



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

August 12, 2020
5:30 – 7:00 p.m.

ONLINE MEETING

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

<https://us02web.zoom.us/j/88444670938?pwd=YmFhZig4aGZrZlI5SHR2Nm1wZjMvQT09>

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Meeting ID: 884 4467 0938

Passcode: 129436

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 |
- The following items are considered routine and will be enacted in one action by consensus, without any discussion. If discussion is desired, that item will be removed from the consent agenda and considered separately.*
- a. Approve minutes from July 8th 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 (please be brief) | 5:50 |
| a. ODOT update | |
| b. Metropolitan Policy Committee update (minutes attached) | |
| c. Other member updates | |
| 6. Safe Routes to School grant application (quorum required) | 6:05 |
| Action requested: Decide whether to provide letters of support. | |
| Presenters: Madeline Phillips, City of Creswell planner | |
| 7. LaneACT letters of support (quorum required) | 6:15 |
| Action requested: Approve procedure for expediting letters of support. | |
| Presenter: Denise Walters, LaneACT Staff | |
| 8. 2024-27 STIP: stakeholder engagement | 6:20 |
| Action: Review and discuss the OTC's process for determining program funding priorities. | |
| Presenter: Jerri Bohard, ODOT Policy, Data and Analysis Division Administrator | |
| 9. LaneACT Area Strategy | 6:50 |
| Action: Update on status of the contract and project start date. | |
| Presenter: Bill Johnston, ODOT Area 5 Planner | |
| 10. Transportation safety, equity and inclusion | 6:55 |
| Action: Review and discuss next steps. | |
| Presenter: Denise Walters, LaneACT Staff | |

Other attachments (for information only)

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

Upcoming meetings

- **August 21 – Steering Committee** (11:00 to noon) — ONLINE
- **September 9 – LaneACT** (5:30 to 7:00 pm) — ONLINE
- **September 18 – Steering Committee** (11:00 to noon) — ONLINE
- **October 14 – 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.

JULY 2020 -- M I N U T E S

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

July 8, 2020
5:30 p.m.

PRESENT: Claire Syrett, Eugene, Chair
Jeff Gowing, Cottage Grove, Vice Chair
Misty Inman, Creswell
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)
Charles Tannenbaum, Highway 126 East
Rob Zako, Environmental Land Use Designated Stakeholder
Sarah Maize, Bicycle & Pedestrian Designated Stakeholder
George Grier, Other Stakeholder
Shelley Humble, Other Stakeholder
Eugene Organ, Other Stakeholder.

ABSENT: Coburg, Dunes City, Florence, Junction City, Lowell, Oakridge, Westfir; Port of Siuslaw; Patrick Kerr, Rail Designated Stakeholder.

OTHERS: Bill Johnston, ODOT; Madeline Phillips, City of Creswell; Logan Telles, City of Eugene; Emma Newman, City of Springfield; Becky Taylor, Lane County; Denise Walters, Lane Council of Governments (LCOG); Aurora Jackson, LTD; 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 5:31 p.m. Those attending were named by Councilor Syrett or identified themselves.

2. Review Agenda – Additions or Deletions

Ms. Walters referenced the proposed revised agenda distributed to LaneACT members via e-mail. The first five agenda items were unchanged. These were followed by: The Safe Route to Schools (SRTS) grant applications, a new topic (Violence on Streets/Right of Ways), the ODOT

Area Strategies, and then the Expediated Letters of Support Process. There were no objections to the revised agenda nor other changes proposed.

3. Consent Calendar

a. Approve minutes from June 10, 2020 meeting

Consensus: The June 10, 2020 minutes were approved as submitted.

4. Comments from the audience

No members of the public wished to offer public comment.

5. Announcements and information sharing

a. ODOT Update

Ms. Brindle announced the Oregon Transportation Commission (OTC) business meeting and workshop was scheduled for July 15 and 16, 2020. On their July 15 agenda was the adoption of the 21-24 Statewide Transportation Improvement Program (STIP), approval of the 21-23 ODOT budget, and information from the Office of Social Equity, the Climate Office, and the Urban Mobility Office. July 16 was devoted to the joint OTC/ODOT Strategic Plan. Ms. Brindle reminded LaneACT members that the OTC planned to approve the funding allocation by category for the next STIP cycle in December. Between now and December they wanted to get input from stakeholders, including ACTs, Metropolitan Planning Organizations (MPOs), and the OTC advisory committees. Ms. Brindle explained more information was to be made available shortly and she anticipated needing time on the August and/or September LaneACT agenda. She said they planned to distribute an electronic survey in July that would go to all ACT members and host an online open house for public comment. Ms. Brindle added the OTC also expected to meet with chairs of ACTs, MPOs, and advisory committees but the date had not yet been set.

b. Metropolitan Policy Committee Update

Mr. Thompson reviewed the June meeting. The main order of business was the public hearing for proposed MPO projects. A second public hearing and action was planned for the July meeting. The MPO members were then debriefed regarding a meeting with the Land Conservation and Development Commission (LCDC) on greenhouse gas reduction and statewide transportation planning. LCDC was expected to begin rulemaking proceedings in August. Mr. Thompson added the MPO also heard an update from Safe Lane Transportation Coalition staff.

c. Other member updates

Commissioner Buch said she had been asked by the Association of Oregon Counties leadership to apply for the National Association of Counties (NACo) Transportation Subcommittee on Highways/Highway Safety. The national organization was recruiting for someone from Representative Peter DeFazio's district. She anticipated learning if she been appointed the following week and would relay the information to LaneACT members.

When Ms. Jaspers asked what was the reputation of the NACo, Mr. Johnston responded it was well respected in Washington, D.C.

After Ms. Brindle asked if LaneACT should submit a letter of endorsement for the appointment, Mr. Thompson and Mayor Gowling supported the idea.

Consensus: Authorize the LaneAct Chair to send a letter of support for Commissioner Buch's appointment to the NACo Transportation Subcommittee on Highways/Highway Safety.

Mr. Telles said the City of Eugene had assumed management of the PeaceHealth Rides bike-share program.

Councilor Syrett announced the City of Eugene planned to hold public hearings on three ordinances. One gave the City the authority to reduce speeds on residential streets to 20 mph. Two other ordinances related to a pilot project for micro mobility devices (e-scooters). She anticipated all the ordinances would be adopted the following week.

6. Safe Routes to School (SRTS) Grant applications

Becky Taylor, Lane County Senior Transportation Planner, gave a Powerpoint presentation entitled *Safe Routes to School: Junction City and Lowell*. She explained there were improvements needed throughout Lane County. They had chosen to focus on Junction City and Lowell because they scored high on risk factors, the schools served were Title One schools, and the cities were able to meet the grant match requirement. In Junction City, the proposed improvement filled seven sidewalk gaps and added two rapid flashing pedestrian beacons at existing crosswalks. For Lowell, the grant enabled sidewalk infill and a pedestrian refuge. The improvements not only improved safety for students biking and walking to school, but also addressed one of the key findings of Lowell's Downtown Plan. The City of Lowell planned to install rapid flashing beacons in the project area. Ms. Taylor reminded LaneACT members that Lowell was the pilot community for the rural SRTS program.

When Mr. Zako asked for clarity on LaneACT's role in reviewing the grant applications, Ms. Syrett explained they were to decide whether or not to endorse each proposal. LaneACT members were not being asked to rank the requests.

Consensus: LaneACT members approved the proposed letters of support for Lane County's SRTS infrastructure grant applications.

Emma Newman, City of Springfield Transportation Planner, presented a series of maps entitled *Safe Routes to School Crossing Project, 2020 Safe Routes Infrastructure Grant*. She explained Springfield had established a SRTS program in 2013 and had identified a number of infrastructure improvements needed. The grant applications improved crossings on Jasper Road to serve students at Mt. Vernon Elementary School and Douglas Gardens Elementary School (both Title One schools). If awarded, the grant funded rapid flashing beacons at both crossings and a center median pedestrian refuge at the Douglas Gardens Elementary School site. The local match was provided by the MPO and the Springfield School District.

Consensus: LaneACT members approved the proposed letter of support for Springfield's SRTS infrastructure grant applications.

Logan Telles, City of Eugene Transportation Planner, gave a Powerpoint presentation entitled *2020 STRS Infrastructure Applications*. He began by describing the Howard Avenue project, which served the adjacent campuses of Howard Elementary School and Kelly Middle School. The proposed project added a separated pedestrian facility on the south side of the roadway (including an east-bound bike lane) and a west bound bikeway on the north side of the road. Students would use these protected facilities instead of walking on the road shoulders. The project also included an intersection improvement at Howard Avenue: River Road. Moving to Eugene's second application, Mr. Telles discussed proposed crossing improvements used to get to Prairie Mountain School in the Bethel School District. Prairie Mountain School was a Title One school, kindergarten to eighth grade. The crossing at Royal Avenue and Throne Drive was to add rectangular rapid flashing beacons to the existing pedestrian island. Adding a crossing at Unthank Street and North Danebo Avenue gave students an alternative route to school where less traffic traveled at lower speeds. Mr. Telles emphasized the advantages of the improved crossings for the nearby community as a whole, in addition to Prairie Mountain School students.

Mr. Organ questioned using the rapid flashing pedestrian beacons. He thought High-intensity Activated crossWalk (HAWK) lights worked better for people with disabilities and provided more protection for children.

Mr. Telles explained both traffic volume and cost determined the choice of signals.

When Ms. Jaspers asked if the Howard Avenue project required removal of any trees, Mr. Telles responded that was not part of the preliminary design.

Ms. Maize, Safe Routes to School Coordinator for School District 4J, said the Howard Avenue project was of high importance to the District. She explained one of the crossings had been the site of a student bicycling: vehicle accident. Ms. Maize said some Howard Elementary School parents had told her they did not allow their children to walk to school because of safety issues on Howard Avenue.

Don Nordin joined the meeting at 6:15 p.m.

Consensus: LaneACT members approved the proposed letters of support for the City of Eugene's SRTS infrastructure grant applications.

7. Violence on Streets/Right of Ways

Ms. Mazze requested the item be added to the LaneACT agenda. She shared she was very concerned about incidents of violence involving cars and protestors, both in Eugene and throughout the country. She noted there was also an increase in social media chatter supporting such actions. Not only did the weaponizing of vehicles put lives at risk, it threatened people's freedom of speech rights. Ms. Maize advocated for laws at the state level to counter the trend. She also thought LaneACT might want to discuss, at a future date, the lack of safety people of color felt walking and biking on our streets.

Mr. Johnston thought the place to start was to look at existing laws (e.g., vehicular homicide, manslaughter) and see if they adequately addressed the situation.

Mr. Telles noted Eugene Police had been more proactive in limiting vehicular access to areas where they know protests are planned. It was more difficult when protests were spontaneous.

Councilor Syrett referenced an incident in Seattle where a person had driven around the barriers placed to protect protestors. Another consideration was that not all protestors wanted the presence of police at their event. She said Oregon had laws against intimidation, but she was unclear if they were applicable to the situation. When Councilor Syrett recalled a personal loss in which the driver who unintentionally took a life was not prosecuted, Mr. Thompson relayed a similar experience.

Ms. Walters offered to reach out to the Lane County District Attorney, the State Bar, or the Department of Justice to learn more about what laws currently existed and what issues have been identified when applying those laws to situations as described by Ms. Mazze.

Mr. Thompson volunteered to ask the Safe Lane Coalition Coordinator to research the current legal status as well as explore what was being discussed around the state. He also suggested LaneACT could request the Oregon Transportation Safety Committee take up the topic.

When Mr. Organ requested LaneACT members also hear more about why people of color did not feel safe walking and biking on local streets, Councilor Syrett suggested the Steering Committee talk about how best to get their perspective. She thanked Ms. Walters and Mr. Thompson for getting additional information and assured LaneACT members they would revisit the subject.

8. ODOT Area Strategies Pilot—Scope of Work

Mr. Johnston noted the scope of work for the ODOT Area Strategies Pilot had not been finalized. Once the contract was finalized, the consulting team would start work soon. The process was expected to take ten to twelve months. He reviewed the overview information contained in the agenda item summary in the agenda packet. Mr. Johnston said current thinking was that half of the meetings would be held with a subcommittee. He stressed that all final decisions would be made by the full LaneACT.

Councilor Syrett emphasized that in addition to the topic areas ODOT had identified, LaneACT members had discussed the need for a vision for the ACT and broad priority setting. She hoped the consultants started at the high level before drilling down to specific projects and investment categories.

When Councilor Kenney asked if funding for the pilot project was coming from the State's General Fund (now targeted for reduction), Mr. Johnston said no.

Responding to Councilor Syrett's question about who might be interested in serving on the subcommittee, Mr. Thompson, Councilor VanGordon, Mr. Organ, Mr. Zako, Ms. Mazze, Ms. Humble, Councilor Kenney, Councilor Syrett, and Mr. Nordin expressed interest. Councilor VanGordon advocated a clear documentation of roles and responsibilities among the subcommittee, LaneACT, and ODOT.

Mr. Johnston explained more information about the subcommittee, including expectations for the time commitment required, would be provided at the kick-off meeting for the pilot process.

9. Expedited Letters of Support Process

Ms. Walters reviewed the discussion from the July meeting, at which time LaneACT members agreed there needed to be an expedited process for letters of support for time-sensitive grant applications. She referenced the draft protocol and bylaws amendment in the agenda packet. Ms. Walters had requested OTC staff review the potential bylaw amendment. They suggested the opportunity for public comment on requests be more explicit. OTC staff had not yet determined if the change was an administrative amendment, in which case it was effective immediately when approved by LaneACT, or required OTC approval.

When Mr. Zako asked to include language on who were the members of the ad hoc committee, Ms. Walters explained the current proposal was for the Steering Committee (LaneACT Chair, Vice-Chair, and Ms. Brindle) to serve as the ad hoc committee.

Ms. Brindle suggested adding a definition of a grant to clarify if the letters of endorsement were policy decisions or project decisions. She also thought it a good idea to make it explicit the ad hoc committee was to report to LaneACT at their next meeting.

10. Adjournment

Councilor Syrett adjourned the meeting at 7:05 p.m.

(Recorded by Beth Bridges)

MINUTES

Metropolitan Policy Committee Virtual Meeting via Zoom

July 9, 2020
11:30 a.m.

PRESENT: Christine Lundberg, Chair; Joe Pishioneri (City of Springfield); Lucy Vinis (City of Eugene); Pete Sorenson, Joe Berney (Lane County); Ray Smith (City of Coburg); 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); Sasha Vartanian for Steve Mokrohisky (Lane County), *ex officio* members.

Brenda Wilson, Paul Thompson, Kelly Clarke, Ellen Currier, Syd Shoaf, Drew Pfefferle, Rachel Dorfman, Dan Callister, (Lane Council of Governments); Rob Inerfeld, Jenifer Willer (City of Eugene); Emma Newman, Tom Boyatt (City of Springfield); Jeff Kernan, Megan Winner (City of Coburg); Tom Schwetz, Andrew Martin, Theresa Brand (Lane Transit District); Bill Johnston (Oregon Department of Transportation); David Reesor (University of Oregon); Rob Zako, Claire Roth (Better Eugene-Springfield Transportation); Dennis Mitchell (DKS).

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 June 4, 2020, MEETING MINUTES

Mr. Pishioneri, seconded by Mr. Yeh, moved to approve the June 4, 2020, minutes as presented. The motion passed unanimously, 7:0.

ADJUSTMENTS TO THE AGENDA/ANNOUNCEMENTS FROM MPC MEMBERS

None.

COMMENTS FROM THE AUDIENCE

Mr. Thompson stated that he had received a number of public comments via email and had forwarded those to MPC members.

Rob Zako, representing Better Eugene-Springfield Transportation (BEST), stated he was following up on a letter sent to MPC members from himself and other community members in reference to the Central Lane MPO's efforts to reduce greenhouse gas emissions from transportation. He said the MPC had discussed the matter at length during its June 4 meeting and two points were noted: 1) there was insufficient funding for active transportation projects and more was needed, and 2) the MPC did not have land use authority. He said while those points were accurate, the MPC spent 25 minutes discussing what it could not do. It was long overdue to take action on climate change and Oregon was aware of the problem in 1988 and 30 years ago there was a plan to take integrated land use and transportation action seriously with a goal to reduce greenhouse gas emissions by 20 percent by the year 2005. He said the letter listed four areas for action:

compact urban development, parking policies, active transportation, and integrated planning and measuring. He urged the MPC members to take action separately and coordinate activities.

Claire Roth, BEST, shared her support for especially important and time-sensitive MPO projects on the proposed list: Safe Routes to School Coordinator, Hunsaker Lane improvements, Laura Street upgrade, Springfield Walking and Biking Network improvements, Q Street reconstruction and Mohawk Boulevard preservation. She said BEST support all projects on the list, but wanted to highlight a few that played a role in increasing the quality of transportation safety in the Eugene, Springfield, Lane County and beyond area. She said some of the projects were time-sensitive because if safety improvements were not made now more lives would be lost to unsafe conditions on streets and sidewalks.

METROPOLITAN PLANNING ORGANIZATION (MPO) ISSUES

Central Lane MPO (CLMPO) Funding Applications

Mr. Callister said the applications for the FY 2022-2024 Surface Transportation Block Grant (STBG), Transportation Alternatives (TA) and Congestion Mitigation and Air Quality (CMAQ) discretionary funding were presented at the June 4 MPC meeting. He reviewed a table comparing the recommended funding to the original proposal and changes to the recommendations presented in June. Because of those changes he requested that another public hearing be held, following by action on the resolution with amended recommendations.

Ms. Lundberg opened the public hearing.

Mr. Thompson noted that the comments provided to MPC members electronically, along with comments from Claire Roth, related to the funding recommendations and should be part of the public record.

Ms. Lundberg determined there was no one wishing to speak and closed the hearing.

Ms. Lundberg pointed out that Coburg Road was one of the main roads in Eugene that actually interfaced closely with Springfield and many residents depended on the corridor to travel to Eugene. She said originally the EmX corridor route that went to International Way and the employment center was planned to be on Coburg Road; Eugene tabled the plan before the route was finalized and EmX was looped back to downtown Springfield. She felt that was a glaring omission and was concerned with projects along Coburg Road that would create more congestion. She encouraged Eugene to think about its plans for Coburg Road because congestion was a serious issue and contrary to the reduction of greenhouse gas emissions.

Ms. Vinis agreed that Coburg Road was a critical corridor and timing and preparation were not far enough along for the project to be submitted during the application process while other projects could be fully funded in this round.

Mr. Pishioneri, seconded by Ms. Vinis, moved to approve Resolution 2020-05.
The motion passed unanimously, 7:0.

Intelligent Transportation System (ITS) Plan Overview

Mr. Thompson introduced consultant Dennis Mitchell, DKS, who had been working with local jurisdictions collecting baseline data and other information, to present details about the project.

Mr. Mitchell said the project included three different efforts: update to the Regional Transportation Plan (RTP), a Congestion Management Plan and the ITS Plan. He used a slide presentation to illustrate details of the ITS and plan development. He said the plan would be a living document that could be updated on a regular basis. He said the MPO was updating all three plans simultaneously and in coordination; that was a first in the state and would allow RTP goals and objectives to be part of the ITS plan and vice versa. Strategies from plans could influence each other. Staff from all jurisdictions were engaged in the effort and helping to establish the goals and objectives of the ITS plan in conjunction with goals and objectives of individual jurisdictions.

Mr. Berney shared his experience 30 years ago with integrating traffic signal controls and programmable controls into all of the training apprentice electricians received. He said he failed to see how an ITS was intelligent if it did not have the following components: carbon reduction objectives for the transportation system specifically and a discussion of how its investments would increase business opportunities and local job opportunities in its communities.

Mr. Smith agreed with Mr. Berney's comments regarding carbon reduction. He discussed the importance of traffic signal coordination and asked if there was a feedback process once assumptions had been programmed into traffic controls. He used the signals at Coburg Road and Game Farm Road, which were programmed with an assumption that Game Farm Road should have a priority. He said evaluating the effectiveness and practical impact of those assumptions should be part of an intelligent system.

Mr. Mitchell commented that communications allowed systems to better react, but did not determine how individual signals were programmed; that decision was up to the jurisdiction responsible for that signal. He agreed that from an efficiency standpoint most of the green time should go to the largest number of vehicles, but there were many factors to balance when making programming decisions. The ITS did not define how that was decided, it only caused other signals downstream to react. He said feedback would be through the agency managing that signal.

Mr. Rodriguez said the ITS also allowed for the placement of cameras to observe intersection performance and determine if changes were having a positive impact on traffic flow.

Mr. Smith said when incidents occurred on Interstate 5, Coburg's streets were gridlocked. He said cameras as part of the ITS infrastructure would help the city to monitor and respond to those situations.

Mr. Sorenson asked if carbon reduction and climate change were components of his project. Mr. Mitchell said those had an effect, but were not directly related. ITS was intended to make the current system more efficient, which would reduce carbon emissions, but that was a byproduct and not the target of an ITS.

Mr. Sorenson agreed with Mr. Berney and Mr. Smith that carbon reduction or climate change should be factored into the project, but it did not sound as though that was something that could be measured or known. He asked if there were ways to determine the carbon reduction impact of an ITS if that was a desired performance measure. Mr. Mitchell said current federal efforts were exploring tools and modeling in relation to ITS because there was no way at this time to evaluate climate impacts. He said ITS was an inexpensive way to help reduce congestion, reduce delay and reduce accidents. The byproduct should be lower emissions but there was no way to measure that.

Safe Routes to Schools (SRTS) Letter of Support

Ms. Newman said a draft letter of support for the Springfield Safe Routes to School application was included in the agenda packet, along with maps of the project. She provided an overview of the Springfield

SRTS initiative and said the application was for two crossway enhancements along Jasper Road near Douglas Gardens Elementary School and Mt. Vernon Elementary School, both of which were Title I schools. She explained the selection process to determine which SRTS projects to put forward for funding.

Mr. Pishioneri asked for additional information on the placement of the crosswalk near Douglas Gardens Elementary on the west side instead of the east side of Dondea Street. Ms. Newman said she would follow up with traffic engineers and provide Mr. Pishioneri with the explanation.

Ms. Vinis said that the City of Eugene was also submitting two applications for SRTS projects; one would be in the Eugene 4J School District and one would be in the Bethel School District. She said a letter of support had been requested from the LaneACT (Area Commission on Transportation).

Ms. Lundberg said both schools were located on roads that were considered rural and children trying to cross. She was pleased that the project would provide enhancements for children trying to reach their schools safely.

Mr. Berney also supported the projects as he drove Jasper Road frequently and the cross walks would be a major safety improvement for school children.

Mr. Berney, seconded by Mr. Pishioneri, moved that the Metropolitan Policy Committee write a support letter for the Springfield Safe Routes To School application. The motion passed unanimously, 7:0.

Follow-up and Next Steps

- **ODOT Update**—Ms. Brindle announced the Oregon Transportation Commission (OTC) would meet on July 15, 2020, to approve the FY 21-24 State Transportation Improvement Program (STIP) and begin discussing development of the FY 24-27 STIP. That process would begin with allocation of available funding among categories and programs. She said the goal was to have funding allocations by program decided by December 2020. Packets of information would be developed to help MPOs and advisory committees provide input on those funding categories. She suggested reserving time on a future MPC agenda to receive a presentation on the process. The OTC was also planning another meeting with MPO and ACT chairs later in the year.

Mr. Thompson added that the packet for the July 15 OTC meeting included direction to staff to assume a 10 percent reduction in federal funding; if funding was received above that level additional direction would be provided on how those funds would be used. He said current funding categories were enhancement, safety, non-highway, local programs, fix it and other functions. If those categories were approved by the OTC, discussions about the allocations among categories would begin. He said the Oregon MPO Consortium had requested a letter be sent to the OTC asking that it not wait to decide how additional federal funds would be spent, but rather to include that as part of the current discussion.

- **MTIP Administrative Amendments**—There were no questions.
- **Next Meeting**—Ms. Lundberg noted the meeting was tentatively set for the Springfield Justice Center but would likely be a virtual meeting.

Mr. Sorenson asked if staff planned to send a response to members of the public who commented about their concern regarding the time spent by the MPC discussing restrictions on its ability to address climate change because it did not regulate land use. Mr. Thompson said the MPC should consider that those concerns would be taken into consideration as it moved forward. He said the letter responded to the MPC's discussion last month regarding the Land Conservation and Development Commission (LCDC) rule-making process. Staff would keep the MPC apprised of how that rule-making process was proceeding on the issue of mandating regional coordination and regional planning with respect to greenhouse gas reduction.

Ms. Vinis suggested that the MPC could designate the relevance of agenda items to climate change and greenhouse gas emissions to keep those issues in front of the committee and the public.

Mr. Berney agreed with Ms. Vinis's suggestion. He asked staff for additional information on areas where the state was considering mandates to regions and jurisdictions so those could be discussed at future MPC meetings to decide if responses or actions should be initiated before mandates were thrust upon members.

Ms. Lundberg said she had provided testimony on behalf of the MPC to LCDC advocating for flexibility and against mandates.

Ms. Lundberg adjourned the meeting at 12:35 p.m.

(Transcribed by Lynn Taylor)

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Lane Area Commission on Transportation

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

541.682.4283 (*office*)

Agenda Item 6

**Letter of endorsement requests –
Safe Routes to School capital projects
(*quorum required*)**

Presenters

Madeline Phillips, City of Creswell Planner

Action requested

Decide whether to provide letters of support for Creswell’s Safe Routes to Schools (SRTS) capital project grant application.

Summary

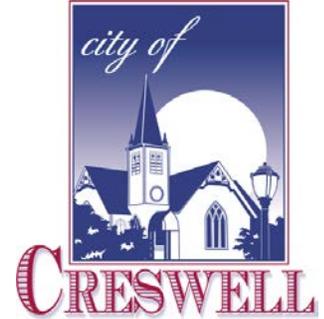
The LaneACT region’s commitment to multimodal transportation and safety is manifest in an abundance of proposals from Lane County to the Safe Routes to School program for capital projects. LaneACT has already heard proposals from the City of Veneta, Lane County (Junction City and Lowell), the City of Springfield, and the City of Eugene. The August presentation is from the City of Creswell.

Creswell’s proposal will serve both Creslane Elementary School and Creswell Middle School. Creswell is home to Lane County’s largest elementary school – an incredible 633 students attend grades Kindergarten through 5th Grade at Creslane Elementary School each weekday. Of these students, we know less than 10% of these students walk or ride their bike to school. Parent survey responses resoundingly pointed to safety concerns, noting particularly the lack of safe crossings across wide roads with higher speeds and high volumes of traffic at peak hours, as well as the lack of continuous sidewalks to protect students from their front stoop to the front steps of the school. This trend was echoed by parents of Creswell Middle School students. The proposed project focuses on crossings and sidewalk infill projects, particularly across arterials and major collector streets, to improve visibility and compliance with ADA, and a critical stretch of sidewalk infill on A Street. Attachments A and B describe safety improvements in more detail. The following summary provides a brief sketch of the proposals. During previous rounds of funding LaneACT provided letters of support for multiple applications from Lane County. There is no indication that doing so weakens the competitiveness of proposals nor dilutes LaneACT’s endorsements.

Attachments

- A. Memo Creswell Project
- B. Creswell Project Map
- C. Draft letter of endorsement

MEMORANDUM



TO: Councilor Syrett, Chair;
Members of the Lane Area Commission on Transportation

FROM: Madeline Phillips, Creswell City Planner

DATE: 29 July 2020

SUBJECT: Letter of Support for Creswell Application

Creswell has been working diligently over the last decade to update its infrastructure to accommodate the rapid growth that has occurred in our community. Staff, in partnership with ODOT, completed a Transportation System Plan, which identified key transportation improvements that will keep our network, and the people who use it, moving in safe and efficient ways. **A critical component to the prioritization of these capital improvements are the identification and improvement of Safe Routes to School.** The attached map of *Proposed Safe Routes to School Improvements* identifies the City of Creswell's requested projects to be funded by ODOT's Safe Routes to School Grant opportunity.

Creswell is home to Lane County's largest elementary school – an incredible 633 students attend grades Kindergarten through 5th Grade at Creslane Elementary School each weekday. Of these students, we know less than 10% of these students walk or ride their bike to school. City Staff and Creswell School District Staff partnered in early 2018 to identify baseline information regarding why students are not biking and walking to school, particularly when many students live within a half-mile of their school.

Parent survey responses resoundingly pointed to safety concerns, noting particularly the lack of safe crossings across wide roads with higher speeds and high volumes of traffic at peak hours, as well as the lack of continuous sidewalks to protect students from their front stoop to the front steps of the school. This trend was echoed by parents of Creswell Middle School students. **Creswell is committed to improving conditions at crossings and providing sidewalks along key stretches of roadway to provide students with the opportunity to get to school safely by walking and/or biking.**

Our application focuses on crossings and sidewalk infill projects, particularly across arterials and major collector streets, to improve visibility and compliance with ADA, and has identified a critical stretch of sidewalk infill on A Street. Crossing improvements can be seen on the *Proposed Safe Routes to School*

map as indicated by  symbols. Sidewalk infill areas are places identified for future walking routes, identified by yellow highlighting, where a route cannot be currently recommended because it is not safe (i.e. does not have a sidewalk). Figure 1, right, shows A Street in Creswell, as captured by Google Street View, with students walking down the center of the road because sidewalks are not available. This photo is taken 5 blocks from Creslane Elementary School.

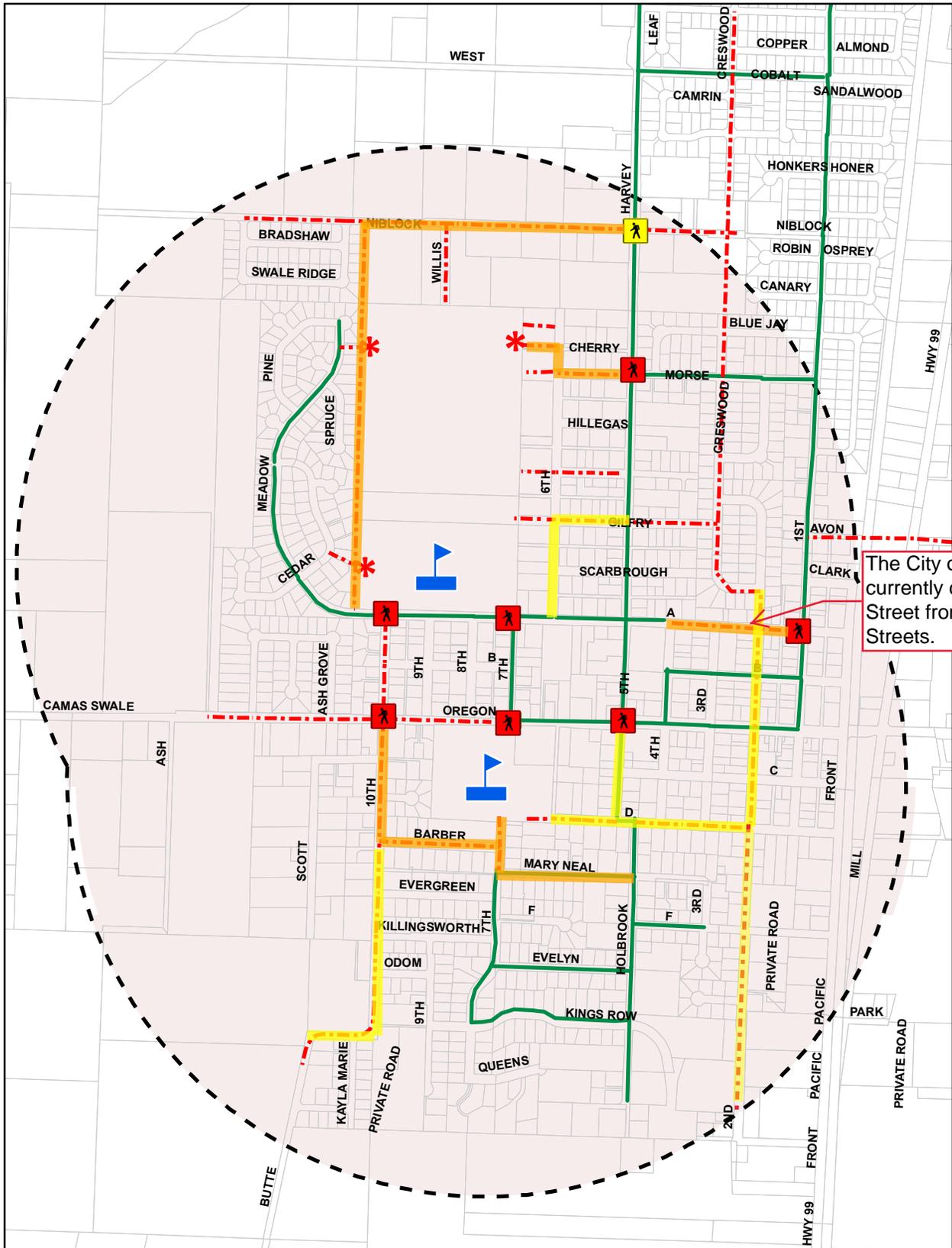
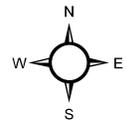
After not receiving funding for projects in the 2018 cycle, Creswell opted to proceed with modernization of A Street (Figure 1), which is a critical link for students to access Creslane Elementary and Creswell Middle Schools from neighborhoods with high concentration of students.



FIGURE 1. A STREET, CRESWELL (GOOGLE STREET VIEW)

Thank you, LaneACT, for your support of Creswell's application!

Prioritized Improvements for SRTS



The City of Creswell is currently constructing A Street from 1st to 4th Streets.

Sources: City of Creswell & DKS
Last Revised 7/29/2020



Recommended Routes

Proposed Routes

Crosswalks Prioritized for improvement

School District property Access Points

Sidewalk improvement priority 1

Sidewalk improvement priority 2



August 5, 2020

SRTS Competitive Infrastructure Grant Program
Creswell Gets to School Safe!

Dear Ms. Ferguson and the Safe Routes to School Advisory Committee,

The Lane Area Commission on Transportation wishes to express support for the City of Creswell's proposal to the Oregon Department of Transportation for a Safe Routes to School Infrastructure grant for the **Creswell Gets to School Safe!** Initiative. The project proposes to reduce safety risks for children walking and biking to Creslane Elementary and Creswell Middle School.

Creslane Elementary School is home to 633 students and is the largest elementary school in Lane County. When considering both elementary and middle school students, dangerous crossings and sidewalk gaps present significant barriers to 929. Despite living in close proximity to the schools, few students use active modes of transportation to go to school. The addition of rapid flashing beacons at 7th Street and Morse Avenue will help alert drivers traveling on high-volume roadways to students crossing. Additional high-visibility crossings along A Street and Oregon Avenue will enhance safety at locations known for poor visibility and unsafe driver behavior. Finally, but not least, sidewalks along A Street will fill a gap in sidewalk connection for access to both the Elementary and Middle Schools and Harry Holt Park. Creswell's application takes a practical approach towards improving these areas to encourage more students to use alternate modes of transportation to get to school.

The Lane Area Commission on Transportation is committed to safety improvements and filling infrastructure gaps in small communities throughout Lane County. We hope Creswell's bicycle and pedestrian safety improvements will help students feel safer walking and biking to school.

Sincerely,

Claire Syrett, Chair
LaneACT

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Lane Area Commission on Transportation

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

541.682.4283 (*office*)

Agenda Item 7

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

Presenter

Denise Walters, LaneACT Staff

Action requested

Decide whether to adopt expedited letter of endorsement for grant requests protocol and associated Bylaw amendment.

Summary

At its June and July meetings LaneACT expressed interest in moving forward with an expedited process for letters of support related to grant requests. LaneACT's interest stemmed generally from the understanding that several funding opportunities operate on tight timelines often allowing one month from release of notice to submittal deadline; and several resources related to the COVID-19 pandemic have operated on a first come, first serve basis. It is also anticipated that any recovery efforts will also involve tight timelines for response.

The expedited process is limited to letters of endorsement for grant requests. The main difference from the July draft is the inclusion of a definition of grant, and language regarding the ad hoc committee which generally mimics Steering Committee processes and requirements. The Letter of Endorsement Ad Hoc Committee shall consist of the Steering Committee and up to five (5) LaneACT members to be appointed in January at the same time the Chair and Vice-Chair are appointed. LaneACT can decide if it wants to appoint an interim Letter of Endorsement Ad Hoc Committee prior to January in order to have the expedited process available for use sooner rather than later, or wait until January to appoint the first slate of members.

To afford the Letter of Endorsement Ad Hoc Committee the authority to take action on requests, a Bylaw amendment is required. Draft amendment language was presented in June and July, and again for consideration in August. The August draft language includes additional detail on how the ad hoc committee shall function. All Letter of Endorsement Ad Hoc Committee meetings will require public notice and an opportunity for public comment.

Any requests for endorsement of policy or higher-level initiatives must still be considered by the full LaneACT.

Attachments

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



Lane Area Commission on Transportation

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

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EXPEDITED LETTER OF ENDORSEMENT PROTOCOL
for GRANT APPLICATIONS
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 grant submittal timelines.
- III. Grant is defined as external funding for a specific purpose/program/project and for which there are specific terms and conditions to transfer money, services (e.g. technical assistance), and/or property from a sponsor to a recipient typically within a limited time frame.
- IV. When an expedited process is warranted, ~~the Steering Committee shall serve as~~ an ad hoc Letters of Endorsement Committee (Committee) ~~shall~~ act on requests for support of a grant application. The ad hoc Letters of Endorsement Committee shall at a minimum consist of the Chair, Vice-Chair, Oregon Department of Transportation Area Manager; and at a maximum shall include up to five (5) additional LaneACT members for a maximum total of eight (8) members.
- IV.V. 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~~ XXXX, 2020 Bylaw revision providing an exception allowing for an expedited process for grant proposal endorsement~~this~~.
- V.VI. 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.VII. ~~Al~~ Ideally anyone seeking an expedited letter of endorsement should do so at least two weeks in advance of submittal deadline to allow for one week of public notice. ~~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 in a time frame that allows the Committee at least one week to review information and provide reasonable notice of meeting. If affording the Committee less than two weeks to review, the request shall include reason why the two-week timeline could not be achieved.

~~VII.~~VIII. When the Letters of Endorsement Committee receives a request:

~~A.~~ A. Notice of the request shall be provided to the full LaneACT.

~~A.B.~~ A.B. Public notice for meetings of the Letters of Endorsement Committee shall be posted in the same manner as notice of meetings of the full LaneACT.

~~B.C.~~ B.C. Notice of all meetings of the Letters of Endorsement Committee shall be provided to the full LaneACT.

~~C.D.~~ C.D. Meetings of the Letters of Endorsement Committee shall be open to all LaneACT members and to the publicas are the Steering Committee meetings.

~~D.E.~~ D.E. 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.F.~~ E.F. The Letters of Endorsement Committee shall update the full LaneACT of any activities occurring between meetings of the full LaneACT.

~~F.G.~~ F.G. Those requesting letters of endorsement may or may not be invited to make a presentation to the full LaneACT.

~~VIII.~~IX. The Letters of Endorsement Committee shall, at a minimum, consider the following when determining whether the request should be forwarded for consideration to 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.

~~IX.~~X. 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 consistent with previously established/current positions of the LaneACT;

B.C. Public comment;

~~C.D.~~ C.D. The project is aligned with the funder's criteria; and

~~D.E.~~ D.E. Sufficient information has been provided with which to make a determination.



Lane Area Commission on Transportation

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POTENTIAL BYLAW EDITS
Expedited Process for Letters of Endorsement

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.

D. Letters of Endorsement Committee

The ad hoc Letters of Endorsement Committee is an exception to this limitation in order to provide an expedited letter of endorsement process for grant applications when circumstances prevent the full body of LaneACT voting members from making a decision within the required timeline.

The Letters of Endorsement Committee shall consist of the Chair, Vice-Chair, the ODOT Area 5 Manager and up to five (5) voting members of LaneACT elected by the voting members of LaneACT to one-year terms. Members of the committee may be as needed. There are no alternates for members of the committee.

To operate, the committee requires a quorum of at least three members or more than half of the number of current members, whichever is greater. Like the full LaneACT, the committee will use a consensus decision-making process.

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Lane Area Commission on Transportation

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

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Agenda Item 8

2024-27 STIP stakeholder engagement

Presenter

Jerri Bohard, ODOT Policy, Data and Analysis Division Administrator

Action requested

Review and discuss the OTC's process for determining program funding priorities.

Summary

The Oregon Transportation Commission (OTC) and ODOT staff have begun to develop the 2024-2027 Statewide Transportation Improvement Program (STIP). The first step in the process is to develop an investment strategy appropriate for this STIP cycle and determine how to allocate the anticipated funding among the various programs that ODOT supports.

Programs funded through the STIP include maintenance and operations, modernization, safety, active transportation (bike and pedestrian), transit, freight mobility, natural hazard mitigation, and other programs.

As with previous STIP cycles, the OTC and ODOT will be engaging with stakeholders to inform them about the process and to obtain their input on these important decisions. Input from the ACTs, MPOs, and ODOT advisory committees is especially important to ensure the allocation of state and federal funds reflects the needs of communities across the state.

At the August 12 LaneACT meeting, Jerri Bohard will provide a presentation on this topic titled: OTC 2024-27 STIP Funding Priorities. Time will be allowed for questions and discussion.

Updates will be provided to the LaneACT over the next several months. The OTC will finalize program funding priorities in December. Project selection will occur in 2021 and 2022. The OTC will adopt the 2024-27 STIP in June 2023.

Additional information

- A. STIP Powerpoint presentation
- B. <https://www.oregon.gov/odot/STIP/Pages/2024-2027-STIP.aspx>

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Development of the 2024-2027 Statewide Transportation Improvement Program

August 2020



OTC Investment Strategy

OTC Investment Strategy 2020 Update

- » Reassess needs gap and resulting impacts on system based on post-HB 2017 funding levels
- » Lay out investment strategies across programs
- » Inform Commission decisions regarding program funding allocations for the 2024-2027 STIP



Oregon State Capitol Building, Salem, Oregon

Oregon Transportation Commission

INVESTMENT STRATEGY
2020 UPDATE

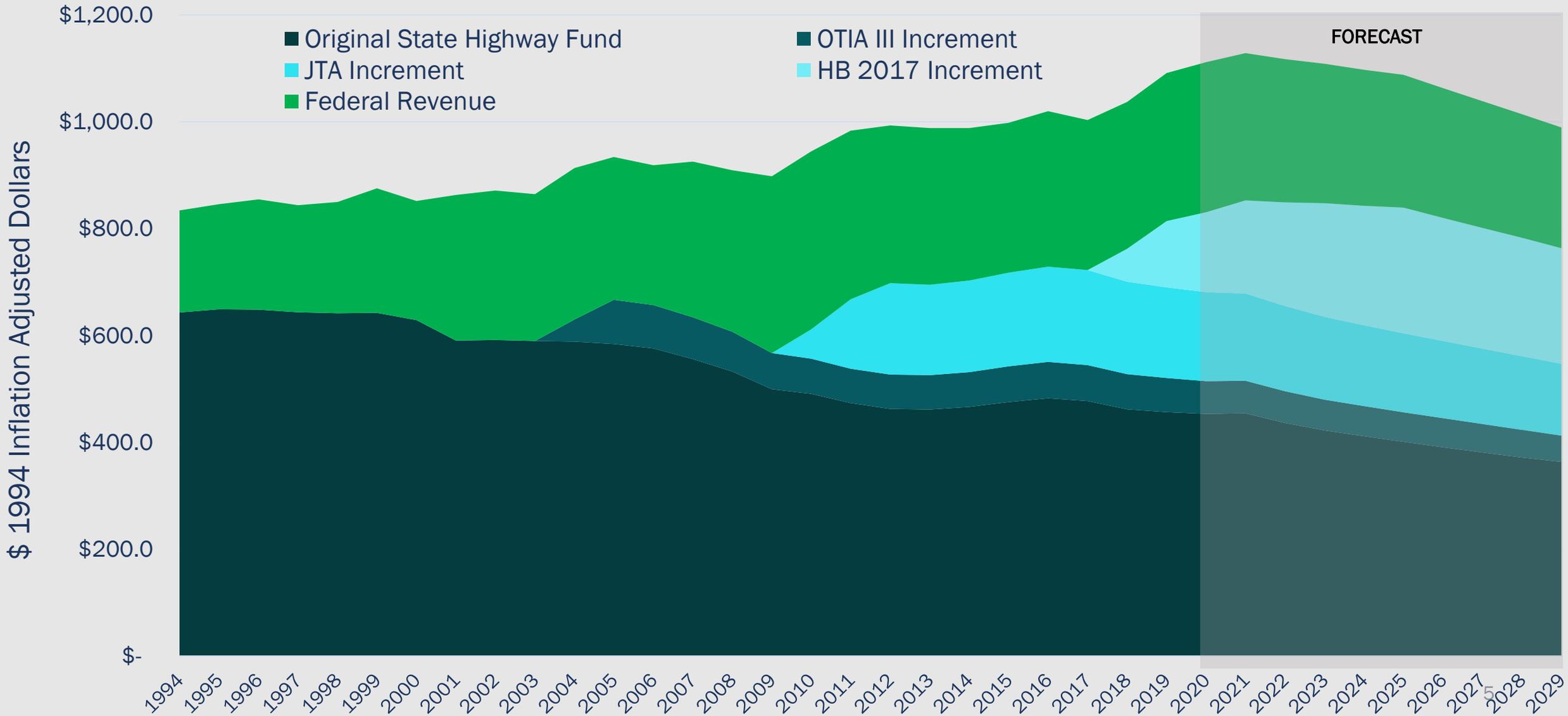


Investment Strategy Key Conclusions

- Even with the significant investments in HB 2017 the condition and performance of the transportation system will decline over time
- Investment decisions by the OTC will require difficult tradeoff discussions

Federal and State Highway Funds

Adjusted for Inflation





Oregon Highway Plan Major Improvements Hierarchy

1. Protect the existing system.
2. Improve efficiency and capacity of existing highway facilities.
3. Add capacity to the existing system.
4. Add new facilities to the system.

Preservation

- ODOT focuses on Fix-It Priority Corridors that carry high volumes of freight and connect most communities
- Funding is not sufficient resulting in a triage approach
- Maintaining status quo conditions requires more than doubling current funding



Condition of Key Assets



Bridges

900 year
replacement
cycle



Pavement

Need \$100m/year
more to achieve
sustainable program



Culverts

1,300 year
replacement
cycle

Safety

- » Oregon averages over 1,800 fatal and serious injury crashes each year
- » Fatal crashes have increased since 2015, and vulnerable user deaths are highest in 27 years
- » All Roads Transportation Safety program uses a data-driven approach to reduce fatalities and serious injuries for all users on all public roads

Transportation safety vision: No deaths or life-changing injuries on Oregon's transportation system by 2035.



Active Transportation

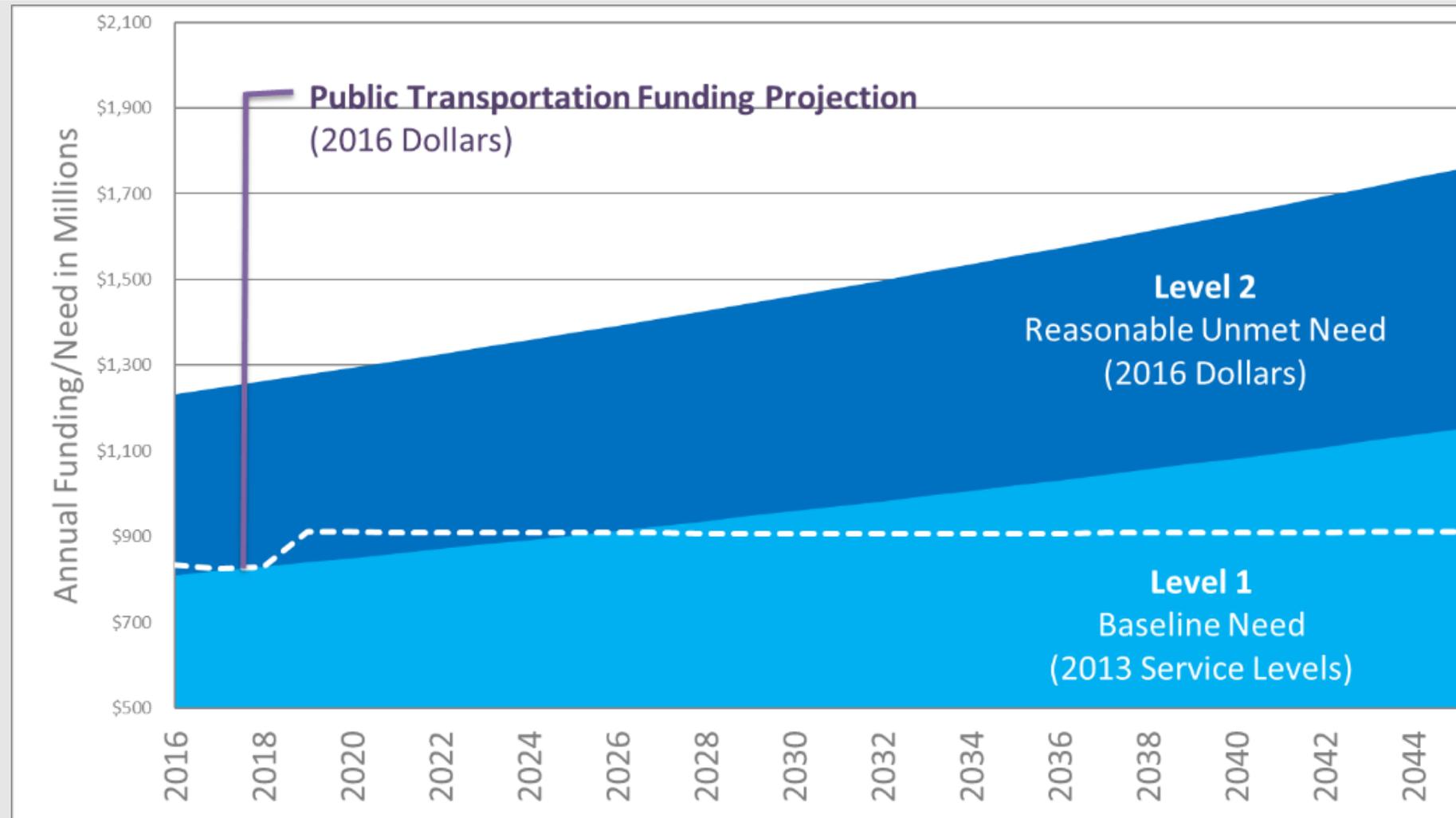
- » 164 years to complete the state system with current funding
- » \$53m/year needed to complete basic network on state highways by 2050
- » Safe Routes to School competitive grant program applications for projects totaling 5 times available funds



Public Transportation

Creation of the Statewide Transportation Improvement Fund met only a portion of the need

Source: Oregon Public Transportation Plan



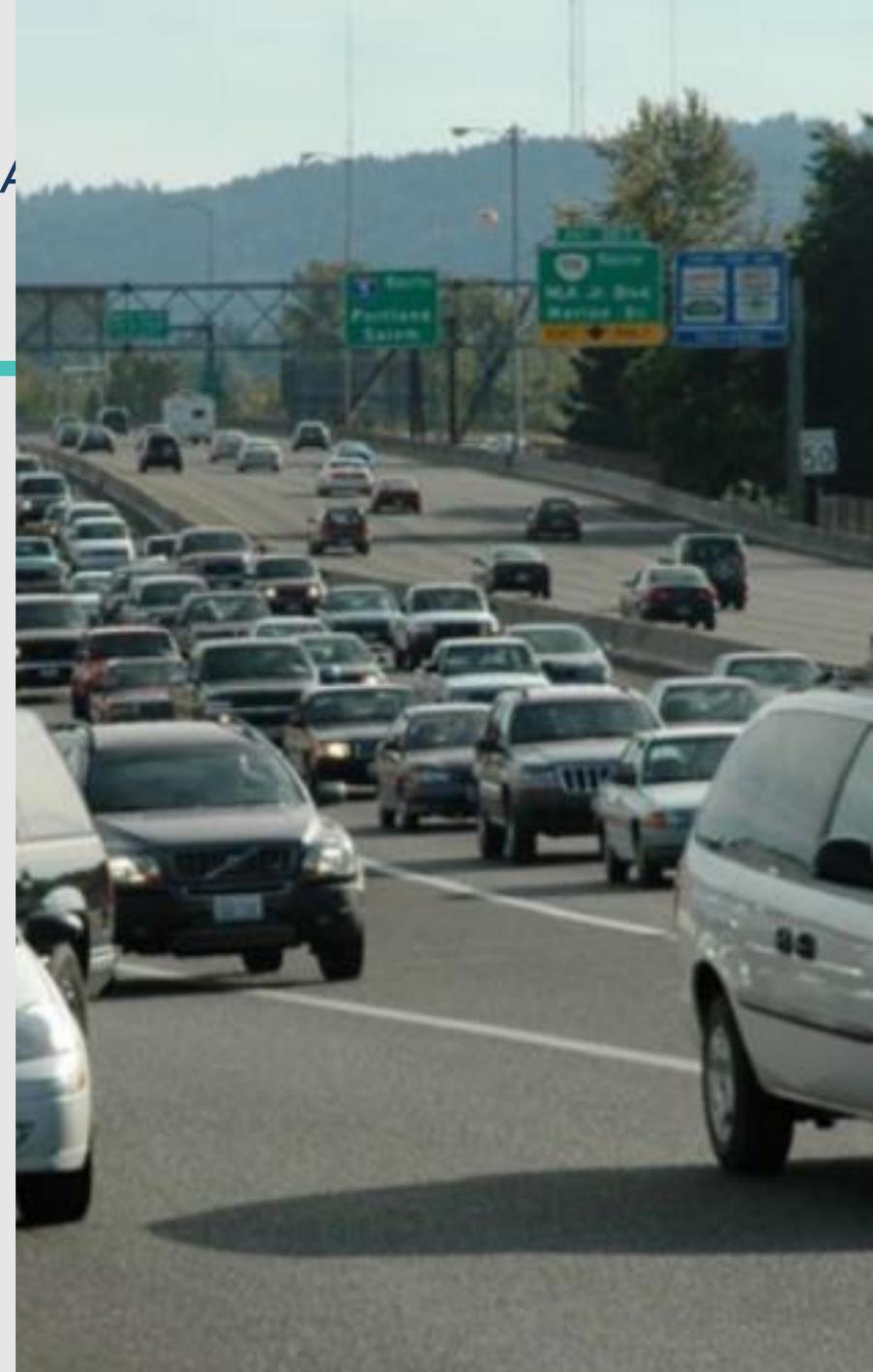
Multimodal Freight: Connect Oregon

- Rail and marine projects have limited funding sources
- Connect Oregon's dedicated funding of \$11m/year is a fraction of the \$35m/year average from 2006-2017



Modernization

- Congestion growing in Portland and other metro areas of state due to population and economic growth
- Most modernization projects come from legislative earmarks; very little discretionary money in recent STIPs





STIP Development

What is a STIP?

Capital Program Funds
Federal and State Funds

**State-Funded
Multimodal
Grant
Programs**

**Maintaining
and Operating
the System**

**Revenue/
Program/
Administrative
Functions**



STIP Phases



Funding Allocation
2020



Project Selection
2021-2022

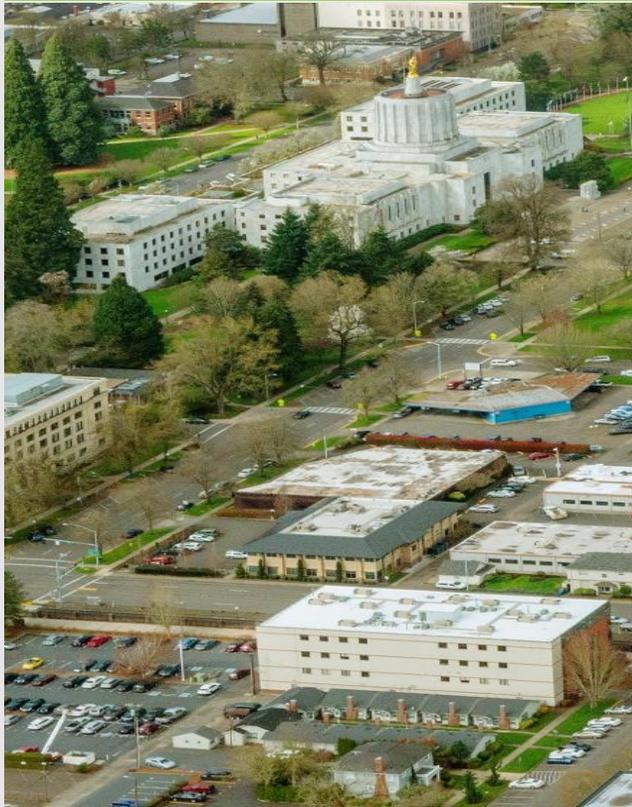


Public Review/Approval
2023

OTC Timeline for Funding Allocation

July 2020

Funding categories



August to
November 2020

Develop and
review funding
scenarios



December 2020

Approve funding
scenarios



2024 – 2027 Program Funding Categories

Enhance Highway

Highway projects that expand or enhance the transportation system

Fix-it

Projects that maintain or fix the state highway system

Safety

Projects focused on reducing fatal and serious injury crashes on Oregon's roads

Non-Highway

Bicycle, pedestrian, public transportation and transportation options projects & programs

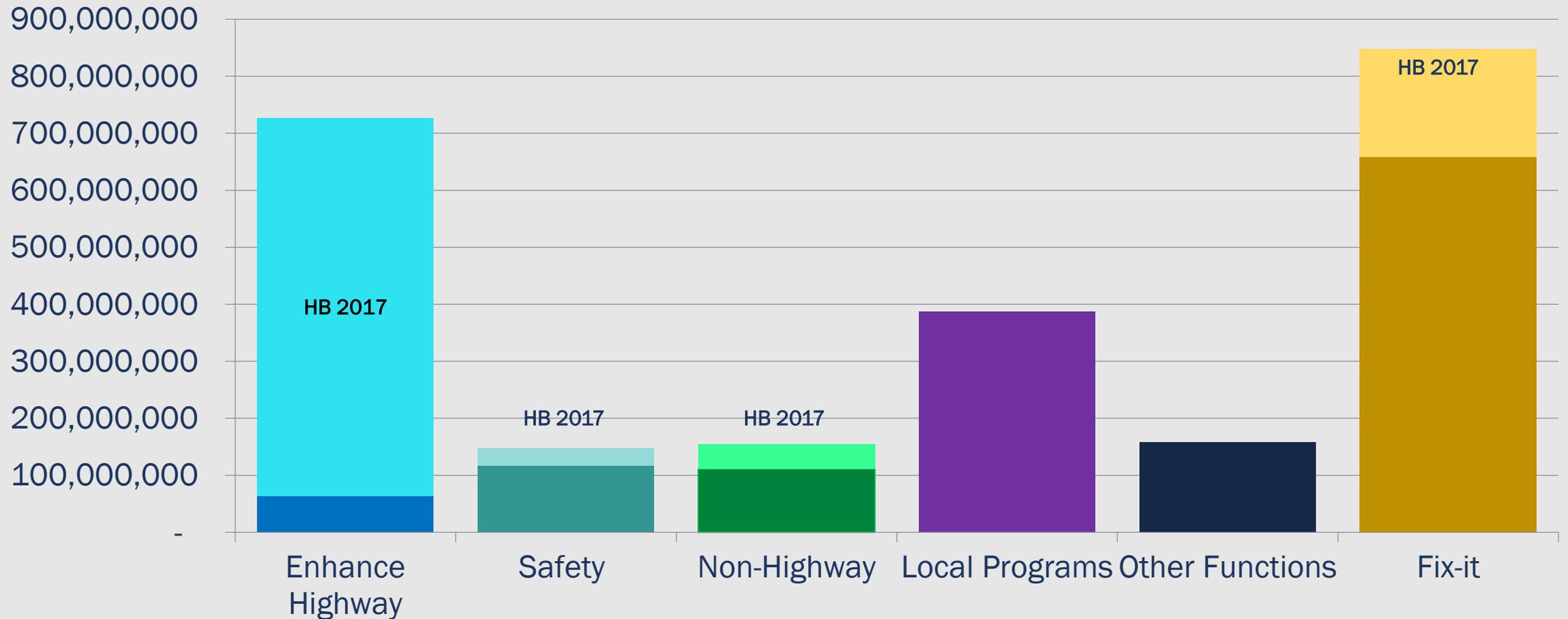
Local Programs

Funding to local governments for priority projects

Other Functions

Workforce development, planning and data collection and administrative programs using federal resources

2021 - 2024 STIP Levels



2024 – 2027 Public and Stakeholder Engagement

- Advisory committee engagement
- Monthly public updates
- Survey on spending priorities
- Online open house on funding scenarios
- Ongoing public comment opportunities



Applying a Climate Lens to STIP Decisions

DESIRED OUTCOMES EVALUATION CRITERIA	STATUS QUID	OPTION 1: PRESERVATION & SAFETY FOCUS	OPTION 2: CONGESTION RELIEF FOCUS	OPTION 3: TRANSPORTATION OPTIONS FOCUS
» System Stewardship: asset management – meet performance targets re: bridge, pavement and other transportation infrastructure conditions	🟡	🟡	🟠	🟡
» Safety: The transportation system is safe and secure for users across all modes. Includes design and engineering, education, enforcement, and evaluation, but also emergency response, disaster resilience, operational security, and perception of security.	🟠	🟠	🟠	🟠
» Health: Transportation infrastructure and choices have a positive impact on personal and public health, such as increased physical activity associated with walking or biking, or the impact of decreased vehicle pollutants on chronic disease. The desired health outcomes would also include increased access to medical services.	🟡	🟠	🟠	🟡
» Access & Mobility: Transportation users are able to travel between destinations with relative ease. Ease of movement is achieved by keeping the system free of impediments, less congested, and more reliable. The system provides the opportunity for people to connect to important destinations such as jobs, housing, education, services, and social and recreational opportunities or other modes of transportation via the transportation network.	🟠	🟡	🟠	🟡
» Equity: Transportation system provides opportunities and choices for people of all ages, abilities, and incomes in urban, suburban, and rural areas across the state to reach their destinations and to access transportation options, assuring transportation disadvantaged populations are served. It is also about guiding ODOT's interactions with the public and stakeholders to ensure a meaningful two-way dialogue to inform decisions. Includes Title VI and Environmental Justice	🟡	🟡	🟠	🟡



Stage 1

Inform the development of program funding scenarios

Stage 2

Inform the identification and selection of projects

Stage 3

Account for and report on the climate impacts of the draft and final STIP

OTC/ODOT Strategic Action Plan Priorities



Equity

Prioritize diversity, equity, and inclusion by identifying and addressing systemic barriers to ensure all Oregonians benefit from transportation services and investments.



Modern Transportation System

Build, maintain, and operate a modern, multimodal transportation system to serve all Oregonians, address climate change, and help Oregon communities and economies thrive.



Sufficient and Reliable Funding

Seek sufficient and reliable funding to support a modern transportation system and a fiscally sound ODOT.



Modern Transportation System

Build, maintain, and operate a modern, multimodal transportation system to serve all Oregonians, address climate change, and help Oregon communities and economies thrive.

- **Preservation and Stewardship:** Preserve, maintain, and operate Oregon's multimodal transportation system and achieve a cleaner environment.
- **Safety:** Prevent traffic fatalities and serious injuries and ensure the safety of system users and transportation workers.
- **Accessibility, Mobility and Climate Change:** Provide greater transportation access and a broader range of mobility options for Oregonians and address climate change.
- **Congestion Relief:** Invest in a comprehensive congestion management strategy for the Portland metropolitan region to benefit all Oregonians. Implement system and operational innovations to reduce traffic congestion throughout Oregon.
- **Project Delivery:** Develop practical solutions to transportation problems in order to address community needs and ensure system reliability and resiliency.
- **Innovative Technologies:** Invest in and integrate technologies to improve transportation services and operations throughout Oregon.

Questions for Advisory Committees

To Inform OTC Discussion in September

- 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?
- How should the OTC allocate funding among Fix-It, Safety, and Highway Enhance programs to meet statewide goals and needs?
- How should the OTC target non-highway spending to address statewide goals and needs?
- Given that transportation system needs exceed available funding, how would you recommend the OTC make tradeoffs when deciding how to allocate limited funding?



A worker in a red safety suit and hard hat is positioned on a blue aerial lift bucket, working on the steel structure of a bridge. The background is a dense forest of green trees. The entire image has a dark blue overlay.

Discussion

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Lane Area Commission on Transportation

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

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Agenda Item 9

LaneACT Area Strategy

Presenter

Bill Johnston, ODOT Area 5 Planner

Action requested

No action required. Staff will provide a short update on status of the contract and project start date.

Summary

ODOT has hired a consulting team to assist the LaneACT (and the Northeast ACT) in developing an Area Strategy. The contract with Kittelson & Associates and JLA Public Involvement was finalized on July 21.

A kickoff meeting with the Project Management Team (PMT) was held on August 7. The PMT is comprised of staff from ODOT and the consultant's project managers. The purpose of the meeting was primarily to discuss how the project will be managed.

A more focused LaneACT PMT will be formed in the near future to coordinate the effort to develop the LaneACT Area Strategy. The LaneACT Steering Committee will probably function in this capacity. LaneACT staff will assist.

The consulting team will probably be ready to initiate discussions with the LaneACT in September. Time will be provided on the September 9 LaneACT agenda for the consultants to provide an overview of the process that will be used to develop the Area Strategy, and to obtain initial input from the LaneACT.

A LaneACT subcommittee will eventually 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. It will take approximately 12 months to complete the process.

Attachments

None

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Lane Area Commission on Transportation

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

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Agenda Item 10

Transportation Safety Diversity, Equity, and Inclusion

Presenter

Denise Walters, LaneACT Staff

Action(s) requested

- 1) Consider the issue - weaponization of vehicles;
- 2) Consider process for analyzing broader issues of safety, diversity, equity, and inclusion in transportation; and
- 3) Determine any respective next steps.

Summary

Weaponization of vehicles: At the July meeting of LaneACT members discussed the national trend of weaponizing vehicles at Black Lives Matter activities and protests. The trend has been discussed in the New York Times among other publications and is witnessed in the local incident of a vehicle striking Isaiah Waggoner at a childrens' march in Eugene. At its July meeting LaneACT expressed interest in better understanding the state of current laws in addressing such issues, and if and how other bodies/agencies are considering the issue

Current Laws: Staff discussed the adequacy of existing laws with Lane County District Attorney Patty Perlow. A summary of laws is attached (Attachment A). Ms. Perlow sees existing laws as sufficient for prosecution on the use of vehicles as weapons. Within the body of existing law there are two general paths for accountability: 1) intent and 2) recklessness. Both consider the degree of injury with the charge being one of assault or, if there is a fatality, of manslaughter or homicide. In terms of the intent pathway, there can be significant challenges proving intent. If intent cannot be established, proceeding on this path would be unwise and prosecution would consider proceeding with the recklessness pathway. To proceed with the reckless act pathway, prosecution must prove a person was aware of and consciously disregarded a known risk that injury or death could occur as the result of his/her action or lack thereof. An example of a reckless assault is injuring someone while driving intoxicated.

Other bodies/agencies: Review of the Oregon Transportation Safety Committee agendas found no reference to weaponization of vehicles or related topic. When expanding the search,

weaponization of vehicles is discussed among organizations more focused on legal aspects of civil and human rights such as the Anti-Defamation League and Southern Poverty Law Center. The topic was brought to the Safe Lane Coalition which has formed a sub-committee to continue consideration of the issue.

Potential next steps on the weaponization of vehicles could include obtaining additional data on the topic, bringing the topic to the attention of the Oregon Transportation Safety Committee and other relevant stakeholders, and/or any steps defined by LaneACT.

Broader issues of equity, diversity, and inclusion: During LaneACT’s discussion in July the broader concept of safety for all arose and specifically around utilization of bikeways, walkways/sidewalks, transit and roadways by Indigenous people, people of color, and other groups impacted by systemic inequities and racism. Lane County, as a whole, has a longstanding commitment to transportation safety and, thus, some existing frameworks to advance the discussion. Potential next steps on the broader issue of safety, diversity, equity and inclusion could be to gather more data to discern issues more explicitly, include the topic in the Lane Area Strategies project, consider the potential to include the topic in the Lane County and Metropolitan Planning Organization (MPO) safety plans, and/or any steps defined by LaneACT.

Attachments

- A. Summary of relevant Oregon laws.

Summary of Oregon Laws Related to Vehicular Manslaughter and Reckless Driving

Criminally Negligent Homicide

Criminally Negligent Homicide Summary

A motorist who causes the death of another person while driving in a “criminally negligent” manner can be charged with criminally negligent homicide. Basically, a person acts with criminal negligence by *unknowingly* doing or failing to do something that creates a substantial risk to others. The person’s action or inaction must amount to a “gross deviation” from what a reasonable person would do under like circumstances.

Criminally Negligent Homicide Penalty

Criminally negligent homicide is a class B felony. A convicted motorist is typically looking at 35 to 40 months in prison and up to \$250,000 in fines. However, for DUI-related offenses, the prison time generally ranges from 61 to 65 months.

ORS 163.145: Criminally Negligent Homicide Law

- (1) A person commits the crime of criminally negligent homicide when, with criminal negligence, the person causes the death of another person.
- (2) Criminally negligent homicide is a Class B felony.

Manslaughter in the Second-Degree Summary

Manslaughter in the Second-Degree Summary

A motorist can be convicted of second-degree manslaughter for killing another person while driving in a reckless manner. A person acts recklessly by knowingly doing or failing to do something that creates a substantial risk to others. In other words, the person is aware of but disregards the dangerousness of the conduct. The person’s action or inaction must amount to a gross deviation from what a reasonable person would do under like circumstances.

Manslaughter in the Second-Degree Penalty

Second-degree manslaughter. Second-degree manslaughter is a class B felony. A convicted motorist is typically looking at 35 to 40 months in prison and up to \$250,000 in fines. However, for DUI-related offenses, the prison time generally ranges from 61 to 65 months.

ORS 163.125: Manslaughter in the Second-Degree Law

- (1) Criminal homicide constitutes manslaughter in the second degree when:
 - (a) It is committed recklessly;

(b) A person intentionally causes or aids another person to commit suicide; or

(c) A person, with criminal negligence, causes the death of a child under 14 years of age or a dependent person, as defined in ORS 163.205 (Criminal mistreatment in the first degree), and:

(A) The person has previously engaged in a pattern or practice of assault or torture of the victim or another child under 14 years of age or a dependent person; or

(B) The person causes the death by neglect or maltreatment, as defined in ORS 163.115 (Murder in the second degree).

(2) Manslaughter in the second degree is a Class B felony.

Manslaughter in the First-Degree

Manslaughter in the First-Degree Summary

A motorist can be convicted of first-degree manslaughter for killing another person while:

- recklessly driving in a manner that shows an “extreme indifference to the value of human life,” or
- driving with recklessness or criminal negligence and in violation of the state’s DUII (driving under the influence of intoxicants) laws, if the motorist has either three prior DUII convictions that occurred within the past ten years or a prior driving-related assault conviction involving serious bodily injury.

Manslaughter in the First-Degree Penalty

First-degree manslaughter. First-degree manslaughter is a class A felony. A convicted motorist is typically looking at 121 to 130 months in prison and up to \$375,000 in fines.

ORS 163.118: Manslaughter in the First-Degree Law

(1) Criminal homicide constitutes manslaughter in the first degree when:

(a) It is committed recklessly under circumstances manifesting extreme indifference to the value of human life;

(b) It is committed intentionally by a defendant under the influence of extreme emotional disturbance as provided in ORS 163.135 (Extreme emotional disturbance as affirmative defense to murder in the second degree), which constitutes a mitigating circumstance reducing the homicide that would otherwise be murder to manslaughter in the first degree and need not be proved in any prosecution;

(c) A person recklessly causes the death of a child under 14 years of age or a dependent person, as defined in ORS 163.205 (Criminal mistreatment in the first degree), and:

(A) The person has previously engaged in a pattern or practice of assault or torture of the victim or another child under 14 years of age or a dependent person; or

(B) The person causes the death by neglect or maltreatment, as defined in ORS 163.115 (Murder in the second degree); or

(d) It is committed recklessly or with criminal negligence by a person operating a motor vehicle while under the influence of intoxicants in violation of ORS 813.010 (Driving under the influence of intoxicants) and:

(A) The person has at least three previous convictions for driving while under the influence of intoxicants under ORS 813.010 (Driving under the influence of intoxicants), or its statutory counterpart in any jurisdiction, in the 10 years prior to the date of the current offense; or

(B)(i) The person has a previous conviction for any of the crimes described in subsection (2) of this section, or their statutory counterparts in any jurisdiction; and

(ii) The victim's serious physical injury in the previous conviction was caused by the person driving a motor vehicle.

(2) The previous convictions to which subsection (1)(d)(B) of this section applies are:

(a) Assault in the first degree under ORS 163.185 (Assault in the first degree);

(b) Assault in the second degree under ORS 163.175 (Assault in the second degree); or

(c) Assault in the third degree under ORS 163.165 (Assault in the third degree).

(3) Manslaughter in the first degree is a Class A felony.

(4) It is an affirmative defense to a charge of violating:

(a) Subsection (1)(c)(B) of this section that the victim was a dependent person who was at least 18 years of age and was under care or treatment solely by spiritual means pursuant to the religious beliefs or practices of the dependent person or the guardian of the dependent person.

(b) Subsection (1)(d)(B) of this section that the defendant was not under the influence of intoxicants at the time of the conduct that resulted in the previous conviction.

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Aggravated Vehicular Homicide

Aggravated Vehicular Homicide Summary

A motorist can be convicted of aggravated vehicular homicide for causing the death of another person while in violation of the state's DUII laws if the driver:

- was at least criminally negligent, and
- has a prior driving-related manslaughter or criminally negligent homicide conviction.

Aggravated Vehicular Homicide Penalty

Aggravated vehicular homicide is a class A felony. A convicted motorist is typically looking at 121 to 130 months in prison and up to \$375,000 in fines.

ORS 163.149: Aggravated Vehicular Homicide Law

(1) Criminal homicide constitutes aggravated vehicular homicide when it is committed with criminal negligence, recklessly or recklessly under circumstances manifesting extreme indifference to the value of human life by a person operating a motor vehicle while under the influence of intoxicants in violation of ORS 813.010 (Driving under the influence of intoxicants) and:

(a) The person has a previous conviction for any of the crimes described in subsection (2) of this section, or their statutory counterparts in any jurisdiction; and

(b) The victim's death in the previous conviction was caused by the person driving a motor vehicle.

(2) The previous convictions to which subsection (1) of this section applies are:

(a) Manslaughter in the first degree under ORS 163.118 (Manslaughter in the first degree);

(b) Manslaughter in the second degree under ORS 163.125 (Manslaughter in the second degree);
or

(c) Criminally negligent homicide under ORS 163.145 (Criminally negligent homicide).

(3) It is an affirmative defense to a prosecution under this section that the defendant was not under the influence of intoxicants at the time of the conduct that resulted in the previous conviction.

(4) Aggravated vehicular homicide is a Class A felony. [2007 c.867 §1]

Note: 163.149 (Aggravated vehicular homicide) was enacted into law by the Legislative Assembly but was not added to or made a part of ORS chapter 163 or any series therein by legislative action. See Preface to Oregon Revised Statutes for further explanation.

Reckless Driving

Reckless Driving Summary

Reckless driving is defined as a crime in which someone drives in a way that puts the safety of people or property in danger. This is different than careless driving, and the motorist does not realize they are driving dangerously. Individuals can be charged for either crime, but careless driving charges are typically less severe.

Careless Driving Penalties

The consequences of an Oregon reckless driving conviction depend on the circumstances. But generally, reckless driving is a class A misdemeanor. A conviction carries up to a year in jail and a maximum \$6,250 in fines. The convicted motorist also faces license suspension for a period of:

- 90 days for a first offense
- one year for a second offense within five years, and
- three years for a third offense within five years

ORS 811.140: Reckless Driving Law

- (1) A person commits the offense of reckless driving if the person recklessly drives a vehicle upon a highway or other premises described in this section in a manner that endangers the safety of persons or property.
- (2) The use of the term “recklessly” in this section is as defined in ORS 161.085
- (3) The offense described in this section, reckless driving, is a Class A misdemeanor and is applicable upon any premises open to the public.

Careless Driving

Careless Driving Summary

A motorist can be convicted of the careless driving for driving in a manner that endangers the safety of persons or property. Unlike with reckless driving—which requires proof that the driver knowingly did something risky behind the wheel—motorists can be convicted of careless driving without realizing the dangerousness of their driving

Careless Driving Penalties

Penalties for careless driving are generally less severe than those for a reckless driving conviction.

Possible penalties for careless driving include:

- **Careless driving.** Usually, careless driving is a class B traffic violation and carries \$130 to \$1,000 in fines.
- **Careless driving involving an accident.** A motorist who causes an accident while driving carelessly is guilty of a class A traffic violation and is looking at \$220 to \$2,000 in fines.
- **Careless driving involving injuries or fatalities.** Careless driving offenders who cause “serious physical injury” or death to another person face \$200 to \$2,000 in fines, 100 to 200 hours of community service, and must complete a traffic safety course.

ORS 811.135: Careless Driving Law

- (1) A person commits the offense of careless driving if the person drives any vehicle upon a highway or other premises described in this section in a manner that endangers or would be likely to endanger any person or property.
- (2) The offense described in this section, careless driving, applies on any premises open to the public and is a Class B traffic violation unless commission of the offense contributes to an accident. If commission of the offense contributes to an accident, the offense is a Class A traffic violation.
- (3) In addition to any other penalty imposed for an offense committed under this section, if the court determines that the commission of the offense described in this section contributed to the serious physical injury or death of a vulnerable user* of a public way, the court shall:
 - (a) Impose a sentence that requires the person to:
 - (A) Complete a traffic safety course; and
 - (B) Perform between 100 and 200 hours of community service, notwithstanding ORS 137.129 (Length of community service sentence). The community service must include activities related to driver improvement and providing public education on traffic safety;
 - (b) Order, but suspend on the condition that the person complete the requirements of paragraph (a) of this subsection:
 - (A) A fine of up to \$12,500, notwithstanding ORS 153.018 (Maximum fines); and
 - (B) A suspension of driving privileges for one year as provided in ORS 809.280;and
 - (c) Set a hearing date up to one year from the date of sentencing.
- (4) At the hearing described in subsection (3)(c) of this section, the court shall:
 - (a) If the person has successfully completed the requirements described in subsection (3)(a) of this section, dismiss the penalties ordered under subsection (3)(b) of this section; or
 - (b) If the person has not successfully completed the requirements described in subsection (3)(a) of this section.
 - (A) Grant the person an extension based on good cause shown; or
 - (B) Order the penalties under subsection (3)(b) of this section.

- (5) When a court orders a suspension under subsection (4) of this section, the court shall prepare and send to the Department of Transportation an order of suspension of driving privileges of the person. Upon receipt of an order under this subsection, the department shall take action as directed under ORS 809.280.
- (6) The police officer issuing the citation for an offense under this section shall note on the citation if the cited offense appears to have contributed to the serious physical injury or death of a vulnerable user of a public way.

<p>July 8, 2020</p> <ul style="list-style-type: none"> • Safe Routes to Schools Grants • Expedited Letters of Endorsement • Area Strategies Pilot 	<p>August 12, 2020</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>September 9, 2020</p> <ul style="list-style-type: none"> • HWY 99W Transit Study Update • Area Strategies Pilot
<p>October 14, 2020</p> <ul style="list-style-type: none"> • Area Strategies Pilot • MPO and Lane County Safety Plan Update 	<p>November 11, 2020</p> <ul style="list-style-type: none"> • Establish Nominating Committee • ODOT ADA Program Update • Area Strategies Pilot 	<p>December 9, 2020</p> <ul style="list-style-type: none"> • Area Strategies Pilot • Nominating Committee Report and possible election
<p>January 13, 2021</p> <p>TENTATIVE RECESS</p>	<p>February 10, 2021</p> <ul style="list-style-type: none"> • Area Strategies Pilot • Legislative concepts 	<p>March 11, 2020</p> <ul style="list-style-type: none"> • Eugene-Florence Transit Update
<p>April 14, 2021</p> <ul style="list-style-type: none"> • TBD 	<p>May 12, 2021</p> <ul style="list-style-type: none"> • TBD 	<p>June 9, 2021</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											
Cottage Grove	X											
Creswell	X											
Dunes City	A											
Eugene	X											
Florence	A											
Junction City	A											
Lowell	A											
Oakridge	A											
Springfield	X											
Veneta	X											
Westfir	A											
Lane County	X											
Port of Siuslaw	A											
Lane Transit District	X											
CTCLUSI	X											
ODOT Area 5	X											
Central Lane MPO	X											
Lane County TrAC	X											
Highway 126 E	X											
DS Trucking	A											
DS Rail	A											
DS Bike/Ped	X											
DS Envir LU	X											
OS - Eugene Organ	X											
OS - George Grier	X											
OS-VACANT (of Jan)												
OS - Shelley Humble	X											
OS - NOT UTILIZED												
TOTAL	17											

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Lane Area Commission on Transportation

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

Membership 2020-21
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	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				