

## Agenda

January 12, 2022

5:30 to 7:30 PM

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

<https://us06web.zoom.us/j/83632635013?pwd=ZUlnZWloMkN1NXVpYzRQaDBkMHlQZz09>

**To dial in using your phone:**

+1 253 215 8782

Meeting ID: 836 3263 5013

Passcode: 061662

***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.*

1. **Call to order** (welcome and introductions) **Quorum = 16** **5:30**
2. **Review agenda** (additions or deletions) **5:35**
3. **Consent items (quorum required)** **5:40**  
*The following items are considered routine and will be enacted in one action by consensus, without any discussion. If discussion is desired, that item will be removed from the consent agenda and considered separately.*
  - a. Approve minutes from December 8 meeting
4. **Comments from the audience** **5:45**  
*The LaneACT Chair will ask if there are any comments. Please state your name and address.*
5. **Announcements and information sharing (please be brief)** **5:50**
  - a. ODOT update
  - b. Central Lane Metropolitan Policy Committee update (minutes attached)
  - c. Member updates
6. **Appoint LaneACT officers for 2022 (quorum required)** **6:00**  
**Action:** Appoint Chair, Vice Chair and Ambassador.  
**Presenters:** Shelly Clark, Rob Zako, and John Fox – Nominating Committee

7. **OR 126 West safety improvements** 6:20  
**Summary:** Review and discuss proposed improvements on OR Highway 126 between Veneta and Eugene.  
**Presenter:** Frannie Brindle – ODOT Area 5 Manager
8. **ODOT projects to prioritize for future funding opportunities** 6:55  
**Summary:** Preview of projects to be discussed at the February LaneACT meeting.  
**Presenter:** Frannie Brindle – ODOT Area 5 Manager
9. **Consolidation of ODOT public transportation funding programs** 7:00  
**Summary:** Review and discuss proposed administrative rules to combine the Special Transportation Fund (STF) program and the Statewide Transportation Improvement Fund (STIF) program.  
**Presenter:** Mark Bernard – ODOT Regional Transit Coordinator

**Other attachments** (for information only)

- Monthly attendance report
- Membership list (December 2021)

**Upcoming meetings** (all meetings are online)

- January 21– Steering Committee (11:00 to noon)
- February 9 – LaneACT (5:30 to 7:30 PM)
- February 18 – Steering Committee (11:00 to noon)
- March 9 – LaneACT (5:30 to 7:30 PM)

*Meeting materials are posted at [www.LaneACT.org](http://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](mailto:dwalters@lcog.org).*

## **DECEMBER 2021 -- M I N U T E S**

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

December 8, 2021  
5:30 p.m.

**PRESENT:** Jeff Gowing, Cottage Grove, Chair  
Sean VanGordon, Springfield, Vice Chair  
John Fox, Coburg  
Shelly Clark, Creswell  
Mike Miller, Florence  
Karen Leach, Junction City  
Keith Weiss, Veneta  
Heather Buch, Lane County  
Don Nordin, Lane Transit District (LTD)  
Gwen Jaspers, Lane County Transportation Advisory Committee (LC TrAC)  
Pete Petty, Highway 126 East  
Frannie Brindle, Oregon Department of Transportation (ODOT)  
Paul Thompson, Central Lane Metropolitan Planning Organization (MPO)  
Doug Barrett, Confederated Tribes of Coos, Lower Umpqua, and Siuslaw Indians  
Sarah Mazze, Bicycle & Pedestrian Designated Stakeholder  
Rob Zako, Environmental Land Use Designated Stakeholder

**ABSENT:** Dunes City, Eugene, Lowell, Oakridge, Westfir; Port of Siuslaw; Shelley Humble, Eugene Organ, Other Stakeholders.

**OTHERS:** Travis Brower, Bill Johnston, ODOT; Rob Inerfeld, Cathryn Stevens, City of Eugene; Emma Newman, City of Springfield; Matt Michel, City of Veneta; Becky Taylor, Lane County; Mark Bernard, LTD; Paula Taylor, Denise Walters, Lane Council of Governments (LCOG); Garrett Gray, Confederated Tribes of Coos, Lower Umpqua and Siuslaw Indians; Sam Arnold, Rod Schultz, Pacific Recycling; David Anzur, Anzur Logistics and ODOT Freight Advisory Committee.

### **1. Call to Order (Welcome and Introductions)**

Chair Jeff Gowing called the Lane Area Commission on Transportation (LaneACT) meeting to order at 5:30 p.m.

### **2. Review Agenda – Additions or Deletions**

There were no changes to the agenda requested.

### **3. Consent Agenda**

- **Approve Minutes from November 10, 2021 meeting.**

Consensus: Approve the Minutes from the LaneACT November 10, 2021 meeting as submitted.

### **4. Public Comment**

No one wished to provide public comment to the LaneACT members.

### **5. Announcements and Information Sharing**

- **ODOT Update**

Ms. Brindle announced ODOT had funds available for rail safety projects. One requirement was that the funds needed to be spent by the end of 2022. She had reached out to representatives of the Coos Bay railroad to see if they had shovel-ready projects. Another possibility she identified was assistance with the City of Eugene's Railroad Quiet Zone project.

Mr. Johnston gave an update on the Area Strategies subcommittee. The meeting the prior Monday was their last meeting. The consultants were working on the Area Strategies document and anticipated presenting the draft to the full ACT at the March meeting. He added when ODOT staff brought forward a list of projects to get a sense of LaneACT's priorities, the subcommittee members felt the priorities were more appropriately discussed by the full ACT.

- **Metropolitan Policy Committee (MPC) Update**

Mr. Thompson highlighted two agenda items from the December MPC meeting: discussion and public hearing on the 2045 Regional Transportation Plan; and a presentation on the Infrastructure Investment and Jobs Act from Mr. Brower.

- **Other Member Updates**

Mayor Gowling requested staff investigate whether or not LaneACT members might meet in person or a hybrid format starting in January.

Mr. Nordin said the LTD Board met for board training the first of December. He described technology advancements in autonomous vehicles and noted there were regulatory restraints. He suggested the statutes be amended so when the technology was fully tested it could be implemented without further delays.

Mayor VanGordon said the Springfield City Council received an update on the Main Street Safety Project and had selected a developer for the Glenwood property.

Mr. Johnston added the Main Street Safety Project team also had also presented their recommendations to ODOT. He emphasized the seven roundabouts proposed was a novel approach for a state highway.

Mr. Petty announced a parade was planned for Sunday from Cedar Flat to the McKenzie Bridge, culminating in Vida. He noted fire recovery efforts continued in the area and many Highway 126 East residents were concerned with safety. He was pleased ODOT staff planned to conduct a safety survey of the area.

Mr. Johnston clarified the contract for the safety study would be let in February and take about a year to completed. They were targeting low-cost, high benefit improvements, e.g., rumble strips, shoulder widening.

## **6. HR3684: Infrastructure Investment and Jobs Act (IIJA)**

Travis Brower, ODOT Assistant Director for Revenue, Finance, and Compliance, gave a powerpoint presentation entitled *Infrastructure Investment and Jobs Act, Implications for Oregon*. The recently enacted federal IIJA funded \$1 Trillion in infrastructure projects over five years, approximately half of which was dedicated to surface transportation projects. He detailed the types of projects included, highlighting the competitive grant opportunities. Mr. Brower emphasized that although the IIJA represented the biggest federal investment in transportation systems in decades, funding from Oregon's House Bill 2017 (HB2017) had a greater impact for the state.

After discussing highway funding, Mr. Brower reviewed each of the special programs: mitigating climate change, resilience, bridges, safety, active transportation, public transportation, and local programs. He noted the combined funding from IIJA and HB2017 was still insufficient to maintain all of Oregon's bridges in working order. Mr. Brower explained the safety program funds would be allocated by the data-driven approach in the All Roads Transportation Safety (ARTS) program and ODOT was targeting the Community Path program for the active transportation money.

Mr. Brower explained IIJA allocated approximately \$200 million directly to cities, counties, and Metropolitan Planning Organizations (MPOs). At the state level, the Oregon Transportation Commission (OTC) had started a process to determine how to allocate funds not specifically earmarked by Congress by amending the 2021-2024 and 2024-2027 Statewide Transportation Improvement Programs (STIPs). As in prior cycles, the first decision was to determine the preferred general funding scenario. He outlined the process OTC would use, emphasizing the many options for public input. Mr. Brower asked LaneACT members for their input regarding funding priorities.

Tribal Council Member Barrett advocated for increased funding for bridges. He noted there had been recent earthquake activity in the Pacific and he was very concerned an earthquake on the Cascadia Fault would leave Florence landlocked.

When Ms. Jaspers asked why there was funding for the MPOs for planning but not other local governments, Mr. Brower responded that was directed by Congress.

Ms. Mazze asserted active transportation infrastructure had been historically underfunded and the current network viewed as unsafe by many people. The need for active transportation and improved transit services remained as too many people didn't have the option of driving. She added active transportation facilities were also less expensive to build and maintain. Ms. Mazze cited the Safe Routes to Schools (SRTS) infrastructure grant program as an example of where the need for improvements greatly outpaced the funds available.

Mr. Zako concurred. He noted Better Eugene Springfield Transportation (BEST) had lobbied in support of Senate Bill 395, an update of Oregon's "bike bill" that would have increased active transportation funding from 1% to 5%. Mr. Zako observed many legislators supported the concept but there were funding concerns. He recommended IIJA discretionary funds fill the gap.

Councilor Clark advocated for increased bus access service within and between smaller cities. She also recommended addressing Highway 99 safety concerns.

When Ms. Jaspers asked if the increased funding for the ARTS program would be allocated through a new competitive grant cycle or by reviewing the results of the previous cycle, Mr. Brower said the process had not been determined. Ms. Jaspers noted agencies may not have submitted all their proposals because the ARTS program funds were also oversubscribed.

Mayor VanGordon emphasized the importance of funding a complete project by tapping into multiple funding categories. When Mr. Brower said that was challenging, given the federal rules attached to the funds, Mayor VanGordon suggested ODOT give his examples of where the rules were problematic so elected officials might work to get those rules changed.

Mr. Nordin suggested Highway 99 would be a good pilot site for the use of autonomous vehicles.

Mr. Brower encouraged LaneACT members to contact him directly with additional input ([travis.brouwer@odot.state.or.us](mailto:travis.brouwer@odot.state.or.us)).

## **7. Refocusing the Area Commissions on Transportation (ACTs)**

Ms. Taylor directed LaneACT's members attention to the *ACT Refocus – ACT Formation and Operation Policy* document in the agenda packet. She explained the document was a compilation of comments made at the November meeting and asked for LaneACT members to review the draft and provide feedback.

Ms. Mazze referenced *Section IV. ACT Structure and Membership*. She thought representatives from Transit and Bicycle/Pedestrian stakeholders should be required, not optional (i.e., "shall" be members, not "should" be represented).

Mayor Gowling referenced the difficulty of finding some stakeholders willing to serve. For example, LaneACT had gone several years without a representative of the trucking industry.

Ms. Taylor requested LaneACT members send any additional comments to Ms. Walters via e-mail by the end of the week.

## **8. LaneACT Nominating Committee**

Mr. Zako shared that in prior years his work on the Nominating Committee had been easier. He observed ODOT's refocusing of ACTs combined with peoples' other obligations had resulted in difficulties for committee members (Councilor Clark, Councilor Fox, and himself) to recommend a slate. Mr. Zako said they had reviewed the Bylaws and noted they authorized another position in addition to Chair and Vice-Chair, that of Ambassador. Nominating Committee members had reached out to LaneACT members with experience on the Commission who had not already served in various roles.

Councilor Clark said Shelley Humble expressed interest in taking a leadership role.

Mayor VanGordon offered to remain as Vice Chair or be an Ambassador, but he did not have the time to assume the duties of Chair.

Commissioner Buch explained she was already serving on several state and national transportation committees and found the downgrade of the ACTs by the OTC made serving as LaneACT chair less appealing. She thought the other committees were more impactful.

When Mayor Gowling suggested, and Ms. Brindle concurred, LaneACT members elect Shelley Humble as Chair, Mayor VanGordon as Vice Chair, and Commissioner Buch as Ambassador, Mr. Zako observed Ms. Humble was unable to attend that evening and shouldn't be elected in absentia. Mr. Zako suggested the aforementioned three people meet to see if they could agree on a division of labor. Mayor Gowling requested they do so before the Steering Committee meeting (December 17, 2021).

## **9. ConnectOREGON GRANT APPLICATIONS**

Catherine Stephens, Eugene Airport Director, gave a Powerpoint presentation entitled *Lane Area Commission on Transportation, Connect Oregon*. She described the current Air Cargo facility at the Eugene airport and the Juliet and Lima taxiways used to access it. Ms. Stephens said the current situation was challenging for larger aircraft. She explained widening the taxiways would improve commercial, disaster relief, and military access. Ms. Stephens illustrated the potential economic development opportunities and referenced the numerous letters of support included in the application.

When Councilor Fox asked about access for larger planes, Ms. Stephens emphasized charter flights would be served from the Air Cargo facility once the taxiways were widened.

Sam Arnold, Pacific Recycling, introduced their CEO Ron Schultz and David Anzur, Anzur Logistics and chair of ODOT's Freight Advisory Committee. Mr. Arnold gave a Powerpoint presentation entitled *Pacific Recycling, Inc., Rail Spur Expansion Project*. He described the family-owned metal recycle company and explained they had expanded by installing an auto shredder and downstream sorting facility. In order to reduce shipping costs, they were applying for a *ConnectOregon* grant to construct a rail spur on the property. Mr. Arnold highlighted the reduced congestion, accident risk, and environmental impact, and improved worker safety resulting from converting from truck to rail transportation. The first phase, funded by the company, was the match required for the second phase. He reviewed an aerial view of the property, mapping the proposed rail spur design.

After Ms. Brindle asked how the project improved getting material into the plant and if there were adjacent businesses that might benefit from the rail spur, Mr. Schultz said there weren't adjacent businesses but he envisioned using the rail spur to bring in product from steel mills for distribution in the Eugene market. Ms. Brindle commended the potential benefits of moving from trucking to rail.

Responding Mr. Nordin's question about how far was their "distant market", Mr. Schultz said they currently trucked in material from as far south as Redding, California.

When Ms. Jaspers asked if people had to bring material to Pacific Recycling, Mr. Schultz explained the variety of ways they collect metal for recycling.

Mike Miller, Florence Public Works Director, discussed their *ConnectOregon* application to relocate the airport's fueling island to the northwest corner of the property. He said moving the fueling island provided better clearance for taxiing aircraft and increased air traffic efficiency. Mr. Miller added it was important to move the fueling island prior to the anticipated relocation of the taxiway in 2023-24. Mr. Miller detailed how the project met the Florence City Council's strategic goals.

When Ms. Brindle asked who were the customers of the airport, Mr. Miller said they had between 7,000 and 8,000 operations annually. These were primarily recreational but they also served United Parcel Service, tourism, Christmas tree harvesting, fire protection operations, and military refueling stops. Tribal Council Member Barrett added the Lifeflight Air Medical Services also operated out of the Florence airport.

## **12. Adjournment**

Mayor Gowling reminded LaneACT members of upcoming meetings: the Steering Committee meeting was scheduled for December 17, 2021, and the next LaneACT was on January 12, 2022. Mayor Gowling adjourned the meeting at 7:18 p.m.

*(Recorded by Beth Bridges)*



# **MINUTES**

## **Metropolitan Policy Committee Virtual Meeting via Zoom**

December 2, 2021  
11:30 a.m.

**PRESENT:** Joe Berney, Chair; Heather Buch (Lane County); Lucy Vinis, Randy Groves (City of Eugene); Sean VanGordon, Steve Moe (City of Springfield); Ray Smith (City of Coburg); Frannie Brindle (Oregon Department of Transportation); Caitlin Vargas, Don Nordin (Lane Transit District), members; Matt Rodrigues (City of Eugene), Dan Hurley (Lane County), Anne Heath (City of Coburg); *ex officio* members.

Brenda Wilson, Paul Thompson, Kelly Clarke, Ellen Currier, Drew Pfefferle, Rachel Dorfman, Dan Callister, Syd Shoaf (Lane Council of Governments); Emma Newman (City of Springfield); Rob Inerfeld (City of Eugene); Sasha Vartanian (Lane County); Tom Schwetz, Andrew Martin, Cossette Rees, Mark Johnson (Lane Transit District); Travis Brouwer, Bill Johnston (Oregon Department of Transportation); Rob Zako (Better Eugene-Springfield Transportation), Sarah Mazze, Patty Hine, Keith Higgins, guests.

### **WELCOME, CALL TO ORDER AND INTRODUCTIONS**

Mr. Berney convened the meeting of the Metropolitan Policy Committee (MPC) and a quorum was established.

### **APPROVE NOVEMBER 4, 2021 MPC MEETING MINUTES**

Mr. Moe, seconded by Mr. Groves, moved to approve the November 4, 2021, meeting minutes as presented. The motion passed unanimously, 9:0.

Mr. Nordin arrived at 11:35 a.m.

### **ADJUSTMENTS TO THE AGENDA/ANNOUNCEMENTS FROM MPC MEMBERS**

Ms. Buch announced that at a recent Association of Oregon Counties meeting she was appointed co-chair of the Committee on Transportation and Economic Development.

Mr. Berney congratulated Ms. Buch for her position on the committee. He asked staff to provide a list of the boards, commissions and committees of which MPC members were participants.

### **COMMENTS FROM THE AUDIENCE**

There was no one wishing to speak.

## **METROPOLITAN PLANNING ORGANIZATION (MPO) ISSUES**

### **Draft Regional Transportation Plan (RTP)**

Mr. Thompson said the draft RTP had previously been presented to the committee at its November 4, 2021, meeting, along with the related Congestion Management Process (CMP) and the Regional Transportation Plan Air Quality Conformity Determination (AQCD). The MPC had directed staff to extend the public comment period through December 10 and schedule a second public hearing on the RTP at the December 2 meeting. No changes had been directed to the draft document. Included in the cover memorandum were staff responses to the public comments received until publication of the December 2 meeting agenda packet. Two additional written public comments had been submitted after that publication and had been forwarded to committee members. Some minor editing changes had been made to the draft document and at the request of the City of Eugene three projects had been added to the draft list:

- Autzen/UO Campus Gondola/Aerial Tram Study
- Ferry Street Bridge Circulation Study
- Lower Coburg Road Traffic Flow Study

Mr. Thompson said once the public comment period was closed any final public comments and direction from the MPC would be taken to the staff advisory committee, which would develop recommendations for the MPC's consideration at its January 6, 2022, meeting.

Mr. Berney opened the public hearing.

Sarah Mazze, Eugene, Safe Routes to School coordinator, commended staff's work on the draft plan. She said the goals were excellent and the pedestrian and transit projects would greatly improve safety for people of all ages and abilities to get where they needed to go. She appreciated expansion of the performance-based approach to goals beyond those that were federally required and she hoped to see those goals met, particularly related to vehicle miles traveled and mode shifts. She said the COVID-19 pandemic had exposed the lack of a complete network for active and shared transportation. A shortage of school bus drivers left parents concerned about their children walking to school because of unsafe conditions along their routes. She said a massive investment in the bicycle/pedestrian/transit network was needed and asked that those types of projects be given priority in local plans.

Rob Zako, Eugene, Better Eugene-Springfield Transportation (BEST), commended the technical work of staff and said the document met federal requirements and could be adopted to assure federal transportation funds would continue to flow to the region. There were also goals that reflected community and future needs related to transportation choices, safety, economic vitality, equity and climate change. He said the main component of the plan was the list of projects, particularly the financially constrained list. He said there were planned projects that might never be built and it was perhaps more useful to look at projects that were not on the financially constrained list and therefore not eligible to receive federal funding. He noted the project between River Road and Coburg Road, with an estimated cost of \$700 million, was not on the financially constrained list and as such was ineligible to receive federal funding for construction. He wondered why ODOT and the City of Eugene were spending millions of dollars designing the project when it was ineligible to be built. He said another example was safety improvements along Main Street. It was a good project that was needed, but also was not included on the financially constrained list and ineligible to receive federal funding, while interchange projects on Highway 126 and 52nd and Main streets in Springfield were eligible for funding. He urged that the financially constrained projects list be significantly changed to better align with community goals. He said detailed comments would be submitted in writing.

Patty Hine, Eugene, a member of 350 Eugene, said she was a retired naval officer and during her career, when preparing a five-year budget plan, the plan had to reflect the ever-changing strategic landscape of the existing and emerging threats and be changed when threats changed. She said current plans had to be reworked and grounded in the new reality of an overheating planet. Decision-makers now had a moral responsibility to address that through their policies and projects. She said the RTP had good goals, but did not go far enough in achieving reduced congestion and greenhouse gas emissions and gave preference to extending legacy systems at the expense of funding game-changing projects that would address the problem. She said Governor Brown was leading the way on reduction of congestion and greenhouse gas emissions. A 180-degree change in direction, with major investments in transit, walking and biking and a complete transition to hydrogen and electric powered vehicles was needed soon.

There being no other speakers, Mr. Berney closed the hearing and invited comments from committee members.

Ms. Buch said she would have preferred more time to consider the updated RTP and agreed with Ms. Hine that local jurisdictions should speed up their work toward mitigating climate change. She understood that another update of the RTP would be done in four years and if so, the committee should devote some meaningful time to delve into issues more deeply during the interim. Mr. Thompson confirmed that another update was scheduled in four years and agreed that it was desirable to more deeply examine issues. He said during the next four years several of the local jurisdictions would be making significant reviews and updates of their transportation system plans (TSPs) in response to pending rule-making by the Land Conservation and Development Commission (LCDC) that would place new requirements on those local TSPs. Those local plan updates would occur in the next two years and provide an opportunity for a deeper examination of the RTP during the next four years.

Ms. Vinis suggested that the RTP be a recurring item on MPC meeting agendas in the future to provide an opportunity to address various components of the plan over time. She asked how decisions were made about which projects were on the financial constrained list and the implications of being on that list.

Mr. Thompson said the MPO's RTP was required to include all of the anticipated projects, plans and studies anticipated over the horizon of the plan that were reasonably expected to be funded. Each agency and local jurisdiction was asked to verify anticipated revenues for their projects on the financially constrained list, including from local, state and federal sources. A statewide group met every three or four years to develop a long-range projection of almost every source of revenue to provide boundaries within which the financially constrained project list was developed. He said the MPO was required to produce a plan that contained projects that were needed and could be achieved with reasonably expected revenue. For illustrative purposes, the RTP could contain additional projects that would be included in the adopted plan if additional resources became available. He clarified that projects on the illustrative list were not ineligible for federal funding; they were eligible for federal funding if additional dollars became available.

Mr. VanGordon said he was open to the idea of more discussions of the RTP during the next four years and was ready to move forward with adoption of the plan as required for the region. He thought the list of projects was the beginning of the conversation, not the end and recognized that a significant amount of public input had been obtained on projects as they emerged from planning efforts of local jurisdictions and agencies. He was not comfortable with the MPC exerting influence over plans adopted by local elected bodies, but felt it was appropriate for MPC members to return to their own bodies with feedback and suggestions.

Mr. Smith agreed that local planning efforts should be supported by the MPC and the RTP should be examined on an ongoing basis instead of just when an update was due every four years.

Mr. Nordin commented that Oregon would be receiving a significant amount of funding for transportation issues and most agencies and jurisdictions had plans in place for projects. He felt the RTP should be submitted to avoid missing a deadline. The anticipated transportation funding could change many things and the next four years would be a very dynamic period. He asked if staff had begun to look at how the new funding could be used.

Mr. Thompson said the next agenda item would address the new federal legislation and associated funding. Staff had begun discussing the new funding at a high level and he anticipated within the next 12 months the MPC would begin considering priorities for the use of future funding. He said periodic reviews of the RTP could occur and expected adoption of new LCDC rules in May 2022 would allow staff to provide a more comprehensive look at how plans would need to reflect those changes.

Mr. Moe supported adoption of the RTP. He was pleased that a more frequent examination of the plan would occur in the future, including those transportation issues raised during the public hearing and new state initiatives.

Ms. Buch commented that more frequent and in depth looks at RTP components would help build institutional knowledge prior to the next update.

Mr. Berney said the timeframe for change was becoming exponential and it was no longer possible to take a leisurely look at plans every four years.

Mr. Thompson said the RTP, along with the CMP and AQCD, would be presented to the MPC for adoption at its January 2022 meeting. He committed to providing the MPC with a timely update on what the future would look like for local and regional plans once new state rules were adopted and guidance related to reauthorization of the federal transportation legislation was available.

Mr. VanGordon asked staff for a list of all the things occurring at the state and federal level that would impact transportation planning in the future.

Mr. Berney noted that a list of the various groups and bodies on which MPC members served had also been requested.

### **Infrastructure Investment and Jobs Act: Implications for Oregon**

Oregon Department of Transportation (ODOT) Assistant Director Travis Brouwer presented an overview of the Infrastructure Investment and Jobs Act, focusing on the following areas:

- \$1 TRILLION for infrastructure
- \$567 billion for transportation
- Surface transportation portion includes:
  - Reauthorization of surface transportation programs
  - New programs for resilience and climate
  - Special funding for bridges and EV charging
  - Over \$100 billion in discretionary grants for roads, transit, rail, airports, ports and other modes
  - All over five years (2022-2026)

Mr. Brouwer used a chart to illustrate the \$1 billion in additional funding over five years for Highways/Special Programs, representing a 38 percent increase, and \$200 million in additional funding for Public Transportation, representing a 35 percent increase. He said ODOT was required to obligate all of the funds provided for each fiscal year by the end of the fiscal year or it would be lost. He explained how quickly the process would need to proceed in order to have projects ready. He also compared the new federal funding to the funding provided through HB 2017, noting HB 2017 was 2.5 times larger.

Mr. Brouwer reviewed new funding that would be available for mitigating climate change, resilience, bridges, safety, improving active transportation and local programs. In the local programs category \$200 million in additional funding would be available for cities, counties, and metropolitan planning organizations for safety, bicycle/pedestrian, bridge, and other community priorities. Some additional flexible funding would be available for purposes other than the programs to which Congress had dedicated funds.

Mr. Brouwer said the Oregon Transportation Commission had been briefed on the tight timeframe for updating the State Transportation Improvement Program (STIP) with the goal of adopting a funding allocation strategy in March 2022 in order to begin the process of scoping and selecting projects and initiating the design and environmental review processes so the federal timelines for obligation of funds could be met. Input from stakeholders and the public was being sought on how funds for programs and flexible funds should be spent. He said allocation scenarios would be presented to the OTC at its January 2022 meeting and a robust outreach approach would solicit input on those would from January through March. He said stakeholders and advisory committees would be asked to respond to the following questions to inform development of scenarios:

1. Given the investments already made in the STIP and the federal infrastructure bill, how should the OTC allocate flexible funding to best advance the OTC/ODOT Strategic Action Plan and the state's transportation goals?
2. Do the priorities expressed in 2020 – particularly strong support for public and active transportation and Fix -It – remain? Or have these priorities changed in some ways?
3. What are the specific priorities for investment of funds in public and active transportation?

Mr. Brouwer invited questions and comments from committee members.

Ms. Buch asked how ODOT would determine the division of funds between urban and rural areas of the state. Mr. Brouwer replied that some of that was determined by allocations in the legislation through direct allocation to urbanized areas. That division also differed by each program. Allocations were also based on the applications ODOT received and the needs that were identified. He said the OTC wanted to assure a good geographic balance between urban and rural areas and regions of the state.

Mr. VanGordon asked the OTC to be bolder with its transportation vision. There were gaps in the current system and he hoped that the use of funds would be flexible and strategic rather in silos. Mr. Brouwer said ODOT recognized that funding silos created difficulties because most projects spanned multiple silos. He said ODOT was seeking solutions and invited suggestions.

Ms. Vinis supported existing priorities and agreed with Mr. VanGordon that there were gaps in funding and gaps in transportation systems, such as connections between active transportation and transit.

Mr. Nordin said there were currently regulatory problems related to autonomous vehicles and there could be opportunities for research and development work. There were currently many pilot programs around the

world and he hoped to see future discussions with the state about clearing a pathway for the use of autonomous vehicles.

Mr. Smith agreed with Mr. VanGordon that funding silos created challenges to moving some projects forward. He shared an example of a City of Coburg project that would have benefitted from more flexibility in funding options. He said that commuter traffic avoiding Beltline divided Coburg for active transportation. Greater versatility was needed for projects that addressed a number of transportation modes and issues.

Ms. Brindle agreed with the problems created by funding silos and cited a number of examples of ODOT projects, such as bridges, that could benefit if funding had greater flexibility.

In response to a question from Mr. Berney, Mr. Brouwer said there were about 500 gas stations in Oregon and while there were more EV charging stations, they were not well distributed. \$52 million was allocated to expand the charging network. He agreed that broader deployment across the state was needed.

Mr. Berney said there were equity firms with an interest in partnering with governments to accelerate the deployment of charging stations. He could provide that information to ODOT and encouraged the agency to look for opportunities to leverage public dollars to bring in private investments to create an electric highway. Mr. Brouwer said the west coast electric highway was a public/private partnership with a private vendor designing, building, operating and maintaining the system. Private vendors were also bringing their own funds to the table. The projects were not yet financially viable and did require a public subsidy, but that was primarily the capital costs of infrastructure. Financial viability would increase as the use of electric vehicles increased.

Mr. Thompson summarized comments from MPC members:

- Continuing support for active transportation/transit investments
- Breaking down funding silos and seeking ways to move projects forward that required funding from several different silos

In response to a question from Mr. Thompson, Mr. Brouwer recommended providing the MPC's initial comments to the OTC at its January meeting, with comments at the February and March meetings directed more specifically to the various scenarios under consideration.

Mr. Berney asked for clarification on the relationships among the MPO, MPC and Lane Council of Governments (LCOG) and specifically whether the MPC's role was advisory or policy-making.

Ms. Wilson explained that LCOG was the MPO of record, having been designated as such by the governor. The MPC was created to determine transportation priorities and to look at other issues within the MPO, such as cable television, parks and land use issues as appropriate. She said staff could provide information to clarify roles and responsibilities. Over the years the authority granted to the MPC by the LCOG Board of Directors to determine transportation priorities within the metro region had grown. Each year the LCOG Board required a report on MPC activities during the previous years and LCOG staff provided updates on MPC activities at monthly LCOG Board meetings. She said the Board would face a major decision based on 2020 census data about possible expansion of the MPO boundary, which might include Junction City.

Mr. Berney noted that several MPC members had expressed an interest in more information about the MPO governance structure and asked that the item be placed on the January 2022 meeting agenda.

### **Follow-up and Next Steps**

- **ODOT Update**—Ms. Brindle reported the LaneACT strategies subcommittee would meet on December 6 to discuss strategic investments and review a list of projects in play on the state system. The LaneACT would meet on December 8 and receive Mr. Brouwer's presentation on new federal transportation funding. She congratulated the MPO on its obligation of federal funds for 2021; the federal requirements had been met or exceeded, making it eligible to receive redistribution of funds from other entities that were unable to spend their federal dollars.
- **MTIP Administrative Amendments**—There were no questions.
- **Next Meeting/Agenda Build**—January 6, 2022 (virtual meeting). Agenda items for future meetings included a presentation by Travis Brouwer of ODOT on scenarios being considered by the OTC, a discussion of the MPO governance structure, and invitation to the newly appointed OTC member to attend a meeting of the MPC.

Mr. Berney said it had been an honor to serve as chair of the MPC for the past year. He adjourned the meeting at 1:30 p.m.

(Recorded 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

### **Officer Nominating Committee**

***(quorum required)***

#### **Presenters**

Nominating Committee (Shelly Clark, John Fox, Rob Zako)

#### **Action requested**

Vote on officers (Chair and Vice-Chair) and ambassadors for 2022.

#### **Summary Discussion**

Per the LaneACT Bylaws, a Chair and Vice-Chair shall be elected every year by voting members of LaneACT. The Bylaws do not include any term limits on either position. The Chair shall preside at all meetings attended, sign documents and correspondence, orient new members, approve agendas, represent LaneACT in other venues and serve as LaneACT's official spokesperson. The Vice-Chair shall serve as the Chair's primary alternate and shall preside at LaneACT meetings in the Chair's absence and assist the Chair in new member orientations as needed. Officers shall serve one-year terms starting at the first meeting of the calendar year.

#### ***Section V. Operations***

##### ***B. Officers***

***Chair and Vice-Chair:*** A Chair and Vice-Chair shall be elected by the voting members. The Chair shall preside at all meetings attended, sign documents and correspondence, orient new members, approve agendas, represent LaneACT in other venues and serve as LaneACT's official spokesperson. The Vice-Chair shall serve as the Chair's primary alternate and shall preside at LaneACT meetings in the Chair's absence and assist the Chair in new member orientations as needed.

***Ambassador(s):*** Optionally, LaneACT may elect one or more Ambassadors to represent it, in place of the Chair or Vice-Chair, when coordinating with the OTC, other ACTs and other entities.

***Terms:*** Officers shall serve one-year terms starting at the first meeting of the calendar year. Officers may be elected to more than one term of office. Elections shall be decided as described in Section V.A, Decision-Making.

## Process

LaneACT established an ad hoc Officer Nominating Committee consisting of Creswell Councilor Shelly Clark, Coburg Councilor John Fox, and Rob Zako-Environmental Land Use Stakeholder to develop officer nomination proposals. The Committee met via teleconference on November 1<sup>st</sup>, November 19<sup>th</sup> and December 6<sup>th</sup> to discuss options and responses from potential candidates for Chair and Vice-Chair.

Nominating Committee members reported potential candidates for Chair and Vice-Chair expressed a desire to be strategic in appointment considering; the changing role of LaneACT and potential need for more pro-active efforts, opportunity to support a more robust leadership pipeline within LaneACT, and balance among regional transportation leadership positions (vice-chair and chair positions for the Central Lane Metropolitan Organization). In response the Nominating Committee continued to discuss options for 2022 appointments and addressing the desires expressed by potential candidates. The Nominating Committee identified a seldom used provision in the LaneACT Bylaws (Section V Subsection B) which provides for the establishment of ambassadors:

***Ambassador(s):*** *Optionally, LaneACT may elect one or more Ambassadors to represent it, in place of the Chair or Vice-Chair, when coordinating with the OTC, other ACTs and other entities.*

The Nominating Committee sees this provision as a means to support a widened leadership pipeline and add options for strategic interface with the OTC, other ACTs and entities/groups/agencies with whom LaneACT would like to interact. LaneACT could work with Ambassadors to further refine the role as appropriate to current context.

The Nominating Committee held additional discussions with potential candidates after considering the concerns raised/desires expressed and identification of the ambassador(s) option, and recommends the following slate based on discussions:

- Shelley Humble, Chair
- Mayor VanGordon, Vice-Chair
- Commissioner Buch, Ambassador

## Considerations

Components considered by the Nominating Committee include the expected move of the Vice-Chair to Chair, balance of urban/large jurisdiction and rural/smaller jurisdiction representation, demographic balance and Area Strategy work. The Nominating Committee also sees the following as continually relevant: 1) have been active with LaneACT long enough to be familiar with the substance and process of its work; 2) have the stature to serve as sound spokespeople for LaneACT; and 3) candidates who expect to continue to serve as representatives from the organization on LaneACT over the next one to two years.

## Attachments

None.



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## Agenda Item 7

# OR Highway 126 West safety improvements

### **Presenters**

Frannie Brindle – ODOT Area 5 Manager

Dave Simmons – DOWL (ODOT planning and engineering consultant)

### **Action requested**

None. For information and discussion only.

### **Summary**

ODOT completed a facility plan for OR Highway 126 between Veneta and Eugene in 2013. It's referred to as the *Fern Ridge Corridor Plan*. It evaluated alternatives to address safety concerns along the highway. The plan recommends widening OR 126 from two lanes to four lanes.

In 2019 ODOT initiated an environmental study to assess the potential impacts of the project. This included developing a preliminary design for the four-lane alternative, additional public involvement and analysis, and documentation to comply with federal NEPA requirements. The study will be completed within the next few months.

The State Legislature provided \$3M to fund the study in 2017 (HB 2017). Funding has not been identified for final design or construction.

ODOT's consultant provided a presentation to the LaneACT last year (March 2021) describing the project. At the January 12 LaneACT meeting, the consultant will provide an update. This will include a description of lower-cost interim safety improvements that could be constructed without widening the roadway.

Project website:

<https://www.oregon.gov/odot/projects/pages/project-details.aspx?project=21231>

### **Attachments**

A. Project summary (updated 2022.01) – attached (1 page)

## OR 126: Veneta to Eugene

The Oregon Department of Transportation is proposing various improvements to address safety and congestion concerns along a 7.2 miles section of OR 126 between Veneta and Eugene (Figure 1). The proposed improvements include widening the 2-lane road to a 4-lane road. The corridor includes a shared-use path adjacent to the roadway and transit stop improvements. The improvements also include traffic control changes, such as traffic signals or roundabouts and additional and modified left-turn lanes at multiple intersections.

Over 18,000 vehicles use this section of OR 126 each day.<sup>1</sup> Over 200 crashes were recorded over the five-year period from 2014-2018, including six fatalities and nine serious injury crashes. OR 126 is a Freight Route and Statewide Highway with a posted speed of 55. This roadway plays a vital role linking communities west of Eugene with critical services and employment.

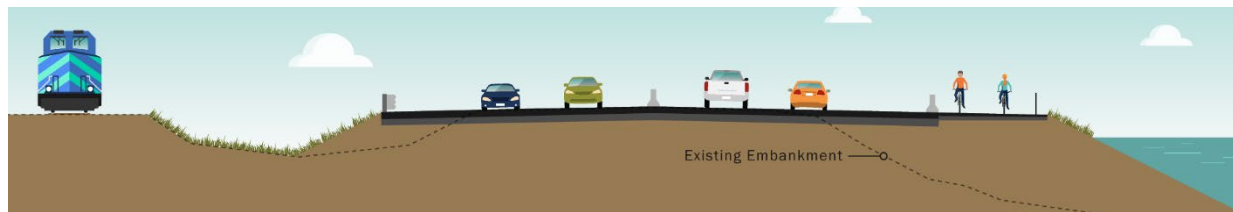
Figure 1: Project Study Area



The proposed improvements along OR 126 address safety deficiencies that were documented in the *Highway 126 Fern Ridge Corridor Plan* (Corridor Plan), prepared by ODOT and adopted by the Oregon Transportation Commission in 2013. The Corridor Plan summarizes the alternatives evaluated and includes a recommendation to advance the Four-Lane Alternative as the best solution to meet the project goals and objectives (Figure 2).

This project builds upon the Corridor Plan to refine the design of the Four-Lane Alternative and complete the environmental documentation necessary for the project to advance. The current project is state funded through House Bill 2017 but has a federal nexus for environmental clearances with FHWA to qualify the project for future federal funding. The study will be completed in early 2022. Additional funding for final design, right of way acquisition, and construction has not yet been identified. Public support for the project remains strong.

Figure 2: Proposed Roadway Cross Section at Reservoir



<sup>1</sup> By comparison, the average annual daily traffic (AADT) on OR 99 is 16,000 (between Eugene and Junction City). The AADT on OR 58 is 10,000 (between I-5 and Dexter). This summary updated Jan 2022



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## Agenda Item 8

### **ODOT projects to prioritize for future funding opportunities**

#### **Presenter**

Frannie Brindle – ODOT Area 5 Manager

#### **Action requested**

No action required at this time. For information only. The LaneACT will discuss and rank the projects at the February meeting.

#### **Summary**

The 2021 federal infrastructure bill (Infrastructure Investment and Jobs Act) will provide the State of Oregon with \$1.2 billion in additional funding over the next 5 years. It's possible (but not a certainty) that some of the funding may be used for one or more ODOT highway projects in the LaneACT area.

To be better prepared for this possibility, ODOT Area 5 staff have compiled a list of major projects on the state system that are currently in some phase of development but are not yet funded for construction. The list may be eventually be shared with ODOT management, the OTC, and state legislators to advocate for funding.

The projects are either in the planning phase (identified in a local Transportation System Plan or ODOT facility plan), the preliminary design and environmental phase (for NEPA compliance), or some other conceptual design phase (to determine feasibility and refine cost estimates). Minor projects are not included.

The list is attached. ODOT would like LaneACT to provide input by reviewing the list and prioritize by ranking in the order of importance. It is not necessary to rank each project precisely. It may be easier for the LaneACT to simply identify the highest priority projects, medium priority projects, and lower priority projects.

There is not enough time on the January LaneACT agenda for this discussion. Time will be provided at the February meeting to discuss and rank the projects. ODOT is providing the project list and this overview in advance so the LaneACT can begin thinking about the projects, their relative importance, and how to go about ranking them.

#### **Attachments**

- A. ODOT highway improvement projects to prioritize for future funding opportunities

## ODOT Area 5 highway improvements – Projects to prioritize for future funding opportunities

Project reference, formal name, and current status (phase of development)	Project elements	Projected cost	LaneACT strategic investment priorities (and other benefits)
<b>Beltline Phase 1 – OR 569 (Beltline): Delta to River Road.</b> North Delta improvements. Status: NEPA and concept design completed.	This will complete the Delta interchange project. Replace original bridge over Beltline. Upgrade Delta (north of Beltline).	PE: \$1.25 CN: <b>\$28M</b>	Safety, local connectivity, equity (pedestrian improvements). This will complete the Delta interchange upgrade.
<b>Beltline Phase 2 – OR 569 (Beltline): Delta to River Road.</b> Phase 2: Local arterial bridge. Status: NEPA and concept design completed.	New arterial bridge (river crossing) with bicycle lanes and sidewalks. New WB on-ramp to Beltline.	PE: \$6M CN: <b>\$119M</b>	Regional system improvement, local connectivity, resilience (bridge), equity (bike, ped, transit). Congestion relief.
<b>Coburg – I-5 @Coburg interchange.</b> Status: Concept design completed.	Replace existing bridge over I-5. Provide sidewalks and bike lanes. Accommodate utilities on overcrossing, ramps on/off I-5, frontage road.	PE: \$3M CN: <b>\$30M</b>	Local connectivity, equity (bicycle and pedestrian), resilience, regional economic development.
<b>Springfield – OR 126B: Springfield Main Street Facility Plan.</b> Phase 1: 32 <sup>nd</sup> Street to 42 <sup>nd</sup> Street. Status: Facility plan pending (2022)	<b>(1A)</b> Roundabout at 32 <sup>nd</sup> St, <b>(1B)</b> Raised median between 32 <sup>nd</sup> and 42 <sup>nd</sup> St, <b>(1C)</b> Roundabout at 42 <sup>nd</sup> St	<b>\$28M</b> (PE+CN)	Safety, connectivity, equity. The project will address safety concerns and upgrade an important urban corridor.
<b>126 West 1 – OR 126W: Terry St to Greenhill Rd</b> (within UGB). Status: NEPA and concept design pending.	Widen to 4 lanes with median, shoulders, and separated bike path.	<b>\$25M</b> (PE+CN)	Safety, regional system improvement, local connectivity
<b>126 West 2 – OR 126W: Eugene to Veneta.</b> Phase 1: Intersection improvements at Greenhill Rd, Fischer Road, Central, Huston. Status: NEPA and concept design pending.	Roundabouts or other intersection improvements, traffic calming, operational improvements (signals, detectors, signs)	<b>\$40M</b> (PE+CN)	Safety, regional system improvement
<b>Creswell – OR 99: Oregon Ave. intersection improvements.</b> Status: feasibility study in progress.	Intersection improvements at Mill St. and Front St. Includes signal, pedestrian crossing, ADA upgrades.	<b>\$3M</b> (PE+CN)	Safety, operational improvement, urban upgrade

### Notes

1. This list of projects was compiled by Frannie Brindle, ODOT Area 5 Manager.

Revised January 4, 2022

2. PE = project design and right of way acquisition. CN = construction phase.

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## Agenda Item 9

### **Statewide Transportation Improvement Fund/Special Transportation Fund Rulemaking**

#### **Presenter**

Mark Bernard - ODOT Regional Transit Coordinator

#### **Action requested**

Discuss proposed Oregon Administrative Rules to combine the Special Transportation Fund (STF) with the Statewide Transportation Improvement Fund (STIF).

#### **Background**

Consolidation of the STF and STIF public transportation funding programs was directed by Senate Bill 1601 which passed in the July 2020 First Special Session of the Oregon State Legislature. The purpose of this merger is to increase efficiency and funding reliability for public transportation providers throughout Oregon. The STF and STIF programs are both state funds with the same eligible recipients.

STF was created in 1985 by the Oregon Legislature to support transportation services for older adults and people with disabilities. STF receives revenue from cigarette tax, non-highway gas tax and ID cards. Over the past few biennia, the STF program received General Fund revenues. However, no General Funds were appropriated to this program during the 2019 legislative session.

The Statewide Transportation Improvement Fund was created by the Oregon Legislature in 2017 to improve, expand, and now maintain public transportation service in Oregon. The STIF receives revenue from payroll taxes generated by employees at their place of employment.

#### **Summary Discussion**

In summer 2021, ODOT convened a Rules Advisory Committee (RAC) to draft new rules for the consolidated STIF program. These revisions are necessary in order to ensure a smooth transition to one state-funded public transportation program moving forward. The RAC is composed of 18 members representing large and small urban, rural, Tribal, and non-government transit providers and users; counties and cities; bicycle and pedestrian advocacy groups; environmental advocacy groups; veterans advocacy groups; advocates for seniors, people with disabilities, and paratransit public transportation users; and social and human service groups.

Public comment on the draft rules was facilitated during the rulemaking process. Public participation in the rulemaking process included a 30-minute public comment period before and after each Rules Advisory Committee meeting. ODOT Public Transportation Division (PTD) staff also created a virtual survey that RAC members could distribute in their communities to receive feedback and questions on this process. The survey was also posted to the STF/STIF consolidation website to gather further input about the proposed rules.

The draft rules went through the Secretary of State's public input process in November - December 2021, and will be before the Oregon Transportation Commission (OTC) for adoption on January 20, 2022.

Once the proposed rules are adopted, ODOT staff will develop solicitation materials for the combined funding programs, including updates to the STIF Plan template, program guidance, application instructions, and allocation estimates. Staff will also conduct provider trainings on the new program, in advance of the January 2023 STIF Plan due date.

After an ODOT completeness review of the submitted Plans, the Public Transportation Advisory Committee (PTAC) will review and recommend the Plans for approval or rejection to the OTC. The STIF Plans will go to the OTC for approval at the meeting in May or June of 2023, and approved STIF Plans for the consolidated program will be effective on July 1, 2023.

### Resources

To stay up to date on RAC progress, sign up for GovDelivery and receive messages about future meeting topics and ways to provide input:

[https://public.govdelivery.com/accounts/ORDOT/subscriber/new?qsp=ORDOT\\_7](https://public.govdelivery.com/accounts/ORDOT/subscriber/new?qsp=ORDOT_7)

For more information visit:

<https://www.oregon.gov/odot/RPTD/Pages/STF-STIF-RAC.aspx>

### Program Staff Contact Information

Maggie Charles  
STIF Formula Fund Coordinator  
503-986-3300

Patrick DePriest  
STIF Intercommunity Fund Coordinator  
503-986-3312

David Graf  
STIF Fund Manager  
503-986-3472

### Attachment

A. STF/STIF Combination Slide Deck

# Consolidated Statewide Transportation Improvement Fund - Update

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ODOT Public Transportation Division  
Fall-Winter 2021

# Brief History of the Special Transportation Fund (STF) & Statewide Transportation Improvement Fund (STIF) and Program Consolidation

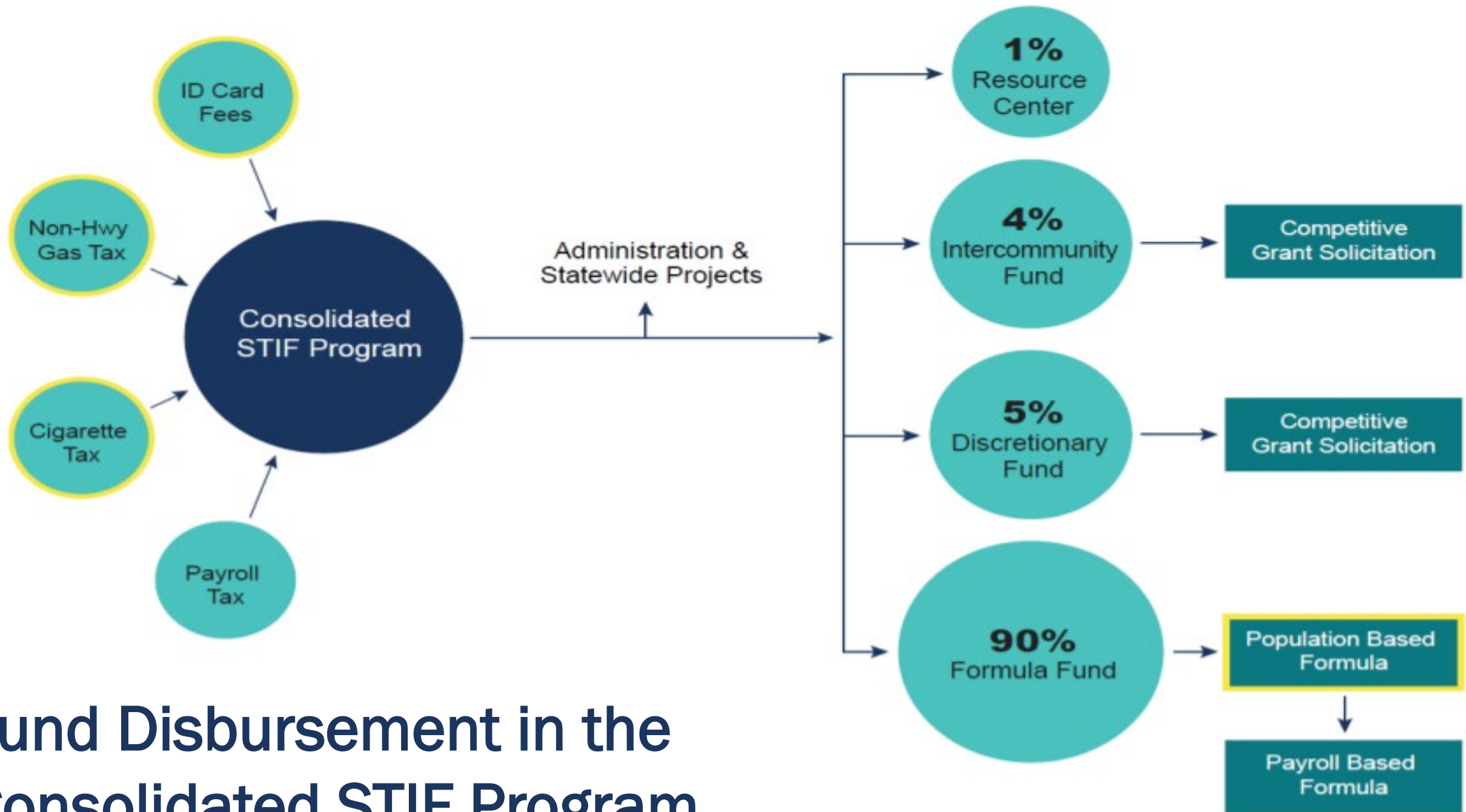
# STF & STIF Comparison

STF	STIF
<ul style="list-style-type: none"><li>• Flexible, coordinated, reliable, and continuing source of revenue</li><li>• All trip types: to healthcare, education, work and social/recreation opportunities to support independent living</li><li>• Emphasizes services for seniors and people with disabilities of any age</li></ul>	<ul style="list-style-type: none"><li>• Dedicated funding to improve or expand public transportation</li><li>• All trip types</li><li>• Emphasizes:<ul style="list-style-type: none"><li>• Serving low-income households</li><li>• Procuring low or no emission buses</li><li>• Intercommunity connections</li><li>• Coordination between providers</li><li>• Serving high school students</li></ul></li></ul>

# STF & STIF Consolidation

- Directed by Senate Bill 1601 signed July 2020
- Purpose is to increase efficiency and funding reliability
- ODOT launched a Rules Advisory Committee
- Consolidated program takes effect July 1, 2023





# Fund Disbursement in the Consolidated STIF Program

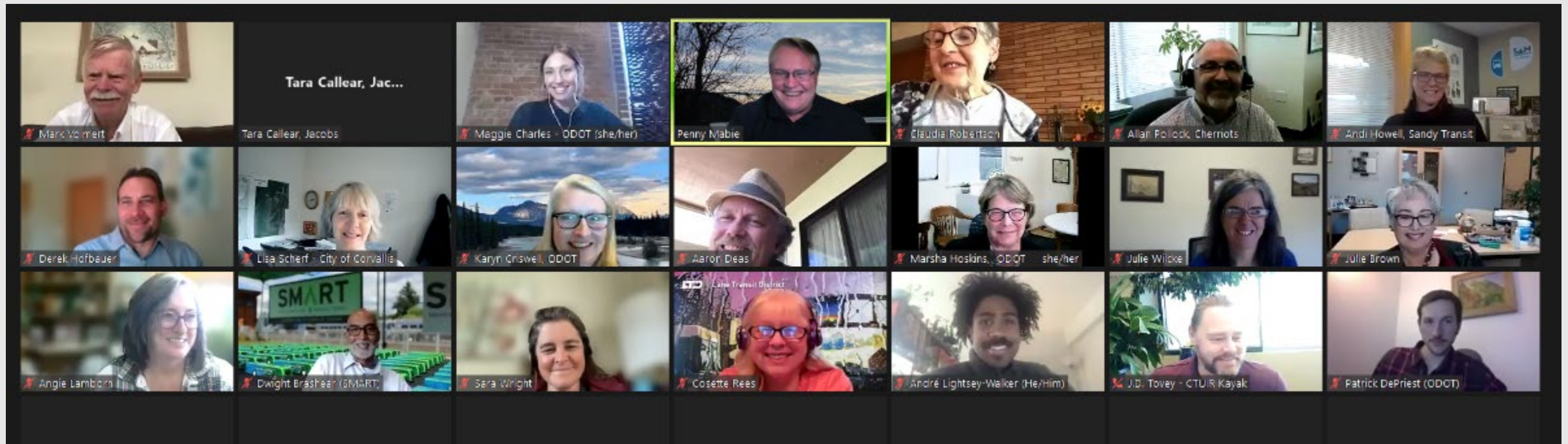
# Consolidated STIF Rules Advisory Committee

Purpose & Outcomes



# Rules Advisory Committee (RAC) Purpose

- The committee met six times between June and October 2021
- Comprised of a diverse group of stakeholders (18 total)



# Outcomes – Proposed Rule Revisions

## General Rule:

- Definitions
- Audit and Compliance
- Advisory Committee Purpose and Composition

## Formula Rule:

- Fund Calculation and Disbursement
- STIF Plan Contents
- Advisory Committees
- Reporting Requirements

## Discretionary Rule:

- Project Eligibility and Match





# Public Input and Outreach Efforts

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- Virtual public comment tool on the project website
- Pre- and post-meeting public comment periods
- External presentations to interested stakeholders



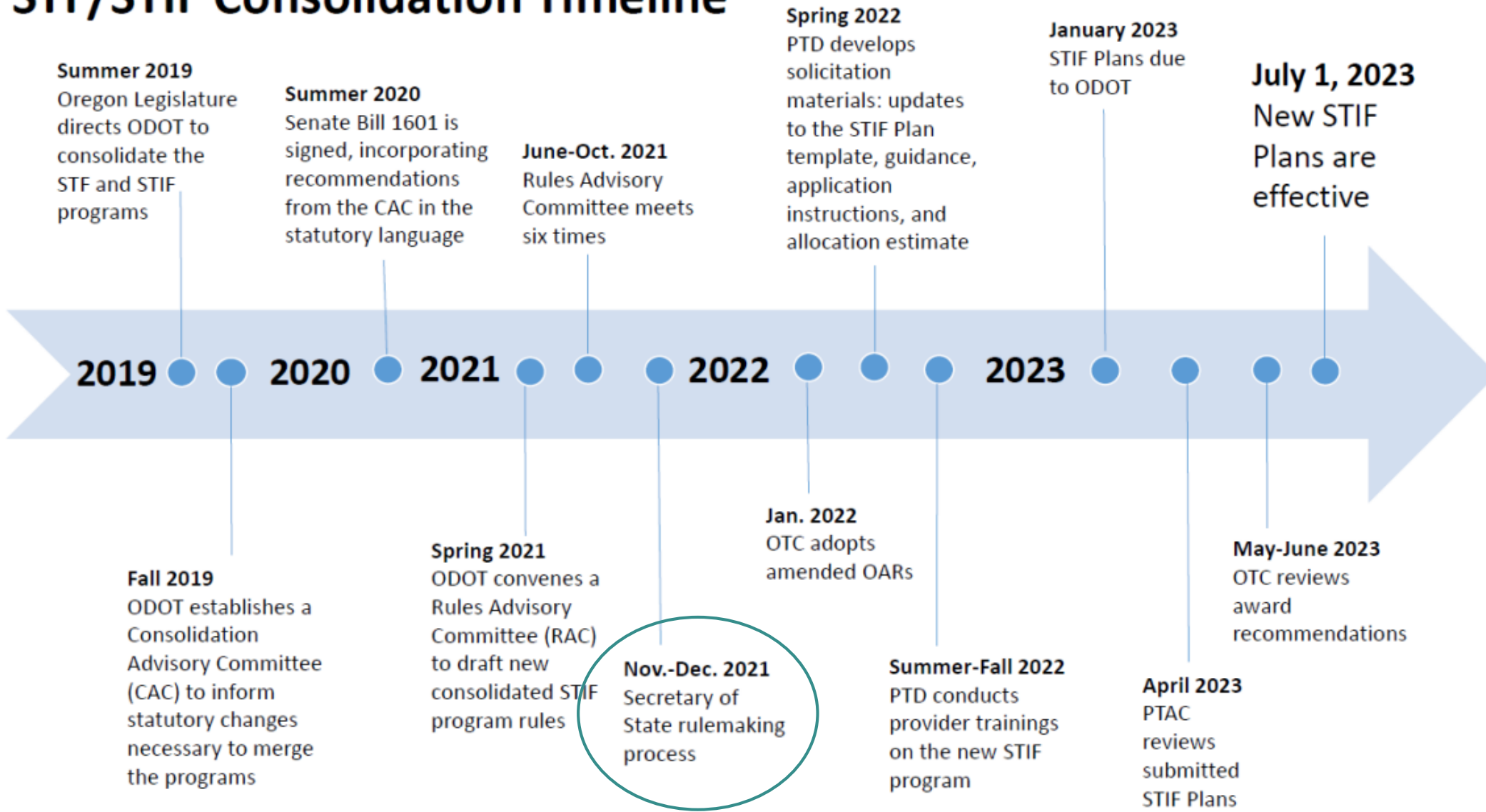
# Tribal Outreach

- Tribal Government Transit Provider representative on the RAC
- Tribal Transit Roundtable attended by representatives of six tribes
- Informal & formal consultations



# Consolidation Timeline

## STF/STIF Consolidation Timeline



Questions?

<p><b>July 14, 2021</b></p> <ul style="list-style-type: none"> <li>• 2024-27 STIP: Fix-It and Public &amp; Active Transportation</li> <li>• ACT Membership</li> <li>• Area Strategies Pilot</li> </ul>	<p><b>August 11, 2021</b></p> <ul style="list-style-type: none"> <li>• Area Strategies Pilot</li> <li>• Disparities in Pedestrian Fatalities</li> </ul>	<p><b>September 8, 2021</b></p> <ul style="list-style-type: none"> <li>• Area Strategies Pilot</li> </ul>
<p><b>October 3, 2021</b></p> <ul style="list-style-type: none"> <li>• Aviation Review Committee appointment</li> <li>• Establish Nominating Committee</li> <li>• Public &amp; Active Transportation</li> <li>• Pedestrian Injury &amp; Social Inequity</li> </ul>	<p><b>November 10, 2021</b></p> <ul style="list-style-type: none"> <li>• OTP Update</li> <li>• ACT Refocus</li> </ul>	<p><b>December 8, 2021</b></p> <ul style="list-style-type: none"> <li>• Infrastructure Bill</li> <li>• Nominate Officers</li> <li>• Connect Oregon</li> </ul>
<p><b>January 12, 2022</b></p> <ul style="list-style-type: none"> <li>• Chair and Vice Chair Appointments</li> <li>• Hwy 126W Project</li> <li>• STF/STIF Rulemaking</li> </ul>	<p><b>February 9, 2022</b></p> <ul style="list-style-type: none"> <li>• ConnectOregon</li> </ul>	<p><b>March 9, 2022</b></p> <ul style="list-style-type: none"> <li>• Area Strategy</li> </ul>
<p><b>April 13, 2022</b></p> <ul style="list-style-type: none"> <li>• TBD</li> </ul>	<p><b>May 11, 2022</b></p> <ul style="list-style-type: none"> <li>• TBD</li> </ul>	<p><b>June 8, 2022</b></p> <ul style="list-style-type: none"> <li>• TBD</li> </ul>

The topics listed are tentative and subject to change.



# 2021-2022

**Future potential topics** (schedule to be determined)



## LaneACT Attendance 2021-2022

Stakeholder	JUL'21	AUG'21	SEP'21	OCT'21	NOV'21	DEC'21	JAN'22	FEB'22	MAR'22	APR'22	MAY'22	JUN'22
Coburg	X		A	X	X	X						
Cottage Grove	X		X	X	X	X						
Creswell	X		X	X	X	X						
Dunes City	A		A	A	A	A						
Eugene	X	N O  M E E T I N G	X	X	A	A						
Florence	X		X	X	X	X						
Junction City	X		X	X	X	X						
Lowell	A		X	X	X	X						
Oakridge	A		A	A	A	A						
Springfield	X		X	X	X	X						
Veneta	X		A	X	X	X						
Westfir	A		A	A	A	A						
Lane County	X		X	X	X	X						
Port of Siuslaw	A		A	A	A	A						
Lane Transit District	X		X	X	X	X						
CTCLUSI	X		X	X	X	X						
ODOT Area 5	X		X	X	X	X						
Central Lane MPO	X		X	X	X	X						
Lane County TrAC	X		X	X	X	X						
Highway 126 E	X		X	X	X	X						
DS Trucking-vacant	V		V	V	V	V						
DS Rail-vacant	V		V	V	V	V						
DS Bike/Ped	X		X	X	X	X						
DS Envir LU	X		X	X	X	X						
OS - Eugene Organ	X		X	A	A	A						
OS - George Grier (V 1	X		X	X	X	V						
OS-VACANT	V		V	V	V	V						
OS - Shelley Humble	X		X	X	V	A						
OS - NOT UTILIZED												
TOTAL	20	0	19	20	19	18						

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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 December 2021

Jurisdiction	Member	Email	Phone	Address
<b>Lane County</b>				
Primary Rep	Heather Buch Commissioner	<a href="mailto:Heather.Buch@co.lane.or.us">Heather.Buch@co.lane.or.us</a>	541.682.4203	125 E 8 <sup>th</sup> Avenue, PSB Eugene, OR 97401
Alternate Rep	Jay Bozievich Commissioner	<a href="mailto:jay.bozievich@co.lane.or.us">jay.bozievich@co.lane.or.us</a>	541.682.3719	125 E 8 <sup>th</sup> Avenue, PSB Eugene, OR 97401
<b>Coburg</b>				
Primary Rep	John Fox Councilor	<a href="mailto:councilorfox@ci.coburg.or.us">councilorfox@ci.coburg.or.us</a>	541.682.7850	PO Box 8316 Coburg OR 97408
Alternate Rep	Ray Smith Mayor	<a href="mailto:coburgray@gmail.com">coburgray@gmail.com</a>	541.682.7850	PO Box 8316 Coburg OR 97408
<b>Cottage Grove</b>				
Primary Rep	Jeff Gowing Mayor	<a href="mailto:mayorgowing@cottagegrove.org">mayorgowing@cottagegrove.org</a>	541.510-5992	337 N. 9 <sup>th</sup> St. Cottage Grove OR 97424
Alternate Rep	Mike Fleck Councilor	<a href="mailto:councilorfleck@cottagegrove.org">councilorfleck@cottagegrove.org</a>		923 S. U Street Cottage Grove OR 97424
<b>Creswell</b>				
Primary Rep	Shelly Clark Councilor	<a href="mailto:shclark@creswell-or.us">shclark@creswell-or.us</a>	541.895.2531	PO Box 276 Creswell OR 97426
Alternate Rep	Maddie Phillips City Planner	<a href="mailto:mphillips@creswell-or.us">mphillips@creswell-or.us</a>	541.895.2913	PO Box 276 Creswell OR 97426
<b>Dunes City</b>				
Primary Rep	Robert Orr Councilor	<a href="mailto:robertvorr@gmail.com">robertvorr@gmail.com</a>	541.997.3338	83541 Jensen Ln. Florence, OR 97439
Alternate Rep	Jamie Mills City Recorder	<a href="mailto:recorder@dunescityor.com">recorder@dunescityor.com</a>	541.997.3338	PO Box 97 Westlake OR 97493
<b>Eugene</b>				
Primary Rep	Claire Syrett Councilor	<a href="mailto:claire.m.syrett@ci.eugene.or.us">claire.m.syrett@ci.eugene.or.us</a>	541.682.8347	125 East 8 <sup>th</sup> Avenue 2 <sup>nd</sup> Floor, PSB Eugene OR 97401
Alternate Rep	Alan Zelenka Councilor	<a href="mailto:alan.zelenka@ci.eugene.or.us">alan.zelenka@ci.eugene.or.us</a>	541.682.8343	125 East 8 <sup>th</sup> Avenue 2 <sup>nd</sup> Floor, PSB Eugene OR 97401

<b>Florence</b>				
Primary Rep	Woody Woodbury Councilor	Woody.woodbury@ci.florence.or.us	541.999.2395	250 Hwy 101 Florence OR 97439
Alternate Rep	Mike Miller Public Works Director	<a href="mailto:mike.miller@ci.florence.or.us">mike.miller@ci.florence.or.us</a>	541.997.4106	250 Hwy 101 Florence OR 97439
<b>Junction City</b>				
Primary Rep	Karen Leach Councilor	mamoaveri@gmail.com	541.998.2153	385 Timothy Street Junction City OR 97448
Alternate Rep	Bev Ficek Mayor	Jcsaddle1@aol.com	541.998.2153	PO Box 250 Junction City OR 97448
<b>Lowell</b>				
Primary Rep	Don Bennett Mayor	<a href="mailto:donbennett47@q.com">donbennett47@q.com</a>	541.937.2312	540 Sunridge Lane Lowell OR 97452
Alternate Rep	TBD			
<b>Oakridge</b>				
Primary Rep	Kathy Holston Mayor	mayor@ci.oakridge.or.us	541.782.2258	PO Box 1410 Oakridge, OR 97463
Alternate Rep	TBD			
<b>Springfield</b>				
Primary Rep	Sean VanGordon Mayor	<a href="mailto:svangordon@springfield-or.gov">svangordon@springfield-or.gov</a>	541.221.8006	225 5 <sup>th</sup> Street Springfield OR 97477
Alternate Rep	Damien Pitts Councilor	dpitts@springfield-or.gov	541.726.3700	225 5 <sup>th</sup> Street Springfield OR 97477
<b>Veneta</b>				
Primary Rep	Keith Weiss Mayor	<a href="mailto:kweiss@ci.veneta.or.us">kweiss@ci.veneta.or.us</a>	541.935.2191	PO Box 458 Veneta OR 97487
Alternate Rep	Evan MacKenzie City Planner	emackenzie@ci.veneta.or.us	541.935.2191	PO Box 458 Veneta OR 97487
<b>Westfir</b>				
Primary Rep	Dawn Hendrix Councilor	<a href="mailto:dmechelle@gmail.com">dmechelle@gmail.com</a>	541-782-3103	47365 1 <sup>st</sup> Street Westfir OR 97492
Alternate Rep	TBD			
<b>Confederated Tribes</b>				
Primary Rep	Doug Barrett	<a href="mailto:dbarrett@ctclusi.org">dbarrett@ctclusi.org</a>	541-888-7512	P.O. Box Florence, OR 97439
Alternate Rep	Garrett Gray	<a href="mailto:ggray@ctclusi.org">ggray@ctclusi.org</a>	541.888.9577	1245 Fulton Avenue Coos Bay OR 97420

<b>Port of Siuslaw</b>				
Primary Rep	Craig Zolezzi Board Commissioner	<a href="mailto:craig@zianw.com">craig@zianw.com</a>	541-915-4059	100 Harbor Street Florence OR 97439
Alternate Rep	David Huntington Manager	<a href="mailto:manager@portofsiuslaw.com">manager@portofsiuslaw.com</a>		100 Harbor Street Florence OR 97439
<b>Lane Transit District</b>				
Primary Rep	Don Nordin Board Member	<a href="mailto:don.nordin@ltd.org">don.nordin@ltd.org</a> <a href="mailto:dnordin@efn.org">dnordin@efn.org</a>	541.942.7895 (C)	239Adams Avenue Cottage Grove OR 97424
Alternate Rep	Aurora Jackson General Manager	<a href="mailto:aurora.jackson@ltd.org">aurora.jackson@ltd.org</a>		PO Box 7070 Springfield OR 97475
<b>ODOT Area Manager</b>				
Primary Rep	Frannie Brindle Area 5 Manager	<a href="mailto:frances.brindle@odot.state.or.us">frances.brindle@odot.state.or.us</a>	541.726.5227 (W)	2080 Laura St. Springfield, OR 97477
Alternate Rep	Bill Johnston Area 5 Planner	<a href="mailto:Bill.W.JOHNSTON@odot.state.or.us">Bill.W.JOHNSTON@odot.state.or.us</a>	541.747.1354 (W)	2080 Laura St. Springfield, OR 97477
<b>Central Lane MPO</b>				
Primary Rep	Paul Thompson Transportation and Infrastructure Program Manager	<a href="mailto:pthompson@lcog.org">pthompson@lcog.org</a>	541.682.4405 (W)	859 Willamette St., Suite 500 Eugene OR 97401
Alternate Rep	Brenda Wilson Executive Director	<a href="mailto:bwilson@lcog.org">bwilson@lcog.org</a>	541.682.4395 (W)	859 Willamette St., Suite 500 Eugene OR 97401
<b>LC TrAC</b>				
Primary Rep	Gwen Jaspers TrAC Vice-Chair	<a href="mailto:burdock@efn.org">burdock@efn.org</a>		Email only.
Alternate Rep				
<b>Highway 126 East</b>				
Primary Rep	Pete Petty	<a href="mailto:ppetty541@aol.com">ppetty541@aol.com</a>		49460 McKenzie Hwy Vida OR 97488
Alternate Rep	Charles Tannenbaum	<a href="mailto:caroltan@q.com">caroltan@q.com</a>	541.736.8575	40882 McKenzie Hwy Springfield OR 97478

Designated Stakeholders					
Trucking	VACANT				Term Expires May 31, 2022
Rail	VACANT				Term Expires April 30, 2023
Bicycle & Pedestrian					
Primary Rep	Sarah Mazze	<a href="mailto:mazze_s@4j.lane.edu">mazze_s@4j.lane.edu</a>	541.790.7492	1975 W. 8th Ave, Eugene OR 97402	Term Expires January 10, 2022
Alternate Rep	Cassidy Mills	<a href="mailto:cmills@lcog.org">cmills@lcog.org</a>	541.682.6712	895 Willamette St. Eugene, OR 97401	Term Expires July 14, 2025
Environmental Land Use	Rob Zako	<a href="mailto:rob@best-oregon.org">rob@best-oregon.org</a>	541.343.5201 (H) 541.606.0931 (W)		Term Expires June 30, 2023
	Alexis Biddle	<a href="mailto:alexis@friends.org">alexis@friends.org</a>	541.233.9001	454 Willamette Street, Suite 213 Eugene, OR 97405	Term Expires June 2023
Other Stakeholders					
	Eugene Organ	<a href="mailto:eorgan@comcast.net">eorgan@comcast.net</a>	541.683.6556 (H)	2850 Pearl Street Eugene OR 97405	Term Expires July 14, 2025
	VACANT				
	Shelley Humble	<a href="mailto:shumble@creswell-or.us">shumble@creswell-or.us</a>	541.895.2913 (W) 541.953.9197 (C)	PO Box 276 Creswell OR 97405	Term Expires July 14, 2025
	VACANT				