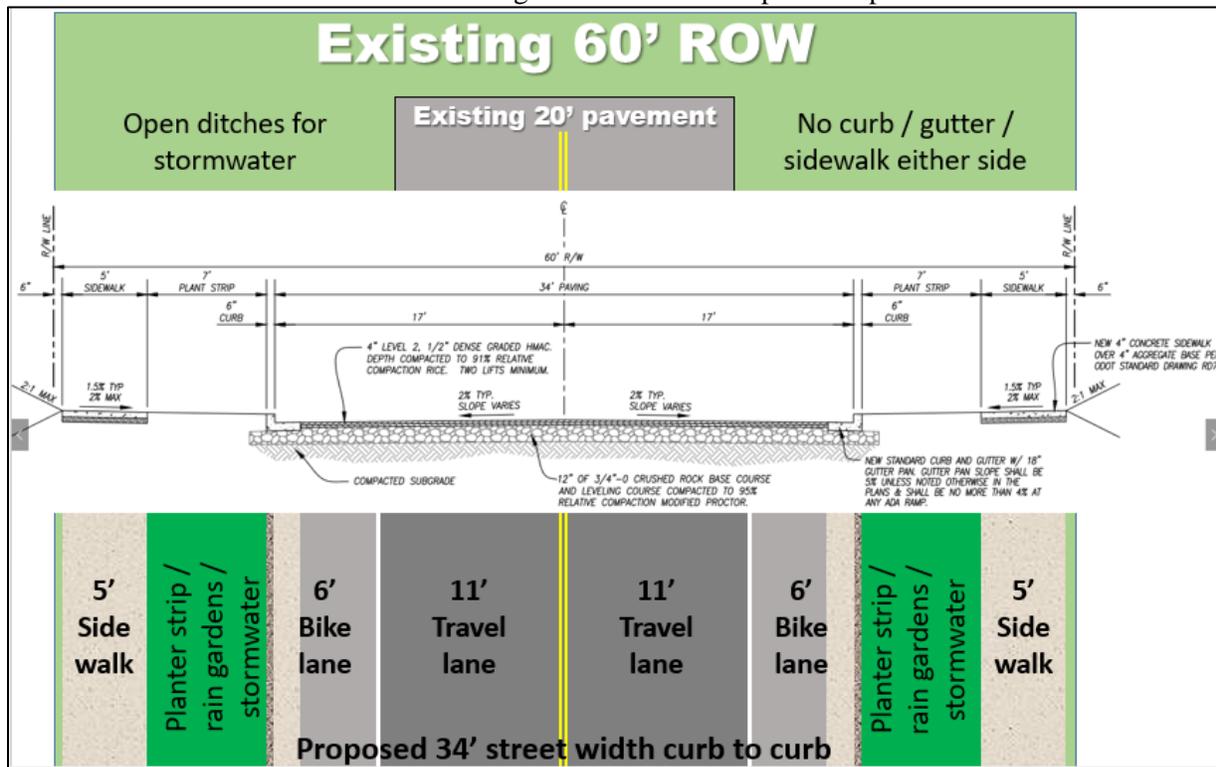
All undeveloped land is zoned Residential (see Zoning map excerpt next page)



Area of Benefit



E Hunter Road – Existing Conditions and Proposed Improvements





June 3, 2020

Dear Grant Review Committee:

The Lane Area Commission on Transportation is pleased voice support of the City of Veneta's Safe Routes to School grant application to improve East Hunter Road. We understand the proposed improvements will close a significant gap in the City's multimodal transportation network, enabling residents to access Veneta's Elementary School on foot or by bike. The project leverages existing improvements to the south, establishing a network that will allow and encourage people of all ages and abilities to reach Veneta Elementary without driving. Multimodal access to schools is a key piece of infrastructure in the toolbox for improving attendance. A student's attendance rate is a strong predictor of positive outcomes. Multimodal access allows students to get themselves to school if needed; thus, removing a barrier and benefitting generations to come.

Veneta's efforts to increase transportation options, physical activity, and safety for children, while reducing traffic counts and vehicle miles travelled improves community quality of life in multiple ways. The benefits of this project go beyond access to Veneta Elementary School, as an improved E Hunter Road will also enable people to walk or ride to City Park, Community Pool, Territorial Park (including the City's skatepark), the Fern Ridge Library and downtown Veneta.

Thank you for your time in considering Veneta's Safe Routes to School grant proposal. We look forward to seeing people walking and riding safely on East Hunter Road.

Respectfully,

Claire Syrett,
LaneACT Chair

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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

ODOT Area Strategy Pilot – scope of work

Presenter

Bill Johnston, ODOT Area 5 Planner

Action requested

No action required. Review and discuss scope of work and timeframe for proceeding.

Summary

ODOT has selected two ACTs to participate in the pilot effort: the LaneACT and the NEACT. ODOT has hired a consulting team comprised of Kittelson and JLA to assist. These are well-respected firms that ODOT and many local governments in the area have worked with.

The contract will be finalized in early June. Work will begin in late June or July. 10-12 months will be required to complete the project. The SOW outlines slightly different processes for the two ACTs. It recognizes each area is different. It's not a one size fits all approach.

A high-level project management team (PMT) comprised of staff from ODOT and the consultant's project managers will oversee the contract for both areas (LaneACT and NEACT). A local PMT comprised of at least one member of the LaneACT Steering Committee and LaneACT support staff will organize the effort to develop the LaneACT strategy.

A LaneACT subcommittee will be established to provide focused input on certain topics. The full ACT will also provide input and make all final decisions. There will be 8 or 9 workshops – half with the subcommittee and half with the full ACT. Because of COVID-19 restrictions, some meetings will be conducted virtually by teleconference.

The final product will be a report describing the LaneACT's priorities for this area in terms of the broad categories of investment the OTC will consider in developing the next STIP. The report will also include a list of specific high-priority projects.

The report will be presented to the OTC to inform their decisions. They will not formally adopt it. The report may also be useful to other policy makers who have influence over transportation funding.

Attachments

The scope of work will be sent by email prior to the meeting (if the contract has been finalized).

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Lane Area Commission on Transportation

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

Agenda Item 9

Port of Coos Bay rail infrastructure project

Presenter

John Burns, International Port of Coos Bay

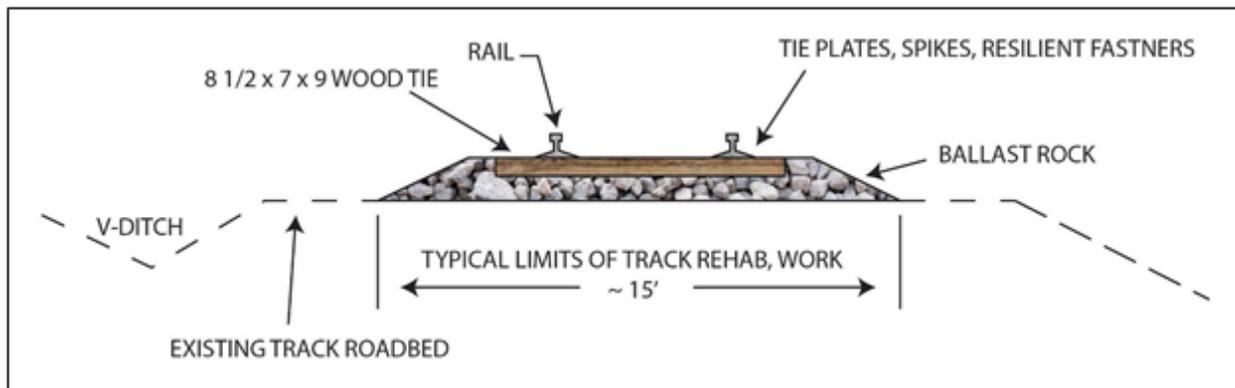
Action requested

Discussion.

Summary

The Port owns and operates CBRL Inc., a 134-mile short line railroad which has served the State and Nation for over 100 years as the only freight rail connection from southwestern Oregon to the National Railway Network via the Union Pacific yard in Eugene, Oregon. The line serves as a cost-effective transportation option for 8 primary shippers which employ approximate 800 people with family wage jobs and ship an estimated \$250 million in goods to and from a tri-county rural region. As an economically disadvantaged region, maintaining safe, reliable and consistent freight rail service is paramount to retaining existing jobs as well as attracting new business.

The Oregon International Port of Coos Bay (Port) is seeking a grant from the US Department of Transportation through the Port Infrastructure and Development Program (PIDP) for \$10 million to rehabilitate and replace railroad crossties and resurface the line. Between Eugene and Coos Bay we will replace about 64,000 railroad cross ties, an average between 500-600 per mile along 110 miles of main line track and 9 miles of spurs, sidings and yard tracks along the line. We will also use about 47,000 tons of ballast (rock) about 400 tons per mile that will be tamped, lined and resurfaced using mechanical tampers and regulators after the ties are replaced. We estimate of the 420,000 ties along the railroad, 320,000 ties need to be replaced. Phase II represents about 20% of those ties. The following graphic represents tie replacement components.



The proposed project will serve to replace a significant number of railroad crossties and resurface 119 miles of track along the CBRL, improving the overall integrity and long-term viability of its rail infrastructure. Many of the existing ties on the track were installed as many as 40-50 years ago, greatly exceeding their recommended useful life. Tie and surfacing work is critical to ensure capacity on the line, remove existing slow orders, increase safety and reliability, decrease train travel time, and reduce roadway congestion. The benefits listed above will improve the multi-modal transportation network in the region while preserving a west coast freight option that provides connectivity to a deep-water harbor at the Oregon International Port of Coos Bay.

This project will build on repairs and rehabilitation efforts completed nearly a decade ago through a TIGER II grant to return the line to service following a three-year closure. The Port's PIDP proposal aims to continue efforts to improve track infrastructure which will ensure the safety and longevity of the line in meeting current and future regional transportation demands.

Attachments

A. None

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	X		A	
Cottage Grove		X	X		X	X		X	X		X	
Creswell		X	X		X	X		X	X		X	
Dunes City		A	A		A	A		X	X		A	
Eugene		X	X		X	X		A	X		X	
Florence		A	X		X	X		X	X		X	
Junction City		A	A		A	A		A	A		X	
Lowell		X	X		X	X		X	X		A	
Oakridge		X	A		A	X		X	X		X	
Springfield	R	X	A	R	X	X	R	X	X	R	X	
Veneta	E	X	X	E	X	X	E	X	X	E	X	
Westfir	C	A	A	C	A	A	C	A	A	C	A	
Lane County	E	X	X	E	X	X	E	A	X	E	X	
Port of Siuslaw	S	A	A	S	A	A	S	A	A	S	A	
Lane Transit District	S	X	X	S	X	X	S	X	X	S	X	
CTCLUSI		A	X		X	X		X	X		X	
ODOT Area 5		X	X		X	X		X	X		X	
Central Lane MPO		X	X		X	X		X	X		X	
Lane County TrAC		X	X		X	X		X	A		X	
Highway 126 E		X	X		X	A		X	X		X	
DS Trucking		A	A		A	A		A	A		A	
DS Rail		X	A		X	X		A	X		X	
DS Bike/Ped		X	X		A	A		A	X		X	
DS Envir LU		X	X		X	A		X	X		X	
OS - Eugene Organ		X	A		X	A		A	A		A	
OS - George Grier		X	X		A	X		X	X		X	
OS-VACANT (of Jan)		X	A		A	A		A	A		A	
OS - Shelley Humble		X	A		X	X		X	X		X	
OS - NOT UTILIZED												
TOTAL	No Meeting	22	17		19	18		18	21		21	

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Lane Area Commission on Transportation

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

Membership 2019-20
Last Update 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
	Alexis Biddle	alexis@friends.org	541.233.9001	2244 Alder Street 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				