



Lane Area Commission on Transportation

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



Wednesday, February 10, 2016

5:30 – 7:30 p.m.

McLane Room, Oregon Department of Transportation, Area 5
644 A Street, Springfield (directions on last page)

Conference Call: 541 682-4087

Contact: Denise Walters, 541 682-4341
dwalters@lcog.org

Purpose: The Lane ACT is an advisory body established to provide a forum for stakeholders to collaborate on transportation issues affecting Lane County (Region 2, Area 5) and to strengthen state and local partnerships in transportation.

A G E N D A

- 1. CALL TO ORDER (Welcome and Introductions) *Quorum=19*** **5:30 p.m.**
- 2. REVIEW AGENDA – ADDITIONS or DELETIONS** **5:30 p.m.**
- 3. CONSENT CALENDAR** **5:35 p.m.**
The following items are considered routine by the LaneACT and will be enacted in one action by consensus. There will be no separate discussion of these items. If discussion is desired, that item will be removed from the Consent Calendar and will be considered separately.
 - a. Approve Minutes (December 9, 2015) (**Quorum Required**)
- 4. COMMENTS FROM THE AUDIENCE** **5:40 p.m.**
Anyone wishing to provide a general comment about the LaneACT must sign up on the Public Comment sheet provided at the meeting.
- 5. RECOGNITION - George Grier-service as Chair** **5:45 p.m.**
- 6. STAKEHOLDER RECRUITMENT AND SELECTION (*Quorum Required*)** **5:50 p.m.**
Action Requested: Review and discuss the applications for the Trucking Designated Stakeholder vacancy and appoint if appropriate.
Objective: Fill vacant Trucking stakeholder position.
Presenter: Denise Walters, LCOG

Location is wheelchair accessible (WCA).

American Sign Language (ASL) interpretation is available with 48 hours notice.

7. **Oregon Bicycle and Pedestrian Plan** **6:10 p.m.**
Action Requested: None. Information only.
Objective: Receive an update on the plan and process.
Presenter: Savannah Crawford, ODOT
8. **GOVERNOR'S TRANSPORTATION VISION PANEL** **6:30 p.m.**
Action Requested: Discuss Vision Panel's Preliminary Findings
Objective: Collective discussion about the Regional Forum and Preliminary Findings; collect initial LaneACT comments.
Presenter: David Reesor, ODOT
9. **FAST Act Legislative Summary** **6:50 p.m.**
Action Requested: None. Information only.
Objective: Receive information and discuss.
Presenter: David Reesor, ODOT
10. **SuperACT Update** **7:05 p.m.**
Action Requested: None. Information only.
Objective: Inform group as to update's status.
Presenters: Commissioner Leiken, Chair
11. **ANNOUNCEMENTS AND INFO SHARING** *(please be brief)* **7:15 p.m.**
a. ODOT Update
b. Legislative Update
c. Metropolitan Policy Committee Update (minutes attached)

NEXT MEETINGS

PLEASE NOTE: You may join any of the following meetings by conference call at 541-682-4087.

- Steering Committee – February 25, 2016, 11:00 a.m. to 12:00 p.m., ODOT Conference Room
- **LaneACT – March 9, 2016, 5:30 to 7:30 p.m., ODOT McLane Room**
- Steering Committee – March 24, 2016, 11:00 a.m. to 12:00 p.m., ODOT Conference Room
- **LaneACT – April 13, 2016, 5:30 to 7:30 p.m., ODOT McLane Room**

OTHER INFO-ONLY ATTACHMENTS

- 2015-2016 LaneACT Calendar
- Monthly Attendance Report
- Membership List *(January 2016)*

LaneACT will post meeting materials on its webpage at www.LaneACT.org prior to each meeting. To be included on the e-mail notification list, please contact Denise Walters at 541-682-4341, dwalters@lcog.org.

**Location is wheelchair accessible (WCA).
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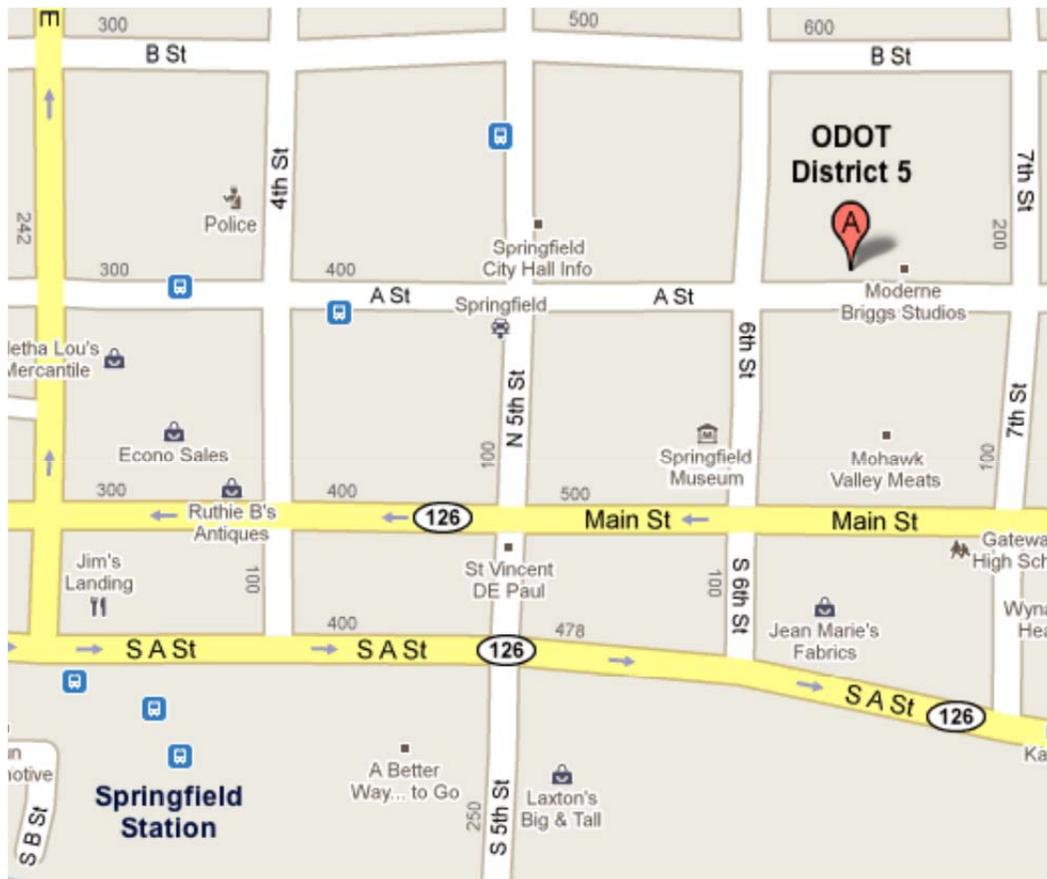
GETTING THERE:

ODOT Area 5: Located at 644 A Street between 6th and 7th Streets, next to Springfield City Hall.

Bus: Take the bus to the LTD Springfield Station. From there walk two blocks north to A Street then two blocks east to 6th Street.

Bicycle Parking: There are bicycle racks in front and additional racks at Springfield City Hall.

Auto Parking: There is free two-hour parking along Main Street and most surrounding streets.



Location is wheelchair accessible (WCA).

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MINUTES

Lane Area Commission on Transportation
McLane Room—Oregon Department of Transportation, Area 5—644 A Street
Springfield, Oregon

December 9, 2015
5:30 p.m.

PRESENT: George Grier, Other Stakeholder, *Chair*
Sid Leiken (Lane County), *Vice Chair*
Ray Smith, Coburg
Tom Munroe, Cottage Grove
Dave Stram, Creswell
Maurice Sanders, Dunes City (via teleconference)
Claire Syrett, Eugene
Mike Miller, Florence
Steve Paulson, Lowell
Jim Coey, Oakridge
Hilary Wylie, Springfield
Tim Brooker, Veneta
Chief Warren Brainard, Confederated Tribes of Coos, Lower Umpqua and Siuslaw Indians
Ron Caputo, Port of Siuslaw
Don Nordin, Lane Transit District
David Reesor for Frannie Brindle, Oregon Department of Transportation
Paul Thompson, Central Lane Metropolitan Planning Organization (MPO)
Jeff Paschall, Lane County Roads Advisory Committee
Charles Tannenbaum, Highway 26 East
Scott Parkinson, Rail Designated Stakeholder
Holly McRae, Bicycle and Pedestrian Designated Stakeholder
Rob Zako, Environmental Lane Use Designated Stakeholder
Eugene Organ, Other Stakeholder
Shelly Humble, Other Stakeholder

ABSENT: Junction City, Westfir, Lane County Roads Advisory Committee, Trucking Designated Stakeholder (position vacant); Ryan Papé, Shelley Humble, Jennifer Jordan, Other Stakeholders.

OTHERS: Jae Pudewell, Jeff Lang, Oregon Department of Transportation; Becky Taylor, Lane County; Erin Reynolds, City of Florence, Ric Ingham, City of Veneta, Michelle Amberg, Creswell, Nancy Rickard, Port of Siuslaw, Rob Inerfeld, City of Eugene; Tom Boyatt, Emma Newman, City of Springfield; Paula Taylor, Denise Walters, Lane Council of Governments; A. J. Jackson, Tom Schwetz, Theresa Brand, Lane Transit District.

1. CALL TO ORDER/WELCOME AND INTRODUCTIONS

Mr. Grier called the meeting of the Lane Area Commission on Transportation (LaneACT) to order and welcomed participants. Those present introduced themselves.

Mr. Grier announced some letters of support for projects had not been received in time to include in the

agenda packets and those were being distributed by staff at the meeting. Packets of support letters for the following projects were distributed: Lane County - Territorial Road; City of Springfield - Filling in the Gaps Safe Walking Routes to Schools and Moe Mountain Path; City of Veneta - Veneta/Elmira Multi-Use Pathway; and City of Florence - Hwy 101/OR 126 to Siuslaw Valley Bridge. He said the letters should be considered public testimony and asked members to review them prior to the public hearing.

Mr. Grier said a quorum was present and noted that although both primary and alternate representatives for several of the ACT member jurisdictions were present, only the primaries would be voting during the meeting.

2. REVIEW OF AGENDA

Mr. Grier briefly reviewed the agenda. There were no changes.

3. CONSENT CALENDAR

A. Approve Minutes (October 14, 2015)

Consensus: The minutes of the October 14, 2015 meeting were approved as submitted.

4. COMMENTS FROM THE AUDIENCE

There were no comments from the audience.

5. NOMINATING COMMITTEE REPORT

Mr. Reesor thanked members who had volunteered to be on the Nominating Committee which developed a list of attributes, roles and responsibilities for the chair and vice chair, contacted potential candidates, and developed a recommendation for action at the ACT's December meeting. He said the committee's recommendation for 2016 officers, with the intent of balancing urban and rural interests within the area, was:

Chair - Sid Leiken, Lane County
Vice Chair - Tim Brooker, City of Veneta

Ms. Wylie, a Nominating Committee member, said the committee spoke to a number of potential candidates and she was pleased with the recommended slate of candidates.

Mr. Zako and Mr. Smith arrived at 5:40 p.m.

Consensus: The slate of candidates for 2016 LaneACT officers was approved as presented by the Nominating committee.

Mr. Grier thanked the Nominating Committee for their efforts and Mr. Leiken and Mr. Brooker for their willingness to serve.

6. STAKEHOLDER RECRUITMENT PROCESS

Ms. Taylor said that Bill McCoy, who had been Trucking Designated Stakeholder since the ACT's inception had resigned, leaving that position vacant. She described the three options available for filling a

mid-term vacancy: 1) leave the position vacant if there is less than one year remaining in the term; 2) if the vacancy occurs within the first two years of a term, fill the vacancy by appointing a qualified applicant who submitted an application during the most recent recruitment; or, 3) select an alternative approach based on commission consensus. She said in addition to the current vacancy, the Bylaws permitted the ACT to appoint another at-large stakeholder position. She asked for direction to staff regarding whether to pursue the formal recruitment process used when there were multiple vacancies to fill or a modified process that would establish a recruitment period during which ACT members were asked to reach out within their communities to identify individuals who could represent trucking and freight and compliment the ACT's role.

Mr. Parkinson felt it was important to fill the designated trucking position and preferred to focus recruitment on that position rather than expanding to include another at-large stakeholder position.

In response to a question from Mr. Zako, Ms. Taylor said the next regular recruitment period would occur in June 2017 when several ACT members' terms expired, then again in 2019 when other terms expired.

Mr. Grier felt it was in the ACT's best interests to fill the Trucking Designated Stakeholder position as soon as possible. Mr. Zako agreed that a more focused recruitment process to fill the vacancy was preferable.

Mr. Thompson said in addition to outreach by ACT members, at least a 30-day open recruitment period was required to give interested parties an opportunity to submit applications. Recruitment notifications would be done through the ACT's website and distribution lists.

Mr. Grier suggested a cutoff date of January 15, 2016, for the recruitment period, which would give the Steering Committee an opportunity to review applications and the ACT to make its selection to fill the vacancy at its February 2016 meeting. He clarified that only the Trucking Designated Stakeholder position would be filled.

Mr. Reesor suggested that agenda items #7 and #8 be reversed in order to give ACT members additional time to review letters of support.

Mr. Grier determined there were no objections to changing the order of the agenda as suggested.

8. GOVERNOR'S TRANSPORTATION VISION PANEL

Mr. Reesor said the Governor's Transportation Vision Panel (GTVP) purpose and assigned tasks were described in the agenda materials. The panel would be holding a series of information forums around the state. The Lane County Regional Forum was scheduled for January 13, the date of the ACT's next meeting. He said the ACT January meeting had been canceled and encouraged ACT members to attend the GTVP forum in lieu of the ACT meeting to provide input on key transportation issues facing the area. He said the forum would be held at the University of Oregon Ford Alumni Center on January 13 from 5:30 p.m. to 7:30 p.m. and elected and appointed officials from Lane County had also been invited to attend.

Mr. Reesor said the panel, established in 2014, was charged with assessing major challenges facing Oregon's transportation system, develop a vision for what that system should look like in the next 30 years, and create a set of recommended actions for 2016 through 2020 that could lay the groundwork for that vision. The objective of the forum was to present preliminary recommendations to attendees and elicit feedback on regional needs and obtain stakeholder input.

Mr. Grier urged ACT members to attend the forum.

7. PUBLIC HEARING: STIP ENHANCE NON-HIGHWAY APPLICATIONS

Mr. Reesor said during the ACT's October 2015 meeting it reviewed and ranked pre-proposals for STIP Enhance Non-Highway projects. Since that time Lane County's Territorial Complete Design project had been withdrawn from the Enhance Non-Highway application process because ODOT had added it to the STIP Leveraged Program where it was a better fit. He said the project would now go through the same review and ranking process for the Leveraged Program. He said the ACT would be reviewing and ranking the following proposals:

- Veneta: Veneta-Elmira Multi-Use Pathway
- Springfield: Moe Mountain Path
- Springfield: Filling the Gaps
- Florence: US 101 Multi-Modal Improvements
- Eugene: Roosevelt Path
- Eugene: Rivers to Ridges

Mr. Leiken said that Lane County was aware of the Territorial Highway projects switch from the STIP Enhance Non-Highway category to the STIP Leveraged Program and agreed with the change. He felt it was an excellent opportunity for Territorial Highway improvements and the project was appropriate for the Leveraged Program. Mr. Reesor added that testimony on the Territorial Highway project would still be accepted during the public hearing.

Mr. Grier opened the public hearing and called for testimony.

State Senator Floyd Prozanski, District 4, voiced support for the Veneta-Elmira Multi-Use Pathway project. He said it was important to assure safe bicycle routes to schools. As a cyclist he had ridden in the area and an independent path for pedestrians and bicycles would them off of a highly traveled stretch of highway with fast vehicular travel. He said the schools served both communities and a multi-use path would benefit students as well as other residents. He thanked the ACT for its consideration of the Territorial Highway project and hoped it would support the project's application for alternate funding.

State Representative Paul Holvey, District 8, said he was pleased to see the ACT in operation. He spoke in support of the Veneta-Elmira Multi-Use Pathway. He was concerned about children's safe access to schools and Veneta and Elmira were sister communities and it was often difficult for them to get their needs addressed. He said the pathway would provide safe access to schools for students from both communities.

Mayor Sandra Larson, City of Veneta, thanked the ACT for considering the City's Veneta-Elmira Multi-Use Pathway application and considering all of the letters of support. She said the pathway would be entirely in unincorporated Lane County. She said Veneta submitted the application in the interests of public safety, public health and rural livability. Three of the four schools that Veneta students attended were in Elmira and a safe walking and biking route to school was critical. In addition to safety, the project would also promote healthy and active living and provide benefits to both communities.

Ron Caputo, Port of Siuslaw, spoke in support of the US 101 Multi-Modal Improvements project. As a resident of Florence he said the highway intersected the community and was used by multiple transportation modes: cars, buses, trucks and bicycles coming from the north, south and east into the Highway 101 corridor. Florence needed to safely move traffic, pedestrians and bicyclists from a four-lane

highway across a two-lane bridge to the other side of the community. The project would provide a number of safety improvements, promote economic development and benefit the City of Florence.

Mr. Grier determined there was no one else wishing to speak and closed the public hearing.

9. STIP ENHANCE NON-HIGHWAY APPLICATION RANKING

Mr. Grier said the task before the ACT was to develop an absolute priority for the projects. He said the process would be challenging and he was not certain there would be 100 percent consensus on a ranking and asked if members would prefer to use an 80 percent consensus or identify another approach to the ranking process. He reminded the ACT that the Metropolitan Policy Committee (MPC) had ranked projects within the Metropolitan Planning Organization (MPO) boundaries and the ACT protocols required that ranking be preserved. He said non-MPO projects could be ranked above, below or interspersed with MPO projects as long as the priority order of MPO projects was not changed.

Mr. Zako suggested that the ACT focus its attention on the non-MPO Florence and Veneta projects, how they ranked and where they would fit among the MPO projects.

Mr. Grier said the ACT was charged with developing a 150 percent funding list. Based on historical allocations, the 150 percent funding target was \$3.4 to \$4.8 million. After withdrawal of the Territorial Highway project, the remaining projects totaled \$4.8 million and the ACT did not need to leave any projects off its 150 percent list to be forwarded to the SuperACT for consideration.

In response to a question from Ms. Syrett, Mr. Grier said it was unlikely that all projects on the ACT's 150 percent list would be funded. The benefit of having an absolute ranking was to assist the ACT chair in negotiations during the SuperACT process. Mr. Reesor said Region 2 was guaranteed \$9.2 million but no area within the region was guaranteed a specific amount. Developing a list of projects for funding at the SuperACT level would require negotiations among Region 2 ACTs and the LaneACT's ranking would help inform the LaneACT chair during that process.

Mr. Thompson said the SuperACT would also be prioritizing to the 150 percent target level. He said the funding estimates were based on the Oregon Transportation Commission's assumption of a reduction in federal funding, but the new federal transportation bill actually increased funding levels. He recommended that the ACT aim for the high end of the 150 percent target and put as many projects forward as possible.

Ms. Wylie suggested ranking the Roosevelt Path, Filling the Gaps, US 101 Multi-Modal Improvements and Veneta-Elmira Multi-Use Pathway as the top four projects, which would total about \$2.8 million. The Rivers to Ridges and Moe Mountain Path projects could follow those. She agreed that it was important to prioritize all of the projects in the event that more funding than anticipated became available or other projects were withdrawn.

Consensus: STIP Enhance Non-Highway projects would be ranked 1 through 6 by the LaneACT.

Mr. Grier reviewed the criteria against which projects would be evaluated and funding decisions made.

Mr. Thompson said the MPO had prioritized the four MPO projects as follows: 1) Eugene: Roosevelt Path, 2) Springfield: Filling the Gaps, 3) Eugene: Rivers to Ridges, and 4) Springfield: Moe Mountain Path. He reiterated that ACT protocols required that the four MPO projects remain in that order and the two non-MPO projects could be interspersed anywhere among them.

Mr. Grier invited ACT members to discuss the ranking of all four projects.

Ms. Wylie ranked projects as follows: 1) Eugene: Roosevelt Path, 2) Springfield: Filling the Gaps, 3) Florence: US 101 Multi-Modal Improvement, 4) Veneta: Veneta-Elmira Multi-Use Path, 5) Eugene: Rivers to Ridges, and 6) Springfield: Moe Mountain.

Mr. Zako proposed retaining the ranking of the top four projects from the ACT's October meeting, followed by the Eugene: Rivers to Ridges project and the Springfield: Moe Mountain Path project.

Ms. Syrett concurred with Ms. Wylie's rankings. She said the MPO ranked the Eugene: Roosevelt Path at its highest priority and she agreed it was a higher priority than the Eugene: Rivers to Ridges project.

Mr. Stram ranked the Florence: US 101 Multi-Modal Improvements project as the first priority and the Veneta: Veneta-Elmira Multi-Use Path as the second priority, followed by the MPO projects in the MPO's priority order.

Mr. Munroe concurred with Mr. Stram's ranking.

Mr. Leiken preferred a rural/urban/rural/urban order. He ranked projects as follows: 1) Florence: US 101 Multi-Modal Improvements, 2) Eugene: Roosevelt Path, 3) Veneta: Veneta-Elmira Multi-Use Path, and 4) Springfield: Filling the Gaps. He felt those four projects had an excellent chance of being funded. The ACT was responsible for representing both MPO and rural interests, but because the Florence project was the ACT's top priority he listed it at the top, followed by an urban project, the Veneta project, and then another urban project.

Ms. Wylie preferred to see the positions of the Veneta and Springfield projects in Mr. Leiken's ranking reversed, with Springfield in the third position and Veneta in the fourth position.

Mr. Coey agreed with Mr. Leiken's order of rural/urban/rural/urban projects.

Mr. Paulson ranked the Veneta project first and the Florence project second. He said historically urban projects had been funded and he hoped to see both rural projects funded.

Mr. Munroe agreed that the Florence and Veneta projects should be in the top three priorities.

Mr. Zako said if the top four projects were likely to be funded the ranking might not be so important, but if funds were tighter he suggested the following ranking: 1) Florence, 2) Eugene: Roosevelt Path, 3) Springfield: Filling the Gaps and 4) Veneta.

Mr. Thompson understood support for the Veneta project's benefit to children, but pointed out that the Springfield's Filling the Gaps would also do that by creating safe routes for many more children and schools with a less expensive project. It was equally qualified in that respect.

Ms. Syrett agreed that safe access to schools was important, which was why she supported Ms. Wylie's proposal. She said while the Springfield project was urban, it would benefit many children across the City of Springfield. A strong case was made for the Veneta project for the same reason and that was why she ranked those projects above the Florence project, which was also important but did not provide the same benefit.

Mr. Stram concurred with Ms. Syrett and Mr. Thompson. He said transportation of children was critically important and he ranked the Veneta project first and the Springfield: Filling the Gaps project as second and questioned why the MPO ranking could not be changed.

Mr. Grier reminded ACT members ultimately projects would be evaluated according to how well they addressed the funding criteria. MPO staff had carefully reviewed project applications and made their recommendations based on their technical expertise and experience with past funding processes. He said both the Florence and Veneta projects were strong and addressed ongoing concerns. The ACT would need to decide if they would meet the criteria when reviewed by ODOT staff.

Mr. Zako suggested focusing on the Veneta and Florence projects and determining which was the stronger project.

Mr. Smith agreed with Mr. Zako's suggestion to prioritize the Florence and Veneta projects, and then determine how they would be interspersed with MPO projects. He felt the third and fourth ranked MPO projects should be the final two projects on the ACT's 150 percent list.

Mr. Grier called for a show of hands to determine whether the Florence or Veneta project would be ranked highest. The results were:

Florence - 10
Veneta - 13

Mr. Caputo objected to ranking Veneta higher than Florence.

Mr. Coey pointed out that the Veneta project, as important as it was, did not meet the criteria for improving statewide transportation needs by improving the state's transportation system. Mr. Reesor said that Territorial Highway is indeed a state highway and thus, satisfies that criterion.

Mr. Thompson elaborated on Mr. Coey's point. He said under the state highway classification system, Hwy 101 was the highest classification and Territorial Highway was the lowest. Additionally, the Florence project would leverage and coordinate with other ODOT work on Hwy 101.

Mr. Reesor, speaking as a voting ACT member, said good points regarding project leverage criteria had been raised. He said there were also criteria for modal attributes and public health and the Veneta project's primary purpose was to benefit school-age children, which were the most vulnerable users of the transportation system.

Mr. Brooker suggested placing the Veneta and Florence projects at the top of the list, followed by the MPO projects. He said both were good projects and meaningful to the ACT and should be at the top of the priority list.

Mr. Zako observed that the ACT did not actually control the awarding of funds and should give its negotiator, the ACT chair, the necessary ammunition to successfully negotiate for projects at the SuperACT by speaking to the project evaluation criteria. He asked what strategies had been successful in past negotiations.

Mr. Grier said that having a rural project as the first priority would be a compelling point.

Mr. Leiken said the federal transportation authorization would increase the amount of funding available for STIP projects, although negotiations at the SuperACT level would still be necessary. He agreed that listing a rural project first was a good negotiation strategy. He said that final funding decisions would be made by the OTC.

Mr. Grier said it was not a good idea to have the most expensive project on the cusp; it should be first. Based on the cost of projects, Veneta should be first, not last, with Springfield's Filling the Gaps last. He said from a bargaining perspective the Springfield project was a compelling and competitive project.

Mr. Grier asked ACT members to indicate if they could support the following ranking:

1. Veneta: Veneta-Elmira Multi-Use Path
2. Eugene: Roosevelt Path
3. Florence: US 101 Multi-Modal Improvements
4. Springfield: Filling the Gaps
5. Eugene: Rivers to Ridges
6. Springfield: Moe Mountain Path

Ms. Syrett said she had some concerns, but could support the ranking.

Ms. Wylie expressed concern that Springfield's Filling the Gaps project might not be funded if it was in fourth place.

Mr. Reesor explained the process by which projects are determined to be eligible, ranked within each area by the ACTs, then information from ACTs compiled by ACTs and forwarded to the SuperACT for Region 2 prioritizing at the 150 percent level. ODOT staff then would scope projects in conjunction with the applicant jurisdictions to determine as closely as possible actual project costs and feasibility, and that information would go back to the SuperACT, which would then narrow the list down to 100 percent through another round of negotiations.

Mr. Thompson said it was difficult for him to support placing Springfield's Filling the Gap in fourth place because it addressed the criteria and was a very cost effective project that served more children at a lower cost.

Mr. Zako proposed ranking the Filling the Gaps project at third and the Florence project as fourth. He felt it was likely the top three projects would be funded. He asked if the Florence project, which was well leveraged and on a top tier state highway and coordinated with ODOT project, would be competitive in negotiations or would it be preferable to leave the projects in the current order, leaving a less expensive project in fourth place.

Mr. Thompson viewed all six projects being forwarded to the SuperACT as the LaneACT's 150 percent list. He felt confident that the first four projects would be funded. Following the MPC's direction, he agreed with Mr. Zako's suggestion.

Mr. Grier pointed out that the first four projects totaled \$2.7 million, which was close to the 100 percent funding target. He said the area would receive at least \$2 million and wanted the three strongest projects at the top of the list, with Springfield's Filling the Gap in fourth place.

Mr. Stram agreed with Mr. Grier's suggested ranking.

Mr. Paulson asked why the MPO had ranked Eugene's Roosevelt Path project higher than Springfield's Filling the Gaps. Mr. Thompson said both were very strong projects, but there were advantages to the Roosevelt Path project because it filled a significant gap in a regional system and leveraged recent ODOT work. He said ODOT had emphasized in this round of STIP funding that it wanted to see less "horse trading" at the SuperACT and have the strongest projects move forward in the process, regardless of where they were located.

Mr. Grier called for a show of hands on the ranking he has proposed. The results were:

Supported the proposed ranking of the six projects: 21
Did not support the proposed ranking of the six projects: 2 (Ms. Wylie, Mr. Thompson)

Ms. Wylie proposed the following ranking:

1. Veneta: Veneta-Elmira Multi-Use Path
2. Eugene: Roosevelt Path
3. Springfield: Filling the Gaps
4. Florence: US 101 Multi-Modal Improvements
5. Eugene: Rivers to Ridges
6. Springfield: Moe Mountain Path

Mr. Grier called for a show of hands on Ms. Wylie's proposed ranking. The results were:

Supported Ms. Wylie's ranking: 14

Ms. Wylie and Mr. Thompson said they could support Mr. Grier's proposed ranking.

Consensus: Recommend the following 150 percent priority list to the SuperACT:

1. Veneta: Veneta-Elmira Multi-Use Path
2. Eugene: Roosevelt Path
3. Florence: US 101 Multi-Modal Improvements
4. Springfield: Filling the Gaps
5. Eugene: Rivers to Ridges
6. Springfield: Moe Mountain Path

Mr. Zako said he sensed that the ACT thought all of the top four projects met the funding criteria and collectively supported funding all of them. He said different priorities were represented among ACT members and while there were different opinions on the order of projects, members agreed they could support the list and it had a certain geographic balance.

Mr. Thompson stressed that the ACT supported all six projects and he felt it was likely that the first five projects could be funded. He said the MPO had initially placed the Moe Mountain project above the River to Ridges project, but when the expensive Territorial Highway project was withdrawn the Rivers to Ridges project was moved up because it could possibly fit within the 100 percent list if a higher level of funding was available; the Moe Mountain project was less likely to fit within that list.

10. ANNOUNCEMENTS AND INFO SHARING

Mr. Grier said ACT members would be receiving invitations to the GTVP Lane County Regional Forum and urged them to attend in lieu of a January 2016 ACT meeting.

Ms. Wylie commended Mr. Grier for his service as the LaneACT chair.

a. Chair Grier Report on November 19th Work Session with Oregon Transportation Commission

Mr. Grier reported that transportation funding was the main topic of discussion, particularly the legislature's deadlock over state funding and the dire condition of roads and bridges with no solution to improving infrastructure in sight. He said all interests needed to work together to develop a transportation funding package and the GTVP forum was a step in that process. He appreciated the opportunity to serve as the ACT's chair.

b. Legislative Update

Mr. Thompson said the new transportation legislation—the Fixing America's Surface Transportation (FAST) Act—was a fully-funded five-year bill. He said while it did not establish sustainable transportation funding in the future, it did provide stable funding for existing programs, in most cases with modest annual increases. He said performance measures had not changed and a new freight program to address freight movement throughout the country had been added, although most of its funding was targeted towards freight on the highway system. Another new program was alternative funding to states under a competitive grant program to demonstrate alternatives to the gas tax as a revenue source for transportation.

c. ODOT Update - *ConnectOregon* - how many applications received

Mr. Reesor announced that Ms. Brindle's duties had been expanded to include management of Area 4 in addition to management of Area 5. He expected that *ConnectOregon* applications come to the ACT at its March or April meeting for ranking.

Mr. Thompson said that *ConnectOregon* applications totaled \$91 million in requests, which was about twice the available funding. He said five projects had been received from the LaneACT's area:

- Eugene: airport improvements - \$550,000
- Junction City: 6th Street ADA improvements - \$200,000
- Eugene: bike parking - \$110,000
- Florence: Siuslaw Estuary Trail - \$490,000
- Lane Transit District: new Santa Clara transit station and park and ride - \$3.5 million

d. Sharing

Mr. Leiken announced that the Oregon Bicycle and Pedestrian Plan had been released for public comment and the comment period would remain open through February 18th, 2016, with the OTC scheduled to adopt the plan in May 2016. He said the plan was a multi-modal approach to transportation. He said the price of oil was likely to remain low through 2018-19; it was essential to find an alternative source of funding for transportation as the gas tax was not sustainable.

Ms. Syrett announced that the Eugene City Council had adopted a Vision Zero policy for engineering and traffic enforcement. She said zero traffic fatalities was an aspirational goal, but she was receiving very positive feedback from the community.

Mr. Thompson announced that Denise Walters of LCOG would now be staffing the LaneACT on a permanent basis.

The next LaneACT meeting was scheduled for February 10, 2016.

The meeting was adjourned at 7:40 p.m.

(Recorded by Lynn Taylor)



Lane Area Commission on Transportation

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



DATE: February 10, 2016

TO: Lane Area Commission on Transportation (LaneACT)

FROM: Denise Walters, Lane Council of Governments

SUBJECT: Agenda Item 6: Stakeholder Recruitment Discussion & Selection

Recommended Actions: Appoint Trucking Stakeholder if appropriate.

Background

There is currently one Designated Stakeholders (Trucking) position vacant as a result of Bill McCoy's recent resignation. At its December meeting LaneACT directed staff to conduct a modified process wherein ACT members were asked to reach out within their communities to identify individuals who could represent trucking and freight interests. The recruitment period was set to end on January 15, 2016 so LaneACT could appoint a stakeholder, as appropriate, at its February meeting. Recruitment information was posted on the LaneACT website in both English and Spanish.

Discussion

LaneACT received two (2) applications attached for your review and consideration. At its January 21st meeting the Steering Committee determined because only two (2) applications were received and both applicants are qualified, they would not recommend a candidate but would instead have the full ACT consider both applicants.

The Trucking Designated Stakeholder's term expires June 30, 2017. Mr. McCoy vacated the position in October 2015 leaving nearly two years left in this term.

Recommended Actions

1. Appoint Trucking Stakeholder.

Attachment:

-Applications:

- William R. Phillips, Weyerhaeuser Application
- Jason Muggy, Pape' Kenworth Application



Applicant Criteria

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

Name:	William R Phillips		
Residential/Business Address:	29574 Street Mc Mullen Ln City Junction City Zip 97448		
Mailing Address:	Street	City	Zip
Home Telephone:	541-998-2582	Work Telephone:	541-221-6075
FAX:	541-744-4694	E-Mail:	william.phillips@weyerhaeuser.com
Employment:	Weyerhaeuser Log Truck Manager		

The LaneACT is recruiting for the following positions:

- A Designated Stakeholder representing Trucking interests.

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

Designated Stakeholders:
Please check the Trucking box if you would like to apply for this Designated Stakeholder position.
<input checked="" type="checkbox"/> Trucking

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

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

Hauled Logs in Lane County for 30+ years then went into Management for the last 8 years at Weyerhaeuser with the Log Truck Fleet at Goshaw also worked for Bohemig, Williamite Industries

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

actively involved in the day to day transportation of Log for Weyerhaeuser most days 250 plus

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

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

Thank you for applying to be a LaneACT Stakeholder!

Demographic Information (Optional):

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

Gender	MMALE			Number of Persons in Your Household	2		
Annual Household Income:							
<input type="checkbox"/>	Less than \$25,000	<input type="checkbox"/>	\$25,000-\$44,999	<input type="checkbox"/>	\$45,000-\$74,999	<input checked="" type="checkbox"/>	More than \$75,000
Disability	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Senior	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Youth	<input type="checkbox"/> Yes <input type="checkbox"/> No
<input type="checkbox"/>	African American	<input type="checkbox"/>	Hispanic	<input type="checkbox"/>	American Indian/Alaskan Native	<input type="checkbox"/>	Asian
<input type="checkbox"/>	Native Hawaiian and other Pacific Islander			<input type="checkbox"/>	Multiracial	<input checked="" type="checkbox"/>	White <input type="checkbox"/> Other

Please Return Your Completed Application to:

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

E-Mail: DWalters@lcog.org

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



Open Until January 15, 2016

Applicant Criteria

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

Name:	Jason Muggy		
Residential/Business Address:	123		
	Street	City	Zip
Mailing Address:	6364 Fernhill Ct	Springfield, OR	97478
	Street	City	Zip
Home Telephone:	541-228-1799	Work Telephone:	541-868-8918
FAX:	541-359-2326	E-Mail:	j.muggy@paper.kenworth.com
Employment:	Paper Kenworth		

The LaneACT is recruiting for the following position:

- A Designated Stakeholder representing Trucking interests.

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

Designated Stakeholders:
This recruitment includes only the Trucking Designated Stakeholder position.
<input checked="" type="checkbox"/> Trucking

(OVER)

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

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

** See Attached*

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

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

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

Thank you for applying to be a LaneACT Stakeholder!

Demographic Information (Optional):

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

Gender		Number of Persons in Your Household					
Annual Household Income:							
<input type="checkbox"/>	Less than \$25,000	<input type="checkbox"/>	\$25,000-\$44,999	<input type="checkbox"/>	\$45,000-\$74,999	<input checked="" type="checkbox"/>	More than \$75,000
<input type="checkbox"/>	Disability	<input type="checkbox"/>	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>	Senior
<input type="checkbox"/>		<input type="checkbox"/>	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>	Youth
<input type="checkbox"/>	African American	<input type="checkbox"/>	Hispanic	<input type="checkbox"/>	American Indian/Alaskan Native	<input type="checkbox"/>	Asian
<input type="checkbox"/>	Native Hawaiian and other Pacific Islander	<input type="checkbox"/>	Multiracial	<input checked="" type="checkbox"/>	White	<input type="checkbox"/>	Other

Please Return Your Completed Application to:

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

E-Mail: DWalters@lcoq.org

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

Jason Muggy

Lane ACT

Application Supplement for Designated Stakeholder Representing—Trucking

Background, training, and experience that have prepared me to represent the Trucking Designated Stakeholder position:

I have spent my entire working career associated with the trucking industry. I obtained a Bachelor of Science Degree from the University of Oregon in 1994 and went to work for Sherman Brothers Trucking. At Sherman Brothers I worked throughout the company in Safety, Operations, and was the Vice President of Operations and General Manager. In total I worked for Sherman Brothers for 18 years. During that time I was heavily involved in safety and logistics both of which I feel would give me a solid background representing the Trucking Industry. In 2012 I took a new position with Pape' Kenworth as the Southern Oregon General Manager. In this position I interface with trucking companies throughout my region from Salem, OR to the California border. I work directly with owners and key decision makers at trucking companies throughout the state.

I would rely on my prior experiences in running a successful trucking company and my current ability to network with key decision makers at trucking companies to gain the necessary insight to participate and bring value to Lane Area Commission on Transportation.

Specific Education/Training

BS Science—University of Oregon—1994

MBA—Northwest Christian University--2007

Lean Logistics Training

Paccar Dealer Leadership Institute

Thank you for your consideration of my Application.

Jason Muggy

jmuggy@papekenworth.com

541-228-1799—Cell Phone

STATE OF OREGON

MEMORANDUM

**Department of Transportation
Transportation Development Division**

Mill Creek Office Park
555 13th Street NE, Suite 2
Salem, Oregon 97301-4178
(503) 986-4121 FAX (503) 986-4174

Date: December 1, 2015

TO: Area Commissions on Transportation

FROM: Savannah Crawford, Principal Planner
Oregon Department of Transportation

SUBJECT: Draft Oregon Bicycle and Pedestrian Plan Public Comment Period

On Friday November 13th, the Oregon Transportation Commission opened the 90 day public comment period for the Draft Oregon Bicycle and Pedestrian Plan (OBPP). The OBPP is the biking and walking element that refines Oregon Transportation Plan, establishing a vision and policy foundation for the next 25 years. Its nine goal areas cover topics such as safety, connectivity, health, community/economic vitality and strategic investment. Policies and strategies provide direction for ODOT and guide decisions across the state in planning for, investing in, constructing and maintaining biking and walking facilities, as well as cover education, outreach, and programmatic activities.

The OBPP solicited input from a diverse mix of Oregon stakeholders through a variety of methods: a 16 member Policy Advisory Committee, a Technical Advisory Committee, stakeholder interviews, listening meetings, and other outreach opportunities. Committee and working group members include federal, regional, local jurisdictions, business interests, transportation providers, and others.

Over the next three months, ODOT staff is conducting public outreach for the OBPP to interested stakeholder groups and agencies throughout Oregon. The draft OBPP is available for public comment now **through February 18, 2016**. After completing public outreach, ODOT staff, in coordination with the Policy Advisory Committee, will review the comments and make a recommendation to the Oregon Transportation Commission regarding adoption of the final OBPP in the spring/summer of 2016.

With this letter, we are extending an invitation for you to participate in review and comment on the Draft OBPP:

Bicycle and Pedestrian Plan Outreach

December 1, 2015

Page 2

Executive Summary

http://www.oregon.gov/ODOT/TD/TP/BikePed/Draft_ExecutiveSummary_PublicReview.pdf

Draft Plan

http://www.oregon.gov/ODOT/TD/TP/BikePed/DraftPlan_PublicReview.pdf

We will be updating the website regularly to include information on upcoming presentations/events. In addition, we will have an online open house available mid-December, so stay tuned! For more information, please visit the Plan website: <http://www.oregon.gov/ODOT/TD/TP/pages/bikepedplan.aspx>.

If you have any questions or would like to discuss the Oregon Bicycle and Pedestrian Plan in more detail, please contact:

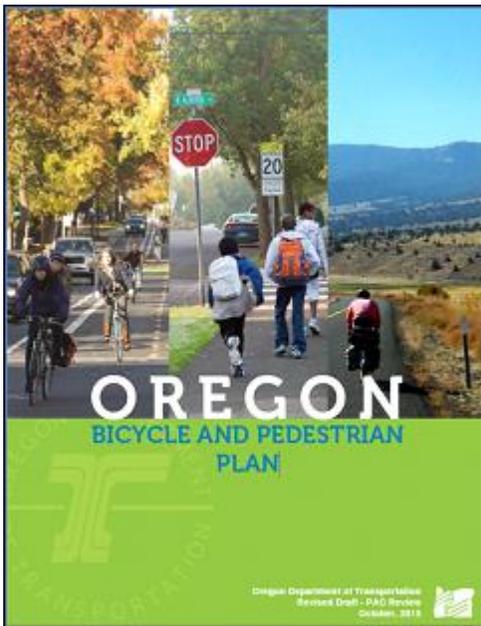
Savannah Crawford at 503-986-4105 or savannah.crawford@odot.state.or.us

Amanda Pietz at 503-986-4227 or amanda.pietz@odot.state.or.us

Thank you.

Oregon Bicycle and Pedestrian Plan

The Oregon Department of Transportation wants your comments on the Draft Oregon Bicycle and Pedestrian Plan!
The comment period closes **February 18th, 2016**.



Visit <http://goo.gl/vcaghM> to participate in our Online Open House and to:

- Learn more about the Plan.
- Read the full Draft Plan.
- Provide your thoughts on how the Plan can help the future of biking and walking in Oregon.

Visit the Online Open House!

The online open house allows you to go through the Plan and provide specific feedback. The open house will remain available through February 18th, 2016.

<http://ODOTBikePedPlan.publicmeeting.info>



February 10, 2016

TO: Lane Area Commission on Transportation (LaneACT)
FROM: David Reesor, Senior Region Planner, ODOT
SUBJECT: Agenda Item 8: Governor's Transportation Vision Panel

Recommended Action: Discuss Vision Panel's Preliminary Findings

Background

The Governor's Transportation Vision Panel (GTVP) has been meeting since November 2014 in an effort to develop a Work Plan to address transportation issues across the transportation modes and regions of the state. Members on the Vision Panel include legislative representatives, business owners, and civic leaders from across Oregon. The GTVP has been charged with the following tasks:

1. Assess the major challenges facing Oregon's transportation system today.
2. Develop a vision for what Oregon's transportation system should look like in the next 30 years.
3. Create a set of recommended actions for 2016 - 2020 to lay the groundwork for the vision.

Discussion

This agenda item provides information and discussion opportunity to LaneACT members following the January 13th Governor's Transportation Vision Panel Regional Forum in Lane County. The information attached to this memo provides written information about the Panel's preliminary findings, as well as outlines of each subcommittee's draft findings.

While a number of LaneACT members attended the Lane County Regional Forum on January 13th, not all were able to attend. This agenda item will provide an opportunity for collective discussion about the event and the Panel's preliminary findings. LaneACT members who attended the January 13th event are encouraged to share their experience and thoughts with others. Staff will help facilitate the discussion and take initial notes from the group discussion. These comments will be combined with a final, formal list of

LaneACT comments to be gathered at the March 9th LaneACT meeting, and then submitted to the Governor's Vision Panel for consideration.

Action Recommended: Discuss Vision Panel's Preliminary Findings

Attachments

- A. GTVP: Key Preliminary Findings
- B. Draft Outline of Bike, Pedestrian, Transit, and Passenger Rail Subcommittee Findings
- C. Draft Outline of Roadways and Bridges Subcommittee Findings
- D. Draft Outline of Aviation, Marine, and Freight Rail Subcommittee Findings
- E. Draft Outline of Transportation Innovation Subcommittee Findings
- F. Draft outline of Seismic Resiliency Subcommittee Findings
- G. Draft Outline of Transportation Finance Subcommittee Concepts for Further Consideration

Governor's Transportation Vision Panel: Key Preliminary Findings

Purpose: High-level themes and ideas identified across Vision Panel Subcommittees, January 2016:

Reduce roadway bottlenecks and enhance freight network alternatives

Invest in Bottleneck Elimination: Prioritize increasing capacity and throughput of existing roadway bottlenecks on corridors of statewide significance.

Invest in Freight Network Alternatives: Invest in enhancing capacity and efficiency of rural highway corridors (*e.g., US-97, etc.*) that create freight network alternatives and reduce congestion on constrained urban highways (*e.g., I-5, I-205, etc.*)

Invest in strategic intermodal freight infrastructure

Intermodal Freight Facilities: Identify and invest in intermodal facilities and freight connectors (*e.g., transload facilities, port drop sites, inland ports, etc.*) that reduce highway demand for freight

Develop a State Marine Plan: Integrate and better link Oregon's ports and marine transportation system through a system plan and investment plan. This plan could better tie the marine system with the Freight Plan and other transportation modal plans, help determine statewide funding priorities that impact the marine system (*e.g., road, rail, and waterway system improvements*), address marine land use issues, and help organize shipper alternatives (*e.g., barging of containers along the Columbia River, etc.*)

Create a Permanent Freight Multimodal Fund: Create a permanent freight multimodal fund (similar to ConnectOregon) that helps coordinate and support strategic investments in non-highway transportation assets.

Invest in transit service improvements targeting road congestion and system gaps

State and Local Transit Investments: Invest in transit as a tool to relieve freight and roadway congestion (particularly in urban areas) and begin to close statewide gaps in service. Investment can be achieved by additional state funding dedicated to transit operations *and* by providing additional tools for local districts to raise funds. Investments should aim to maximize potential for federal matching funds, as well as reliability and efficiency of transit service.

Invest in bicycle and pedestrian improvements targeting safety, system gaps, and road congestion

Bicycle and Pedestrian Investment: Reduce roadway demand through bicycle and pedestrian system improvements, and to the extent possible, separate bicycle and vehicular traffic on high speed facilities. Complete 'critical connections' in bikeways, shoulders, and sidewalks aimed at improving safety and closing system gaps.

Invest in seismic resiliency

Invest in Seismic Resiliency: Develop and secure a transportation funding package that includes an adequate, sustainable, and long-term revenue stream dedicated to seismic retrofitting and transportation system resiliency. Seismic investments should be integrated with roadway maintenance and bridge preservation efforts. *In addition, undertake the following actions:*

Update the Seismic Plus Program: Ensure integration of planning efforts with California and Washington, and identify immediate investment needs for high-priority transportation assets, including I-5 corridor improvements.

Non-Highway Inventory Assessments: Charge state agencies and special districts with performing thorough inventories and assessments of the seismic vulnerabilities and strengths for non-highway assets (*e.g., aviation, marine, and rail*).

Local Seismic Needs Assessments: Charge appropriate local agencies and jurisdictions with developing community-based needs assessments that consider transportation vulnerabilities and priorities. Ensure adequate resources are dedicated to performing these assessments.

Make Oregon a transportation innovation 'hub'

Expand Innovation Partnerships: Establish partnerships with companies and other states with the objective of making Oregon a key testbed for the development and deployment of innovative transportation technologies (*e.g., Connected and Automated Vehicle (CAV), Electric Vehicle (EV) technology and trucking innovations*).

Appoint a Transportation Innovation Officer: Consider appointing a "Transportation Innovation Officer" within the Governor's Office to drive interagency coordination in support of transportation innovation.

Increase the flexibility of K-12 student transportation services across the state

Support Local Flexibility of Student Transportation Revenue: Redefine student transportation to ensure that communities are meeting the changing needs of students across the state. Increase flexibility and improve efficiency in how school districts are able to spent transportation revenue (*e.g., transit district partnerships, safe routes to schools programs, etc.*).

Facilitate jurisdictional transfers

Enact a Jurisdictional Transfer Pilot Program: Transfer control of urban state highways to appropriate cities and counties, and county and city roads to state jurisdiction where state and local system benefits can be identified.

Summary of Transportation Finance Concepts Identified for Further Consideration:

Transportation Finance: Short-Term Actions for Further Consideration (0 – 5 years)

Existing Taxes and User Fees: Pass a transportation funding package that addresses the immediate funding crisis for state, county, and city roads by increasing existing user fees (*e.g., gas taxes, registration fees*) and consider new vehicle fees and (*e.g., electric vehicle registration fees*)

Indexing: Consider indexing existing taxes and user fees to inflation

Local Funding Options: Make it easier for local governments to raise their own resources (*e.g., local transit funding options, etc.*)

State Highway Fund Distribution: Consider modifications to State Highway Fund distribution formula to ensure equity and better match need (*e.g., rural jurisdictions with high asset ownership relative to population*)

Non-Highway Freight Transportation: Consider permanent dedication of lottery funds to non-highway freight transportation capital projects (*e.g., aviation, marine, freight and rail*) similar to the ConnectOregon program

Transit Funding: Consider increasing state support for transit and passenger rail operations (*e.g., identify sustainable state funding sources and enhanced local funding options*)

Bicycle and Pedestrian Funding: Explore increasing bicycle/pedestrian infrastructure funding by dedicating additional federal funds, increasing the share of the State Highway Fund dedicated to active transportation, and creating a bicycle excise tax

Transportation Finance: Mid-Term Actions for Further Consideration (5 – 15 years)

Tolling: Explore tolling for large-scale projects

Road Usage Charge: Consider implementation of a per-mile road usage charge to meet the challenge of inequity in roadway cost responsibility.

Carbon Taxes: Explore the efficacy of a carbon tax as a funding mechanism for both road infrastructure and non-highway modes, including transit and passenger rail operations

Transportation Finance: Long-Term Actions for Further Consideration (15 – 30 years)

A Transportation Utility Commission: Consider developing a transportation utility commission concept for adequate and sustainable funding

GTVP Bike, Pedestrian, Transit, and Passenger Rail Subcommittee DRAFT Outline of Vision and Recommendations

30-year Vision:

Our future transportation system will provide safe and efficient transportation for people of all ages, abilities and incomes to travel where they desire without the need for a personal automobile. This will be achieved by increasing the availability and access of bicycling, walking routes, for hire vehicles, transit options, and increased connectivity between modes and jurisdictions. Oregon will encourage and prepare for the emergence of Connected and Automated Vehicles (CAVs) that reduce the need for individual vehicle ownership and reshape how public transit systems operate and truck freight is delivered. The achievement of Oregon's collective goals for air quality, climate change emissions, public safety, congestion and mobility will be made feasible through significant and ongoing investments and attention to these modes and methods. A sustainable and reliable source of funding will be essential to ensuring proper maintenance of the system and achieving the long-term expansion goals required to meet Oregon's growing population, changing demographics, and environmental quality needs.

4-year Objectives/Goals:

Oregon must earnestly pursue new policies, delivery models, technologies and funding options in order to make significant strides towards the 30-year vision. This includes Bicycle, Pedestrian, Transit and Intercity Passenger Rail. Increasing the use of these modes is central to ensuring that Oregon's quality of life and economic growth is maintained.

Preliminary Findings:

OVERALL - Cross-Modal Recommendations

- **Identify key transportation routes** across the state (especially those where roadway congestion is an issue) and update system inventories in order to develop and maintain a prioritized list of priorities.
 - Identify and develop centralized modal transfer stations (**mobility hubs**) where bus and rail interconnect with walking and biking opportunities and park and ride facilities.
 - Implement a **trip reduction program** to encourage alternative modes of transportation.
 - Include **Transportation Demand Management (TDM) programs** into all major projects in urban areas.
 - Implement **complete street design** in all new design and construction projects.
 - Complete **first/last mile connections** to enhance access to public transportation, other modes, and to schools and businesses
-
- **BIKE AND PEDESTRIAN INFRASTRUCTURE Redefine student transportation** to ensure the state is meeting the changing needs of this population.
 - **Increase investment in Safe Routes to School (SRTS) programs to:**
 - Deliver proper traffic safety education to 100% of students graduating from elementary schools within four years.
[estimated cost: \$5 million]

GTVP Bike, Pedestrian, Transit, and Passenger Rail Subcommittee

DRAFT Outline of Vision and Recommendations

- Expand availability of SRTS funding to include high schools by the year 2020
- **Add 55 miles of new bikeways, shoulders, and sidewalks annually to help complete ‘critical connections’ to schools, shopping centers, main streets, and community and tourist destinations:**
[A 30% increase in annual revenue (from 43 million to 55 million) for bike and pedestrian infrastructure would be required, and would result in a complete state system and complete local system in urban areas within 36 years.]
 - *Once a statewide inventory of bike and pedestrian assets is completed, identify additional targets that close system gaps on the local, non-urban system.*
- **Improve 50 street crossings annually** in order to shore up safety through focused investments
[Estimated cost: 7.5 million annually]
- **Complete the construction of at least five (5) Regional Paths** that provide “critical connections” between communities. This program should encourage local funding match, prioritize improvements to safety, and support transportation options for students, commuters, and tourists.
- **Maintain Existing Bike/Ped Infrastructure:** Ensure that any investments in bike/ped infrastructure include revenue dedicated to maintaining existing assets

INTERCITY HEAVY AND HIGH SPEED PASSENGER TRAINS

Over the next 4 to 10 years, it is critical that Oregon not waiver in its commitment to **retain heavy rail passenger service along the I-5 Corridor**. If the service is defunded it will be extremely difficult or impossible to restart it in the future. Allowing this service to be discontinued would not serve the state’s longer-term interests in meeting its larger goals. Furthermore the current high-speed rail funding efforts of California and Washington are likely to provide opportunities for collaboration.

- Establish a dedicated and sustainable source of revenue to **maintain the current service levels**.
- **Optimize ridership and revenue** of the Amtrak Cascades passenger rail service in Oregon to ensure continued funding.
- Increase funding to **expand service frequency and other rail options between Salem and Portland** in order to meet the growing demand that is anticipated in the next 10 years.

INTERCITY TRANSIT (bus and light rail)

A proposed transportation investment package should provide funding and direction to:

- **Close critical gaps** in the intercity transit systems throughout the state. These include, but are not limited to –
 - Gaps in service that leave citizens with no opportunity to travel from one city to another along the Oregon Coast
 - Gaps within Central Oregon *[needs definition and specificity]*
 - Gaps between Central Oregon and the Willamette Valley
 - Gaps between the Oregon Coast and the Willamette Valley
 - Gaps between Southern Oregon and the Willamette Valley

GTVP Bike, Pedestrian, Transit, and Passenger Rail Subcommittee

DRAFT Outline of Vision and Recommendations

- Develop **programs to further encourage transit and transportation demand management** by major employers throughout the state
- Investigate the use of all local, state and federal funds to deliver Medicare transportation, transportation services for our elderly and disabled citizens, student transportation, and general transit service. It is recommended that a **task force be established** to direct this work and develop recommendations for future legislatures **to remove barriers and mandate more efficient and effective transit service throughout the state.**
- **Increase service availability** to meet changes in our population and other statewide goals

Funding recommendations to be forwarded to the GTVP Transportation Finance Subcommittee for consideration:

*The Governor should propose a 10-year multi-modal funding package to the 2017 Legislature that has clear deliverables of projects and programs, which must be completed by 2027. The package should be bold, relevant to Oregon's existing goals and tied to outcomes. The recent accomplishments of other west coast states and regions can be examined for examples of what to propose. **A multi-biennial funding package that increases the fuel tax and/or other vehicle fees in the range of a 5-cent per gallon per Biennium could result in a 25-cent per gallon increase in ten years.** This level of increase is not unreasonable given the needs and benefits that will be enjoyed by Oregon's citizens.*

*The Governor should propose a new source of funding for all transit systems in the state – big and small. The level and type of transit funding identified in the 2015 Legislative session is a well-founded method. **Further, the proposed program must continue existing investment levels from lottery or other general fund sources levels to keep intercity passenger rail service operating in the I-5 corridor from Eugene.***

The transportation investment package should optimize use of automobile related fees and taxes that must be spent as part of highway, road or street improvements within the roadway Right-of-Way. In other words, a significant increase in road related resources can be used not only to improve, preserve and/or maintain roadways and bridges, but can also be used to provide resources for new pedestrian and bike infrastructure throughout the state. As the state, its counties or cities are able to do road projects, these governments will have an source of funds for important bicycle and pedestrian facilities – like adding a widened shoulder that is of adequate width to be striped as a bike lane or adding sidewalks or intersection safety improvements as part of a larger project or as a stand-alone improvement. This strategy will be possible if the magnitude of new road resources is adequate to address long-term road maintenance and preservation needs over the next 10 years.

The Governor should propose that a percentage of the new road related resources be dedicated to bicycle and pedestrian facilities within the street, road, and highway right of ways. The Governor should determine the percentage that will be earmarked for this purpose, but the range of 10 to 20% could easily be justified. For example, if a multi-year funding package includes 5 –cent per gallon per biennium over the next 5 biennia,

GTVP Bike, Pedestrian, Transit, and Passenger Rail Subcommittee

DRAFT Outline of Vision and Recommendations

a 20% earmark would mean 1-cent for bike and pedestrian facilities. (If you assumed that the truck weight-mile was not included in this earmark, it would generate about \$12.0 Million per year for the first two years and increase to \$60 million per year in years 9 and 10)

The Governor should continue to propose a portion of the state lottery funds be set-aside for alternative transportation modes – including bicycles and pedestrians. The level of this funding should be consistent with other lottery transportation investments from past legislative sessions.

*In order to secure support for such a major transportation-funding program, it is **recommended the legislation include: Projects in all modes of transportation, incentives for public/private partnerships, local funding match requirements and specific deliverables. These objectives need be accomplished without additional staffing by state agencies** to encourage use of the private sector, creating new jobs and expanding the economy of the state.*

The package should provide directives and incentives to encourage public/private partnerships in the delivery of this increased service and closing of gaps in service statewide. The package could authorize local transit agencies to bid out contracts with the private sector for providing first/last mile service and/or paratransit services and comparing public and private costs for the most cost-effective decision on service provision.

GTVP Roadways and Bridges Subcommittee Outline of Preliminary Findings *(DRAFT)*

Subcommittee Vision Statements:

An Intermodal Transportation System:

In order for Oregon to derive the most significant benefit for its citizens, businesses driving the state's traded-sector economy and transportation system stakeholders, the Oregon Department of Transportation (ODOT), working with the Governor, legislators, ODOT's various advisory groups, other state agencies and transportation advocates, must coordinate and facilitate appropriate investments in the state multimodal transportation system, including highways, freight and passenger rail systems, maritime commerce ports on the Columbia River and the coast, commercial service airports and aviation facilities, intra-city and interstate transit services and bicycle/pedestrian infrastructure systems. Coordinating efforts to improve components of the multimodal system will help leverage local, state and federal investments resulting in a more efficient system with increased capacity in all modes.

Transportation Safety and Seismic Resiliency:

The Roadways and Bridges Subcommittee recognizes that transportation safety and seismic resiliency are central tenants to any action that Oregon undertakes to improve and enhance its transportation system. In accordance with the Oregon Transportation Safety Action Plan, all aspects of the Panel's recommendations should seek to "continually improve the safety and security of all modes and transportation facilities for system users including operators, passengers, and pedestrians, recipients of goods and services, and property owners."

DRAFT Priority Recommendations:

Short Term Action (0-5 years):

1. Pass transportation legislation similar to HB2281 that accomplishes the following:
 - I. Mitigate the immediate roadway transportation funding crisis
 - II. Prioritize the operations and maintenance of the existing transportation system
 - III. Enhance public confidence that transportation revenue is being spent efficiently and responsibly
2. Enact a Jurisdictional Transfer Pilot Program
3. Prioritize increasing capacity and throughput of roadway bottlenecks through new investments
4. Identify and plan for freight intermodal connectors (transload facilities, etc.) that can reduce highway demand for freight.

Mid-Term Action (5-10 years):

1. Address roadway capacity issues resulting from bottlenecks through enhancement of alternative freight corridors (*highway 97, 20, etc.*)
2. Eliminate roadway bottlenecks by expediting modifications to the land use planning process and improve local planning coordination
3. Invest in the construction of freight intermodal connectors (transload facilities, etc.) that can reduce highway demand for freight.

Long-Term Actions (0-20 years);

(See following pages for long-term concepts, principles and strategies.)

Outline of Subcommittee Findings:

#	Concept	Organizing Principle	Potential Recommendations/Strategies
1	Jurisdictional Transfers	<p>Transfer control of urban state highways to appropriate cities and counties where local system benefits can be identified.</p> <p>Transfer county and city roads to state jurisdiction, where beneficial state system expansion can be identified.</p> <p>Transfer jurisdiction between city and county roads where appropriate.</p>	<p>a) Recognizing the changed nature of the roadways, funding needs to be provided to facilitate transfer of roadways between jurisdictions.</p> <p>b) Within the next four years, implement a jurisdictional transfer pilot program that includes up to five (5) priority transfers where there is broad state and community support, and dedicate revenue to achieve transfer</p> <p>c) Create a working group that refines criteria for future transfers and streamlines the process</p> <p><i>Note: priority transfers for a pilot program should consider the following criteria:</i></p> <ol style="list-style-type: none"> I. Whether vehicle trips are local in nature II. Whether a new state highway bypass has been built III. Whether the road or highway is essential for statewide connectivity IV. Whether the road or highway serves a statewide purpose V. Whether local government wants to make improvements to support livability objectives VI. Whether local government wants to apply their standards/land use decisions VII. Whether the route is maintained most efficiently by the state (i.e. Major Bridge, Snow zone) or the local government
2	Roadway System Bottlenecks	<p>Improve efficiency of existing corridors through bottleneck elimination. Improve and maintain capacity on existing corridors of statewide significance.</p>	<p>a) Identify key transportation corridors using these factors:</p> <ol style="list-style-type: none"> I. Impact on major traded-sector economic segments II. Importance to multimodal system connectivity III. Potential for significant future system improvements <p>b) Improve efficiency of these identified corridors by prioritizing and eliminating bottlenecks and implementing appropriate, affordable technology.</p>
3	Modify Land Use Planning process and Transportation Planning Rule (TPR)	<p>Simplify and streamline the land use planning and regulatory process for transportation infrastructure and transportation-related facilities</p> <p>Modify Transportation Planning Rule to prioritize roadway system throughput</p>	<p>a) Land use planning processes must prioritize and expedite appropriate transportation infrastructure and transportation-related facilities</p> <p>b) Implement changes to Transportation Planning Rule: Clarify that policy framework regarding land use ordinances must support mobility corridors and prioritize system throughput, and allow enhancement actions on mobility corridors in rural areas.</p> <p>c) Update Oregon Transportation Plan with a new strategy for development of an integrated multimodal system. The strategy will prioritize throughput efficiency and capacity for specific corridors.</p>
4	Maximize roadway and bridge funding	<p>Increase funding for transportation system at all levels (state, county, city)</p> <p><i>Fix it First:</i> Ensure new revenue is dedicated and prioritized for maintenance and operation of</p>	<p>a) Secure increase in revenue dedicated to state's roadway and bridge system</p> <p>b) Integrate seismic resiliency into efforts to repair and enhance the state's roadway and bridge system</p>

		<p>existing assets</p> <p><i>First Mile/Last Mile Connectivity:</i> Ensure revenue is dedicated to roadway system to maintain local, regional and statewide multimodal connectivity</p> <p><i>Efficiency:</i> Work to streamline regulation where possible to maximize revenue dedicated to transportation infrastructure</p>	<ul style="list-style-type: none"> c) Ensure new revenue is dedicated to maintain and operate existing assets d) Prioritize system expansion and bottleneck elimination based on existing plans (Freight Plan, etc.) e) Integrate proven safety counter measures (such as median cable barriers on highways, rumble strips, rapid flash beacons, intersection improvements, etc.) f) Greater separation of bikes and cars on high speed facilities should be prioritized to enhance safety g) Develop a prioritized list of multimodal connectivity routes throughout state. h) Develop new program, similar to the Immediate Opportunity Fund (IOF), focused on last mile, first mile improvements
5	<p>Roadway system expansion</p>	<p>Expand roadway system infrastructure and implement appropriate technology to meet capacity demand and maintain efficiency.</p>	<ul style="list-style-type: none"> a) Expand roadway and bridge system infrastructure while implementing improved seismic resilience b) Increase system capacity through efficiency improvements, including Intelligent Transportation Technology (ITS), bottleneck elimination, etc. c) Reduce roadway demand through transit and bike/pedestrian system improvements, and to the extent possible, separate bike and vehicular traffic on high speed facilities. d) Facilitate freight intermodal connectors (transload facilities, etc.) that reduce highway demand for freight.



GTVP: Aviation, Marine and Freight Rail

DRAFT Outline of Preliminary Findings

Preliminary Findings:

Concept	Strategy/Potential Recommendation
<p>1. Reduce highway congestion and increase freight rail efficiency by investing in ‘mode shift’ where market opportunities exist:</p>	<ul style="list-style-type: none"> a) Invest in multimodal freight facilities including transloading facilities and port drop sites b) Preservation and enhancement of shortline rail for corridors that serve ports c) TBD: A state dividend for investment in congestion relief d) TBD: Identify ways to incentivize Class 1 Rail toward initially picking up common carrier freight
<p>2. Address highway congestion for truck freight by investing in strategies that manage roadway demand <i>and</i> improve the efficiency of the existing system</p>	<ul style="list-style-type: none"> a) Enhance transit service and other transportation options for commuters in congested urban areas b) Invest in innovative strategies that lead to more efficient use of the highway Right of Way (<i>contra-flow traffic patterns, ITS, etc.</i>)
<p>3. Address trucking and freight rail congestion</p>	<ul style="list-style-type: none"> a) Address freight bottlenecks on highway corridors, particularly in urban areas (e.g., I-5, I-205, etc.) b) Enhance, expand, and promote rural highway corridors that create freight network alternatives (e.g., Hwy 97, etc.) c) Enhance state investment in multimodal transportation facilities (<i>e.g., a permanent ConnectOregon fund, new revenue source, etc.</i>) d) Address truck parking shortages on highways to meet hours of service and other federal truck driver regulations e) Develop a sustainable funding source for at-grade rail crossing separation
<p>4. Improve freight access in the Portland Metro area:</p>	<ul style="list-style-type: none"> a) Reduce congestion on highways serving the Port of Portland (<i>multiple strategies</i>) b) Identify and enhance road, rail, and waterway investments that can improve access to the Port of Portland and Lower Columbia River System (<i>e.g., transload and peel-off options</i>) c) Investigate potential for additional movement of containers on barges along the Columbia River (<i>as well as potentially linking to Tacoma</i>) d) Maintain working group that identifies where and how to get new container service shipping calls e) Address land use constraints, and land use protections to ensure that urban development does not constrain future port

	<p>development [look to Goal 12]</p> <p>f) Maintain and expand dredging efforts within the Columbia River to ensure continued waterway access.</p>
<p>5. Address rural port needs and solutions:</p>	<p>a) Market based enhancements of coastal river ports to provide shipper alternatives and increase economic activity</p> <p>b) Enhancement of shortline railroads and trucking corridors that serve these ports</p> <p>c) Integrate and better link Oregon’s ports and marine transportation system through a system plan and investment plan. This plan could better tie the marine system with the Freight Plan and other transportation modal plans, help determine statewide funding priorities that impact the marine system (<i>e.g., road, rail, and waterway system improvements</i>), address marine land use issues, and help organize shipper alternatives (<i>e.g., barging of containers along the Columbia River, etc.</i>)</p> <p>d) Enhanced funding for dredging, docking, jetty repair, etc.</p> <p>e) Address land use constraints, and land use protections around rural ports to ensure development does not constrain future port development [<i>look to Goal 12</i>]</p>
<p>6. Address needs of rural airports:</p>	<p>a) Address Land Use protections for rural airports [<i>constraints largely addressed in 2015 Leg. Session</i>]</p> <p>b) Support ‘though the fence’ airport operations where appropriate</p> <p>c) Address workforce development needs that create constraints for small regional airports (i.e., pilot and mechanic shortages)</p> <p>d) Enhance rural airport access through last mile multimodal connections and collaboration with local public and private transportation providers.</p>
<p>7. Support transportation innovation that provides freight solutions:</p>	<p>a) Create a business and regulatory environment that establishes Oregon as an economic ‘hub’ for UAV’s and their potential application to the transportation industry</p> <p>b) Enhance trucking and port logistics through coordinated information technology</p> <p>c) Position the state to be ‘early adopters’ of transportation innovations that are taking place nationwide, particularly those that have positive impacts on freight mobility (<i>e.g., freight platooning, ‘Uber model’ for truckers, etc.</i>)</p>

GTVP Innovation and Seismic Subcommittee DRAFT Outline of Innovation Vision and Recommendations

Innovation Vision Statement:

Oregon will be a leading state in the adoption of transportation innovation, through a governance, business, and regulatory environment that supports new technology. Oregon will be an early adopter of proven innovations and best practices developed in other states and at the national and international level. Oregon will advance innovation investments through public and private partnerships in service to the state's broad transportation goals. We will avoid unnecessary regulatory burdens and ensure innovation aligns with state priorities and safeguards the public interest.

Innovation Principles:

Through transportation innovation, Oregon will:

- *Improve public safety and health.*
- *Ensure mobility, and increase capacity by reducing congestion.*
- *Ensure equitable access to and benefits from new innovations.*
- *Collect, utilize and share information with partners to enhance innovation, while ensuring data privacy and public interests.*
- *Enhance system security and resiliency.*
- *Reduce the carbon intensity and overall carbon output of the transportation system.*
- *Promote a Multi-Modal Transportation System – Innovation priorities in the state agencies should support the integration of multiple transportation modes (rail, road, bike, ped, air, marine, etc.).*

Goals:

- **Adequate Funding** – Funding should provide resources to allow for, and where opportunities present themselves incentivize innovation within the agency and encourage partnerships.
- **Efficient Regulation** – Identify regulatory barriers and streamline regulations and to speed innovative technologies, projects, and programs to deployment.
- **Right of Way (ROW)** – State and local governments should work to reform ROW agreements, rules and restrictions to streamline deployment of innovative projects and programs.
- **Staffing Structure** - Adjust agency staffing structures and plans to enable and streamline response and project implementation timelines. (*e.g., ODOT, OPUC, ODEQ, etc.*).
- **Support Best Practices** – Appropriate agencies should regularly conduct national best practices analysis and report findings to the Legislature.
- **Carbon Reduction** – Develop carbon reduction targets, goals and incentives for the sector and utilize innovative projects and programs to enable reductions (*e.g., carbon reduction credits for Electric Vehicle (EV) and Natural Gas Vehicle (NGV) deployment*).
- **Technology Research** – Oregon should be a national testbed for the development and deployment of innovative transportation technologies (*e.g., Connected and Automated Vehicle (CAV) and EV technology*)
- **Build Upon Current Success** – Continue to support current and ongoing innovation efforts, including Unmanned Aerial Vehicles, (UAVs), and Connected and Automated Vehicles (CAVs), Electric Vehicle charging infrastructure, and ODOT Innovative Partnerships

GTVP Innovation and Seismic Subcommittee

DRAFT Outline of Innovation Vision and Recommendations

Preliminary recommendations (next 4 years):

- Implement the staffing structure and objectives outlined in the Connected and Automated Vehicles Report. Consider adopting a similar structure for technology and innovation throughout the transportation agency (e.g., cross-functional Steering Team, staff advisor, etc.).
- Execute a technology and innovation Capability and Maturity Model throughout the agency to assess strengths and areas for improvement.
- Alternatively Fueled Vehicle Infrastructure – Work with the Legislature and OPUC to incentivize further EV and NGV infrastructure development where needed.
- Public Private Partnerships - Provide additional funding and direction to the Immediate Opportunity Fund (IOF) program as a template to drive innovation across modes, government agencies, and the private sector. (*what is the recommendation here? Legislature should fund it?*).
- Governor’s Office – Appoint a “Transportation Innovation Officer” to drive interagency coordination among agencies on transportation innovation (*see CAV Report for example model*).
- Establish partnerships with companies and other states with the objective of making Oregon a key testbed for the development and deployment of innovative transportation technologies (*e.g., CAV and EV technology*)
- Preserve and maintain intrastate rail connectivity and public Right of Way (ROW) to accommodate future innovations (high speed rail, intra-state rail network, etc.)
- Support rural airports through development of innovative rural air service programs (e.g., ‘uber model’ for aviation)

Mid-term and long term recommendations (5 years and beyond):

- Future Innovations: Continue effort to make Oregon a key testbed for the development and deployment of innovative transportation technologies (*e.g., CAV and EV technology*)
- Preserve and improve rail corridors to accommodate future innovations - Mobility- high speed rail, intra-state rail network, etc. (e.g., prioritize and fund short-line upgrades, continue to invest in most recent high-speed rail systems and technologies).
- Plan future capital investments to enable innovative transportation approaches and adaptations to the greatest extent possible.
- Develop and strengthen transportation infrastructure through Public Private Partnerships supporting innovative technologies.
- As UAV technology phases from testing to implementation, maintain Oregon as a continued leader.

GTVP Innovation and Seismic Subcommittee DRAFT Outline of Seismic Vision and Recommendations

Seismic Vision Statement:

Oregon's multi-modal transportation system is resilient, prepared for, and able to respond quickly to a 9.0 magnitude Cascadia subduction earthquake to ensure functionality, rapid response by first responders, minimal casualties, and a speedy and complete recovery to the region's economy.

Summary:

Starting immediately and continuing over the next 20 years, our transportation investments will ensure major lifeline transportation corridors remain intact and limit human casualties in the immediate aftermath of a Cascadia subduction earthquake. Additionally, this investment should seek to drastically reduce the near-term economic impacts of the disaster, and ensure that there is a quick and complete recovery to the region's economy. As a result of this investment, the immediate damage to the transportation system will be reduced, and the speed at which the restoration of the region's infrastructure is restored will be expedited, ensuring that there is no permanent loss of the businesses that serve Oregon's economy.

This investment will take advantage of the latest analysis and engineering tools, and ensure that retrofit, reconstruction, and new construction of transportation assets will be designed for functionality rather than strictly survivability in the wake of a disaster.

Oregon's transportation resiliency investment will be coordinated across modes to include both highway and non-highway transportation assets (aviation, marine, rail, etc.), ensuring that, dollar-for-dollar, these transportation investments will have the greatest impact on seismic resiliency, mortality reduction, and post-disaster economic recovery. Furthermore, statewide coordination of transportation resiliency investments and disaster response will be consistent with local transportation needs and priorities in the aftermath of a Cascadia subduction event.

Principles and Goals:

- **Public Safety** - Shore up transportation assets needed to increase Cascadia subduction event survivability and provide safe passage for first responders, citizens and emergency supplies
- **Economic Resiliency** - Reduce near-term economic impacts and eliminate long-term economic impacts of a Cascadia subduction event
- **Adequate Information on All Transportation Assets** - The state should have adequate information needed to prioritize seismic resiliency investments in highway and non-highway transportation (aviation, marine, rail, etc.)
- **Prioritize Investments Across Modes** - Investments should be made that have the greatest impact on resiliency, survivability, and economic recovery, and are based on a thorough inventory of highway and non-highway assets
- **Interagency and Private Sector Coordination** - Ensure effective coordination between transportation agencies and private transportation asset owners. Establish public private partnerships that can help support and coordinate emergency response efforts
- **Address Local Resiliency Needs** - Oregon should have a thorough transportation resiliency plan that not only identifies critical statewide lifeline routes, but serves local community survivability and resiliency needs in the aftermath of a major seismic event
- **Local, Statewide, and Interstate Resiliency Coordination** - Local transportation plans are integrated with statewide plans in Oregon, and with California and Washington, to ensure that prioritization of resiliency investments meet community needs

GTVP Innovation and Seismic Subcommittee

DRAFT Outline of Seismic Vision and Recommendations

Near-term Recommendations (next 4 years):

- Revise and update the Seismic Plus Program to:
 1. Assess and prioritize the most vulnerable regions of the state (e.g., Oregon Coast, Rogue Valley) and ensure integration of planning efforts with California and Washington;
 2. Identify immediate investment needs for high-priority transportation assets, including I-5 corridor improvements.
- Starting immediately, develop and secure a transportation funding package that includes an adequate, sustainable, and long-term revenue stream dedicated to seismic retrofitting and resiliency of the state's transportation system, based on the updated Seismic Plus Program document. *This funding package should be sufficient to complete the investments outlined in the Seismic Plus Program within 20 years*
- By 2018, charge appropriate state agencies and special districts with performing a thorough inventory and assessment of the seismic vulnerabilities and strengths for non-highway assets. Ensure that adequate revenue is dedicated to performing this inventory. *As part of this effort, work with federal delegation to ensure that necessary information is available on the seismic vulnerabilities and strengths of privately-owned transportation assets.*
- Charge appropriate local agencies and jurisdictions with developing community-based needs assessments that consider transportation vulnerabilities and priorities. Ensure that adequate revenue is dedicated to performing these assessments. *Statewide resiliency investment and disaster response plans should be updated in response to, and in coordination with these assessments.*
- Ensure that adequate design standards and codes are established, and updated as appropriate across all transportation modes (including non-highway assets)

Mid-term and Long-term Recommendations (5 years and beyond):

- Maintain the investment outlined above to sufficiently complete the seismic retrofitting and resiliency projects outlined in the Seismic Plus Program within 20 years
- Based on a thorough assessment of non-highway transportation assets (aviation, marine, rail, etc.) identify and fund investments that will have the greatest impact on resiliency, survivability, and economic recovery
- Given limits to state control of private systems, recommend that the state identify where/how it can play convener role in shoring up private assets (e.g., private railroads)
- Update or refine statewide resiliency investments and disaster response plans in coordination with the community-based needs assessments outlined above.

Transportation Finance Subcommittee: Outline of Concepts for Further Consideration* (DRAFT)

**The following represents concepts identified by the Transportation Finance Subcommittee for further discussion and consideration. The Finance Subcommittee will be extending its work into January and February 2016*

Summary of Concepts for Further Consideration:

Short Term Actions (0 – 5 years)

- Pass a transportation funding package that address the immediate funding crisis for state, county, and city roads by increasing existing user fees (*e.g., gas taxes, registration fees*) and consider new vehicle fees and (*e.g., electric vehicle registration fees*)
- Consider indexing user fees to inflation
- Explore increasing bicycle/pedestrian infrastructure funding by dedicating additional federal funds, increasing the share of the State Highway Fund dedicated to active transportation, and creating a bicycle excise tax
- Make it easier for local governments to raise their own resources (*e.g., local transit funding options, etc.*)
- Consider modifications to State Highway Fund distribution formula to ensure equity and better match need (*e.g., rural jurisdictions with high asset ownership relative to population*)
- Dedicate lottery funds to non-highway transportation capital projects (*e.g., freight, rail, and marine*)
- Consider increasing state support for transit and passenger rail operations (*e.g., identify sustainable state funding sources and/or enhanced local funding options*)

Mid-Term Actions (5 – 15 years)

- Explore tolling for large-scale projects
- Meet the challenge of inequity in roadway cost responsibility. Consider implementation of a per-mile road usage charge
- Explore the efficacy of a carbon tax as a funding mechanism for both road infrastructure and non-highway modes, including transit and passenger rail operations

Long Term Actions (15 – 30 years)

- Consider developing a transportation utility commission concept for adequate and sustainable funding
- Study next generation transportation taxes and user fees that better reflect the value that the transportation system creates

Short Term Actions for Consideration (0-5 years)

In the short term, the Legislature should stem the immediate transportation funding crisis by passing legislation that relies on increasing the traditional suite of user taxes and fees, as well as creating new fees where appropriate to ensure equity among users. Local governments should also be given greater ability to raise money for their transportation needs, and distribution formulas should be modified to

focus more on need. Providing additional funding for non-highway modes will also be a critical piece of this.

Increasing existing taxes and fees

In the short term, the Legislature should seek to raise more money for the road system by increasing the gas tax and existing driver and motor vehicle fees—particularly since Oregon has the lowest driver and motor vehicle fees in the nation. In fact, many driver-related fees (such as driver license issuance) don't even cover the cost of providing the service through the DMV.

Creating new vehicle fees to ensure fairness

The Legislature should consider creating two new vehicle-related fees to ensure fairness:

- A supplemental registration fee on high efficiency vehicles that pay little or no gas tax would ensure they pay their fair share for the use of the roads; this could serve as a precursor to shifting high efficiency vehicles to a per-mile road usage charge once such a system is implemented.
- A first-time title fee on the purchase of new vehicles could be levied either as a flat fee or a percentage of vehicle purchase price. This would ensure that higher income individuals, who are more likely to buy new vehicles, pay according to their ability.

Indexing taxes and fees to inflation

While most taxes—including income, property, and sales taxes—rise over time as prices increase, the fuel tax and driver/motor vehicle fees that are the base of road funding in Oregon remain flat, so over time their revenue streams are eroded by inflation. Indexing existing taxes and fees to inflation would ensure we don't continue losing ground.

Funding bicycle/pedestrian infrastructure

The draft Oregon Bicycle/Pedestrian Plan lays out a need for \$100 million in annual investment in active transportation infrastructure, far more than available funding streams currently provide. Oregon can begin closing the gap through a number of actions:

- ***Dedicating additional federal funds.*** Legislative approval of additional state revenue would allow ODOT to increase its investment of federal funds in active transportation, particularly in trails outside the road right of way that can't be funded from the State Highway Fund.
- ***Increasing the share of the State Highway Fund dedicated to active transportation.*** In conjunction with a state transportation funding package, the Legislature should consider increasing the 1% setaside of State Highway Fund resources to 1.5% or 1.75%.
- ***Implementing a bicycle excise tax.*** To ensure that bicyclists are contributing to the infrastructure they use, the Legislature should consider creating a new tax on the sale of bicycles. An excise tax of 5-10% could raise substantial funding.

Unshackling Local Governments

Even though they receive half of new State Highway Fund resources and a substantial share of Oregon's federal highway funding, local governments still fall significantly short of the resources they need to maintain and improve their local transportation systems. The lack of a sales tax and property tax restrictions have forced local governments to be creative in raising transportation funding—or go

without resources needed to meet basic needs. The Legislature should unshackle local governments, making it far easier to raise the money needed for local infrastructure across all modes—particularly in the Portland metro region.

Modifying State Highway Fund distribution formulas to ensure equity

Current formulas for distributing State Highway Fund resources among cities and counties are based on population and vehicle registrations, respectively. These formulas should be more aligned with need and ownership of the system to ensure that resources flow to where they are needed and to ensure greater equity.

Dedicating lottery funds to non-highway transportation

The *ConnectOregon* program has proven to be a vital source of funding for port, rail, aviation, transit, and bicycle/pedestrian capital projects that can't be funded through the State Highway Fund. This program should grow in size and be made permanent, with a dedication of a portion of lottery revenues to transportation, in order to ensure sustainable and predictable funding for these modes.

Increasing state support for transit operations

The State of Oregon provides relatively little support to transit operations, so many systems across the state struggle to provide service, and many can't even use all their federal funding due to lack of matching funds. The state should step up, providing additional dedicated funding for transit operations and also provide additional tools for local districts to raise funds.

Mid-Term Actions for Consideration (5-15 years)

In the mid-term, new revenue options to supplement the traditional user fees can be implemented to provide funding for all modes of transportation, and efforts can be made to develop additional revenue options.

Tolling for large-scale projects

Oregon should explore tolling options as a strategic tool for large-scale bridge and congestion relief projects, particularly in urban areas. Criteria for the appropriateness of tolling should consider the potential for traffic diversion, local system impacts, administrative costs, and geographic fairness.

Implementing a per-mile road usage charge

Oregon has led the nation in developing a per-mile road usage charge to ensure that fuel efficient vehicles don't cause transportation funding to crash. Now, after a successful pilot with the OReGO program proving the concept can work, it's time to implement a road usage charge to ensure sustainable funding. In the short term a road usage charge should focus on new, more fuel efficient vehicles; in the long run it could spread to all vehicles and potentially be used for time of day pricing of roads that could help address congestion.

Implementing a carbon tax

A carbon tax could help meet Oregon's greenhouse gas emissions reduction goals. Due to the state constitution's requirement that any revenue derived from taxes on the use of an automobile go

toward roads, a carbon tax applied to motor fuels would direct substantial resources to the State Highway Fund. Every dollar levied on a ton of carbon would be approximately equivalent to a 1 cent per gallon gas tax increase. To reduce greenhouse gas emissions, funding from this source should pay for road projects that have a positive or neutral impact on emissions— such as bikes lanes and sidewalks, road and bridge maintenance and intelligent transportation systems that smooth traffic flow and cut the amount of fuel wasted in congestion. The Legislature could also modify the constitutional restriction to allow for a portion of a carbon tax on motor fuels to go to non-highway modes that could help shift trips to less polluting modes. If combined with a road usage charge, a carbon tax could ensure that people pay a fair amount both for their use of the roads and for the pollution they emit.

Creating a task force to develop “next generation” transportation revenue mechanisms

In order to develop and explore next generation funding and rate-setting mechanisms (see below), the Legislature should create a standing body including legislators, members of the Oregon Transportation Commission, local elected officials, and stakeholders—or perhaps repurpose the Road User Fee Task Force once road usage charges are implemented.

Long Term Actions for Consideration (15-30 years)

With development in the mid-term, new transportation funding models can be implemented in the long term that will ensure adequate funding for all modes.

Developing a Transportation Utility Commission concept

Like energy and water, transportation is largely financed by charging those who use the infrastructure. However, in the utility sector, rates are set by an impartial body based on levels determined to adequately preserve and improve infrastructure needed to effectively deliver service. A transportation utility commission empowered to determine the necessary levels of investment and required user fees could help address this challenge. However, because the Legislature cannot delegate its tax-setting authority, such a commission would only be able to recommend investment levels and the resulting taxes and fees to the Legislature for potential action.

Developing next generation transportation taxes or user fees that tap the value the transportation system creates

In the long-term, policymakers should look for opportunities to develop additional or replacement fees direct some of the economic value created by the transportation system into its preservation and improvement. These could shift the current system from its heavy reliance on taxing system *users* to generating additional revenue from those who *benefit* from transportation investments. These could include land value capture, value-based freight fees, and income tax gain share. Because transportation user fees are largely regressive, an equity effort should be made to ensure that those who derive significant wealth due to public investments in transportation pay a larger share of costs than they currently do.



February 10, 2016

TO: Lane Area Commission on Transportation (LaneACT)
FROM: David Reesor, Senior Region Planner, ODOT
SUBJECT: Agenda Item 9: Fixing America's Surface Transportation (FAST) Act Update
Recommended Action: Discuss New Surface Transportation Bill highlights

Background

The Fixing America's Surface Transportation (FAST) Act provides five years of stable federal transportation funding for ODOT and local governments in Oregon. In addition to this stability, the FAST Act includes modest funding increases for maintaining and improving the transportation system across the state. This funding will benefit both state and local governments and will help invest in freight projects that are critical to Oregon's trade-dependent economy.

Discussion

The FAST Act represents the first long-term, comprehensive surface transportation policy proposal since 2005's SAFETEA-LU that authorizes Federal highway, highway safety, transit, and rail programs for five years from federal fiscal years 2016 through 2020. The prior Act, MAP-21, initially provided only two years (FFY 2013-2014) of federal transportation funding and was then followed by several extensions until the recent passage of the FAST Act.

The FAST Act authorizes \$305 billion from both the Highway Trust Fund (HTF) and the General Fund of the US Treasury. It provides \$225 billion in HTF contract authority over five years for the Federal-aid Highway Program, increasing funding from \$41 billion in 2015 to \$47 billion in 2020.

Attached is a brief summary of the FAST Act from the American Association of State Highway and Transportation Officials (AASHTO). ODOT's summary of the FAST includes the following highlights:

- Funding to local governments will increase under this bill.
 - Oregon's three largest metropolitan areas will see a 13.5 percent funding increase under the Surface Transportation Block Grant Program—much larger than the overall increase to the state.
 - Funding under the Local Bridge Program and the STP Working Agreement that provides funding to cities, counties, and small MPOs will both increase.
 - The Federal Lands Access Program (FLAP) sees steady growth under the FAST Act. Local government projects have won the vast majority of Oregon's FLAP funding recently.
 - Funding increases for local governments will allow them to make additional investments in bike/pedestrian projects and other local priorities.

- Much of the new funding under the FAST Act will be for freight projects which help move goods that are critical to Oregon's trade-dependent economy.
 - Most of ODOT's funding growth under the FAST Act comes from the creation of a new freight program, the National Highway Freight Program (NHFP).
 - ODOT will receive a projected \$73 million through the NHFP over five years for addressing freight needs on a set of high volume, high priority freight corridors—primarily the Interstate. ODOT will have to take a number of steps to qualify for this new formula money, including updating the Oregon Freight Plan. Decisions about when and how to begin investing these funds will be made in early 2016.
 - The FAST Act also creates a new competitive grant program for freight projects over \$100 million. Decisions about how to begin preparing projects to compete in this program will also be made in early 2016.

- ODOT will have some additional money to add to the STIP.
 - The funding levels included in the FAST Act align closely with what has already been programmed by the Oregon Transportation Commission (OTC), particularly after the OTC added over \$100 million in Fix-It projects to the STIP in October. The OTC will need to determine how to program additional resources provided under the new freight program—about \$40 million in the 2015-2018 STIP.
 - More growth is projected for the 2018-21 STIP. ODOT estimates that we will have about \$200 million in additional funds, including about \$50 million for freight projects. ODOT will be working with the OTC to determine how to invest these additional resources, with a goal of allocating the funding by March so that projects can be selected this summer as we complete the regular project selection process.

- The slight increase in funding under the FAST Act is not adequate to meet the growing needs of Oregon's transportation system.

- The increase in funding under the FAST Act is relatively modest. While stability will be very helpful in developing a long term capital program, it will not make a significant dent in bridge or pavement needs on the aging state highway system or address local government shortfalls.

Staff will provide a brief overview of these highlights at the February 10th LaneACT meeting and be available for further discussion and questions.

Action Recommended: None. Information only

Attachments

- A. *AASHTO First Take at the New Surface Transportation Bill FAST Act* – dated December 2nd, 2015



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AASHTO First Take at the New Surface Transportation Bill FIXING AMERICA'S SURFACE TRANSPORTATION (FAST) ACT

December 2, 2015

OVERVIEW

On December 1, 2015, the House-Senate Conference Committee on H.R. 22 filed its report which reconciles the House-passed *Surface Transportation Reauthorization and Reform Act (STRRA) of 2015* with the Senate-passed *Developing a Reliable and Innovative Vision for the Economy (DRIVE) Act*. Officially titled the *Fixing America's Surface Transportation (FAST) Act*, this bill represents the first long-term, comprehensive surface transportation policy proposal since 2005's SAFETEA-LU that authorizes Federal highway, highway safety, transit, and rail programs for five years from federal fiscal years 2016 through 2020. Both chambers of Congress are expected to pass the FAST Act in the coming days to present for the President's signature.

The FAST Act authorizes \$305 billion from both the Highway Trust Fund and the General Fund of the US Treasury. It provides \$225 billion in HTF contract authority over five years for the Federal-aid Highway Program, increasing funding from \$41 billion in 2015 to \$47 billion in 2020. The bill continues to distribute nearly 93 percent of all Federal-aid Highway program contract authority to State DOTs through formula programs. The bill place major emphasis on freight investments to be supported by the HTF by creating a new National Highway Freight program funded at an average of \$1.2 billion per year that is distributed to the States by formula. In addition, a new discretionary program entitled the Nationally Significant Freight and Highway Projects is established, funded at an average of \$900 million per year. Under the renamed Surface Transportation Block Grant Program, the FAST Act gradually increases the percentage of STBGP that is suballocated by population from 51 percent in 2016 to 55 percent by 2020. The bill also includes a \$7.6 billion rescission of unobligated Federal-aid Highway contract authority in FY 2020.

The FAST Act provides \$61 billion over five years for Federal transit programs including \$49 billion in HTF contract authority and \$12 billion in funding from the General Fund. For highway safety the bill provides a total of \$4.7 billion for the National Highway Traffic Safety Administration (\$3.7 billion from the HTF) and \$3.2 billion for the Federal Motor Carrier Safety Administration. Unlike the past highway and transit bills, the FAST Act also authorizes \$10 billion of General Funds over five years for the Federal Railroad Administration and Amtrak.

AASHTO has created a [FAST Act website portal](#) to provide "one-stop shopping" for federal surface transportation reauthorization and implementation materials. The official documents related to the bill can be found on [this Congressional website](#).

This "First Take" document represents a preliminary summary of the FAST Act by the AASHTO staff. A comprehensive summary and analysis of this new bill will be developed in the coming days.

FUNDING TABLE

In millions of dollars / HTF = Highway Trust Fund / GF = General Fund

Program Category	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	5-Year Total	5-Year Avg
HIGHWAYS								
National Highway Performance Program	21,908	22,332 1.9%	22,828 2.2%	23,262 1.9%	23,741 2.1%	24,236 2.1%	116,399	23,280
Surface Transportation Block Grant Program	10,077	10,328 1.1%	10,589 2.5%	10,818 2.2%	11,026 1.9%	11,287 2.4%	11,668	11,876
Highway Safety Improvement Program	2,192	2,226 1.5%	2,275 2.2%	2,318 1.9%	2,360 1.8%	2,407 2.0%	11,585	2,317
Railway-Highway Grade Crossings Program	220	225 2.3%	230 2.2%	235 2.2%	240 2.1%	245 2.1%	1,175	235
Congestion Mitigation and Air Quality Improvement Program	2,267	2,309 1.9%	2,360 2.2%	2,405 1.9%	2,449 1.8%	2,499 2.0%	12,023	2,405
Metropolitan Planning Program	314	329 5.0%	336 2.0%	343 2.1%	350 2.1%	359 2.3%	1,717	343
National Highway Freight Program	n/a	1,140 n/a	1,091 -4.3%	1,190 9.1%	1,339 12.5%	1,487 11.1%	6,247	1,249
Surface Transportation Block Grant Program Set-Aside (Formerly Transportation Alternatives Program)	820	835 n/a	835 0.0%	850 1.8%	850 0.0%	850 0.0%	4,220	844
Total, Apportioned Programs (HTF)	37,798	39,728 5.1%	40,548 2.1%	41,424 2.2%	42,359 2.3%	43,373 2.4%	165,051	33,010
Federal Lands and Tribal Transportation Programs	1,000	1,050 5.0%	1,075 2.4%	1,100 2.3%	1,125 2.3%	1,150 2.2%	5,500	1,100
Research Programs	400	415 3.6%	418 0.7%	418 0.0%	420 0.6%	420 0.0%	2,090	418
Miscellaneous Programs	357	380 6.4%	380 0.0%	380 0.0%	380 0.0%	380 0.0%	1,900	380
Transportation Infrastructure Financing and Innovation Act	1,000	275 -72.5%	275 0.0%	285 3.6%	300 5.3%	300 0.0%	1,435	287
Nationally Significant Highway and Freight Projects	n/a	800 n/a	850 6.3%	900 5.9%	950 5.6%	1,000 5.3%	4,500	900
FHWA Administrative	440	453 3.0%	460 1.5%	467 1.5%	474 1.5%	481 1.5%	2,334	467
Total, Other Programs (HTF)	3,197	3,373 5.5%	3,457 2.5%	3,549 2.7%	3,649 2.8%	3,731 2.3%	17,758	3,552
Total, Federal-Aid Highway Program (HTF)	40,995	43,100 5.1%	44,005 2.1%	44,973 2.2%	46,008 2.3%	47,104 2.4%	225,190	45,038
Total, Other Programs (GF)	30	222 640.0%	210 -5.4%	210 0.0%	210 0.0%	210 0.0%	1,062	212
Total, Federal-aid Highway Program (HTF and GF)	41,025	43,322 5.6%	44,215 2.1%	45,183 2.2%	46,218 2.3%	47,314 2.4%	226,252	45,250
Obligation Limitation	40,256	42,361 5.2%	43,266 2.1%	44,234 2.2%	45,269 2.3%	46,365 2.4%	221,495	44,299
AASHTO Base Funding Scenario: Sustain Current Investment in Real Terms	40,995	42,113 2.7%	43,034 2.2%	43,961 2.2%	45,001 2.4%	46,042 2.3%	220,150	44,030
TRANSIT								
Planning Programs	129	131 1.5%	133 2.0%	136 2.1%	139 2.1%	142 2.1%	681	136
Urbanized Area Formula Grants	4,459	4,539 1.8%	4,630 2.0%	4,727 2.1%	4,827 2.1%	4,929 2.1%	23,652	4,730
Elderly and Disabled	258	263 1.8%	268 2.0%	274 2.1%	280 2.1%	286 2.1%	1,370	274
Rural Formula Grants	608	620 2.0%	632 2.0%	646 2.1%	659 2.1%	673 2.1%	3,231	646
State of Good Repair	2,166	2,507 15.7%	2,550 1.7%	2,594 1.7%	2,638 1.7%	2,684 1.7%	12,973	2,595
Bus and Bus Facility Formula	428	428 0.0%	436 2.0%	446 2.1%	455 2.1%	465 2.1%	2,229	446
Bus and Bus Facility Discretionary	n/a	268 n/a	284 5.8%	302 6.3%	322 6.8%	344 6.8%	1,519	304
Growth States and High Density States	526	536 n/a	544 1.5%	553 1.5%	561 1.5%	570 1.6%	2,765	553
Positive Train Control Grants	n/a	n/a n/a	199 n/a	0 n/a	0 n/a	0 n/a	199	40
Other Programs	22	56 156.3%	57 1.8%	57 0.4%	58 0.4%	58 0.0%	285	57
Total, Apportioned Programs (HTF)	8,595	9,348 8.8%	9,734 4.1%	9,733 0.0%	9,939 2.1%	10,150 2.1%	48,904	9,781
Total, Other Programs (GF)	193	140 -27.5%	140 0.0%	140 0.0%	140 0.0%	140 0.0%	700	140
Capital Investment Grants (GF)	1,907	2,302 20.7%	2,302 0.0%	2,302 0.0%	2,302 0.0%	2,302 0.0%	11,509	2,302
Total, Federal Transit Program (HTF and GF)	10,695	11,789 10.2%	12,175 3.3%	12,175 0.0%	12,381 1.7%	12,592 1.7%	61,113	12,223
AASHTO Base Funding Scenario: Sustain Current Investment in Real Terms	10,694	12,007 12.3%	12,210 1.7%	12,414 1.7%	12,657 2.0%	12,901 1.9%	62,189	12,438
HIGHWAY SAFETY								
Federal Motor Carrier Safety Administration (HTF)	572	580 1.5%	644 11.0%	658 2.1%	666 1.2%	676 1.5%	3,224	645
National Highway Traffic Safety Administration (HTF)	680	716 5.3%	731 2.1%	747 2.1%	762 2.1%	778 2.1%	3,735	747
Total, Highway Safety Program (HTF)	1,252	1,297 3.6%	1,376 6.1%	1,404 2.1%	1,428 1.7%	1,454 1.8%	6,959	1,392
PASSENGER RAIL								
Grants to Amtrak (GF)	1,390	1,450 4.3%	1,500 3.4%	1,600 6.7%	1,700 6.3%	1,800 5.9%	8,050	1,610
Other Federal Railroad Administration Grants (GF)	n/a	200 n/a	350 75.0%	425 21.4%	575 35.3%	650 13.0%	2,200	440
Total, Passenger Rail Program (GF)	1,390	1,670 20.1%	1,870 12.0%	2,046 9.4%	2,297 12.3%	2,472 7.6%	10,355	2,071
GRAND TOTAL (HTF)	50,842	53,744 5.7%	55,114 2.5%	56,111 1.8%	57,375 2.3%	58,709 2.3%	281,053	56,211
GRAND TOTAL (HTF and GF)	54,362	58,078 6.8%	59,636 2.7%	60,809 2.0%	62,324 2.5%	63,832 2.4%	304,679	60,936
Program Category	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	5-Year Total	5-Year Avg

PRELIMINARY HIGHLIGHTS OF THE FAST ACT

Highway Trust Fund

- In case additional revenues beyond FAST are deposited into the HTF, the bill provides for a mechanism where such dollars would automatically be made available for obligation to states, without further action by Congress. There is no reduction in HTF funding in case revenues are less than currently estimated.
- For FY 2016, funding provided under MAP-21 extensions would be deducted from those levels provided under FAST based on the date of official enactment.
- FAST rescinds \$7.6 billion of unobligated contract authority on July 1, 2020, which would be derived from Federal-aid Highway Program categories other than the Highway Safety Improvement Program, Railway-Highway Crossings Program, Metropolitan Planning, and suballocated portions of the Surface Transportation Block Grant Program. In addition, non-exempt program dollars are required to be rescinded on a proportional basis. As of the end of FY 2015, \$15.2 billion of unobligated contract authority was carried by all states.

Surface Transportation Block Grant Program (STBGP)

- Surface Transportation Program (STP), one of the core Federal-aid Highway Program categories, is renamed as Surface Transportation Block Grant Program (STBGP).
- STBGP is suballocated based on population in a graduated manner, increasing one percent per year from 51 percent of total STBGP dollars in 2016 to 55 percent by 2020. State share of STBGP is expected to be flat, funded at \$4.95 billion in 2016 and \$4.97 billion in 2020; suballocated share is funded at \$5.15 billion in 2016, growing to \$6.07 billion by 2020.
- The current off-system bridge set-aside is retained, funded at \$777 million for each year under FAST.
- Transportation Alternatives Program is folded into STBGP as an “STP Set-aside,” funded at \$835 million in the first two years and \$850 million in the last three. In addition, up to 50 percent of the suballocated portion of STP Set-aside could be transferred to STBGP, which means up to 75 percent of total STP Set-aside dollars can be transferred. The optional Recreational Trails eligibility remains the same.

National Highway Performance Program (NHPP)

- NHPP dollars are eligible to be expended on non-NHS highway bridges that are on a Federal-aid highway; this addresses the “donut hole” issue for federal bridge funding. The current Off-system Bridge set-aside under STP/STBGP is retained.

Project Delivery and Streamlining

- FAST expands the multimodal categorical exclusion established in MAP-21 to allow any DOT operating administration to use a categorical exclusion of another operating administration.
- FAST directs USDOT to apply the environmental streamlining measures in 23 USC 139 to rail projects when conducting NEPA analysis, to the greatest extent feasible.
- FAST requires USDOT to propose new categorical exclusions for railroad projects.
- FAST requires annual indexing of the financial thresholds for the categorical exclusion for projects with limited federal assistance, in accordance with the consumer price index.
- FAST amends the federal audit process for states that have federal NEPA assignment to ease the burden on states, and gives States more input in the audit process.

- FAST establishes a pilot program for states with NEPA assignment to substitute their State environmental review law(s) for NEPA.
- FAST improves the process for carrying planning level decisions forward into the NEPA process and expands the decisions that may be carried forward. However, requires the *concurrence of cooperating agencies* if the planning product is “necessary for a cooperating agency to issue a permit, review, or approval for the project.”
- FAST requires “early concurrence or issue resolution” during the scoping process on purpose and need, and the range of alternatives to analyze in the environmental review process, which compares to current law that calls only for “an opportunity for involvement.”
- FAST requires lead agencies to establish project schedules for environmental impact statements and environmental assessments after *consultation with and the concurrence of each participating agency for the project*; currently, project schedules are not required.

Freight and Major Projects

- FAST creates a National Multimodal Freight Network, which includes a National Highway Freight Network consisting of all Interstates, an additional 41,000 primary freight network highway miles identified under MAP-21, and other State identified highway segments.
- FAST establishes a new national freight program as part of the core Federal-aid Highway Program structure. This formula program is authorized at \$6.2 billion over five years, and a State’s share of national freight program will be reflective of a State’s overall highway program apportionment. FAST repeals the increased federal match for freight projects on Interstates and highways
- FAST requires all states using formula dollars to complete a State Freight Plan, either standalone or part of a state’s long-range transportation plan. The plans must be updated every 5 years
- FAST creates a Port Performance statics program, requiring ports of certain thresholds to report annual throughput statistics. An advisory group will report to the Secretary annually on recommendations to improve port efficiency.
- FAST also creates the Nationally Significant Freight and Highway Projects discretionary grant program designed for major highway and freight projects funded at \$4.5 billion over five years. Its features include:
 - Eligibility only for projects that cost the minimum of at least \$100 million, 30 percent of a state’s apportioned total, or 50 percent of the apportioned total for the largest state in case of multistate projects.
 - 10 percent of total funding is reserved for small projects and 25 percent is set aside for rural projects.
 - There is a \$500m limit on non-highway multimodal projects.
 - Federal share is limited to 60 percent of project cost, though other federal dollars can be used as non-Federal match as long as the total amount of Federal dollars do not exceed 80 percent of project cost.
 - Could be used to pay for subsidy cost of a TIFIA loan.
 - Within 60 days, Congress reserves the right to disapprove any project contained in the USDOT-approved list.

Design Standards

- FAST requires design standards under 23 USC 109 to consider “cost savings by utilizing flexibility that exists in current design guidance and regulations.”
- The bill adds the AASHTO *Highway Safety Manual* and the *Urban Street Design Guide* by the National Association of City Transportation Officials to the list of resources to be utilized for design criteria development.
- Local entities that are direct recipients of federal dollars are allowed to use a design publication that is different than one used by the state DOT.

Revenue and Financing

- TIFIA is funded at \$275 million in 2016, rising to \$300 million by 2020. Flexibility in “buying down” TIFIA subsidy and administrative costs is increased, as NHPP and Nationally Significant Freight and Highway Projects grant dollars could be applied. TIFIA can also be used to support investments in transit-oriented developments and to capitalize Rural Project Funds if established by a State Infrastructure Bank.
- Interstate System Reconstruction and Rehabilitation Pilot Program is revised to limit the reservation of each of the current three slots to three years. In addition, current slot holders have one year prior to expiration. These limits can be extended by one year if there is deemed to material progress.
- FAST brings back the old SAFETEA-LU eligibility to capitalize State Infrastructure Banks with Federal-aid Highway formula dollars.
- The bill statutorily formalizes the USDOT Credit Council as the “Council on Credit and Finance.”

Highway Safety

- FAST removes current law eligibility which allows use of Highway Safety Improvement Program (HSIP) funds for non-infrastructure safety programs, such as education and enforcement activities. Unlike the DRIVE Act, however, overall HSIP funding level is maintained at current baseline.
- USDOT is asked to conduct a study on the impacts of marijuana-impaired driving

Performance Measures

- Eliminates the need for state DOTs to collect safety data and information on unpaved/gravel roads.
- If a State DOT does not achieve or make significant progress toward achieving targets after one reporting cycle to include in a report a description of the actions they will undertake to achieve their targets in the future.
- The penalty for falling below the minimum condition levels for pavements on the interstate system is imposed after the first reporting cycle.

Planning and Asset Management

- There are no significant changes to the performance-based planning process established in MAP-21.
- Expands the scope of the planning process to include addressing resiliency and reliability as well as enhancing travel and tourism of the transportation system.
- Requires state DOTs to incorporate the performance measures of a transit agency not represented by a metropolitan planning organization (MPO) into its long range transportation plan regardless if it is in an urban or rural area.
- Adds language that the long-range transportation plan shall consider public ports and freight shippers.
- Encourages consideration of intermodal facilities that support intercity buses as part of the metropolitan and statewide planning process.

- Clarified what “private providers of transportation” include.
- Changes to a “shall” regarding the inclusion of description of performance measures and the system performance report in a state’s long-range transportation plan.
- Requires states to establish a State Freight Plan, either separately or part of the States long range plan, in order to spend 23 USC 167 funds. If separate, it must be updated every five years (proposed Chapter 702—Multimodal Freight Transportation Planning and Information)
- There are no significant changes to the requirement that State DOTs must develop a risk-based asset management plan.
- Money under the new Surface Transportation Block Grant Program could be used to develop an asset management plan.

Research and Innovation

- The bill creates the National Surface Transportation and Innovative Finance Bureau to integrate current federal credit programs under TIFIA and the Railroad Rehabilitation and Infrastructure Financing (RRIF) program with institutional capacity-building and project permitting and expediting efforts under one office, under an Executive Director at the Office of the Secretary of Transportation.
- A new program entitled Advanced Transportation and Congestion Management Technologies Deployment is created, to be funded at \$60 million carved out of the overall research dollars available under FAST.
- Funded between \$15 million and \$20 million per year, STRRA authorizes a research program to examine user fee-based alternative revenue mechanisms to ensure long-term HTF solvency.
- FAST provides \$5 million for a study by the Transportation Research Board on actions needed to upgrade and repair the Interstate Highway System to meet growing and shifting demands over the next 50 years.

Public Transportation

- Similar to SAFETEA-LU, FAST once again authorizes new competitive grant programs for bus and bus facilities.
- FAST creates mechanisms to pool resources for transit providers by enabling cooperative procurements and leasing for small urban and rural systems.
- FAST retains the current Growing States and High Density program.
- The bill increases domestic content requirement under Buy America from the current 60 percent to 65 percent in 2018, and to 70 percent in 2020, and it includes new language that requires the Secretary, upon denial of a Buy America waiver, to issue a written certification that the item is produced in the U.S. in sufficient quantity and quality, along with other information.

Passenger Rail

- FAST authorizes passenger rail programs for five years to be consistent with the highway, highway safety, and transit programs. This is one year longer than the passenger rail bills passed earlier this year by the House and the Senate.
- FAST provides support for the State Supported Route Committee (States, Amtrak and the Federal Railroad Administration) at \$2 million per year
- The Northeast Corridor Commission (States, Amtrak and FRA) is funded at \$5 million per year
- The Gulf Coast Working Group (States, Amtrak, FRA and others) is funded at \$0.5 million in 2016 and 2017.
- FAST Expedites rail project delivery and environmental streamlining provisions.

- Amtrak Board of Directors increased to ten members from the current nine.
- FAST provides \$199 million in one-time funding for implementation of positive train control systems by commuter railroads.

MINUTES

Metropolitan Policy Committee
Springfield City Hall—Library Meeting Room—225 Fifth Street
Springfield, Oregon

December 3, 2015
11:30 a.m.

PRESENT: Pat Farr, Chair (Lane County), Christine Lundberg (City of Springfield), Kitty Piercy, Alan Zelenka (City of Eugene); Jerry Behney (City of Coburg), Frannie Brindle (Oregon Department of Transportation), Gary Wildish, Gary Gillespie (Lane Transportation District); members; Becky Taylor for Steve Mokrohisky (Lane County), Gino Grimaldi (City of Springfield), Rob Inerfeld for Jon Ruiz (City of Eugene), AJ Jackson (Lane Transit District); Petra Schuetz (City of Coburg); *ex officio* members.

Paul Thompson, David Phillips, Ellen Currier (Lane Council of Governments); Sasha Luftig, Theresa Brand, Tom Schwetz (Lane Transit District); Jeff Kernen (City of Coburg); Chris Henry, Zach Galloway (City of Eugene), Tom Boyatt, Emma Watson (City of Springfield); David Reesor (Oregon Department of Transportation); Rob Zako (Better Eugene-Springfield Transit); Carleen Riley (River Road), guests.

WELCOME AND INTRODUCTIONS

Mr. Farr welcomed everyone to the Metropolitan Policy Committee (MPC) meeting and those present introduced themselves.

Mr. Wildish introduced new LTD General Manager AJ Jackson. Ms. Jackson spoke briefly about her background and her interest in collaboration with other agencies and jurisdictions in the region.

CALL TO ORDER

Mr. Farr called the meeting to order.

ADJUSTMENTS TO THE AGENDA/ANNOUNCEMENTS FROM MPC MEMBERS

Ms. Lundberg said she would need to leave the meeting early and wanted to comment on *MovingAhead*. She said prior to the *MovingAhead* initiative Springfield was working on a Main Street corridor and she was concerned that Main Street now would be lumped into the *MovingAhead* corridors and perhaps be displaced for funding consideration when it had already been approved by the Springfield City Council and significant planning work had already been done in conjunction with other Springfield initiatives along the route. She hoped it would be considered independently.

Mr. Thompson announced that Ellen Currier, who had been working for Lane Transit District (LTD), had recently joined the Lane Council of Governments (LCOG) staff.

Ms. Brindle said in addition to her position as Oregon Department of Transportation (ODOT) Area 5 Manager in Lane County she was also taking on management of Area 4, which included Linn, Benton, and Lincoln counties.

Mr. Farr thanked Ms. Brindle for being part of the Build a Better Bethel project.

APPROVE OCTOBER 1, 2015, MEETING MINUTES

Mr. Zelenka, seconded by Mr. Wildish, moved to approve the October 1, 2015, minutes as submitted. The motion passed unanimously, 8:0.

COMMENTS FROM THE AUDIENCE

Rob Zako, Better Eugene-Springfield Transit (BEST), commended the City of Eugene for adopting Vision Zero as a goal to eliminate traffic fatalities. He cited the number of annual traffic fatalities locally, statewide, nationally and worldwide and asked if that was acceptable or should the goal be zero deaths, even if that was not obtainable. He said that meant zero fatalities, regardless of the transportation mode, because all lives mattered. He said human error could not be eliminated, but engineering could remove many safety problems from the transportation system, along with education and enforcement.

METROPOLITAN PLANNING ORGANIZATION (MPO) ISSUES

ODOT Enhance Non-Highway Funding Priorities

Mr. Thompson said the agenda packet contained applications for ODOT's Enhance Non-Highway funding process received from jurisdictions within the Metropolitan Planning Organization (MPO) boundary and outside of the MPO boundary, but within Lane County. He noted that in his cover memorandum the term "Area 2" should be "Region 2." He said the applications were for non-highway multi-modal projects, four of which were from within the MPO boundary. He asked the MPC to formally determine the priority of those projects to the 150 percent funding level. He said the LaneACT (Area Commission on Transportation) protocols established with the MPO required that the order of those four projects remain the same during the ACT's prioritization of all projects. He also asked for direction from the MPC on how all of the applications should be prioritized so he could reflect those preferences as the MPO representative to the ACT, although that direction would not be binding. He said the intent was to coordinate priorities with the ACT and among a collection of jurisdictions.

Mr. Thompson distributed a handout showing MPO and ACT projects, including some updated funding requests and staff recommendations for priority ranking of MPO projects and ranking of all projects (MPO and non-MPO). He noted that Lane County's Territorial Complete Design project had been withdrawn because discussions with ODOT had determined that it would be submitted for funding through the ODOT Leverage funding process.

Ms. Brindle explained that the improvements proposed for Territorial Highway would also entail fixing the entire highway, which made it ineligible for the Non-Highway Enhance funding and suitable for the Leverage programs. She said the project would go through the same prioritization process with local input, although the funding decision would be made by ODOT. She felt the project had a good chance of being funded.

Mr. Thompson said a rough guide for the Area 5 (Lane County) 150 percent funding target was \$3.4-4.8 million, based on past experience, and the total request for the six remaining projects was \$4.85 million. He said Springfield's Moe Mountain project was the largest funding request and recent discussions among staff had resulted in a recommendation to move it from the 3rd MPO priority to the 4th MPO priority.

Mr. Boyatt further explained that reversing the priority position of the Moe Mountain project with that of Eugene's River to Ridges project made sense from several positions. The funding request of the Eugene project conformed better to the funding available, even at 150 percent, than Moe Mountain and the Moe Mountain project was behind Rivers to Ridges in terms of project development, making the Eugene project more likely to be successful within the timeframe. He said Springfield was also appreciative of the MPC's support of the Franklin Boulevard project's funding during the last funding process .

Ms. Lundberg concurred with the switch of priority positions between the Moe Mountain and Rivers to Ridges projects. She was pleased with the prospect of funding through another source for the Territorial Highway project.

Mr. Thompson summarized the modified priority recommendations and asked that a public hearing be held on the proposed MPO priorities:

<u>Project</u>	<u>MPO Priority</u>	<u>ACT Priority</u>
Eugene: Roosevelt Path	1	1
Springfield: Filling the Gaps	2	2
Florence: US 101 Multi-Modal Improvements		3
Veneta: Veneta-Elmira Multi-Use Pathway		4
Eugene: Rivers to Ridges Bikeway	3	5
Springfield: Moe Mountain Path	4	6

Mr. Farr opened the public hearing on prioritization of MPO Non-Highway Enhance projects. He determined there was no one wishing to speak and closed the hearing.

Ms. Piercy, seconded by Ms. Lundberg, moved to accept the modified priority of MPO projects for Non-Highway Enhance funding. The motion passed unanimously, 8:0.

Mr. Farr called for discussion of prioritization of all projects to be considered by the LaneACT.

Mr. Thompson said the Florence and Veneta projects were strong and had been well received by the ACT during the pre-proposal presentations. He said those projects were important to the jurisdictions and fit the Non-Highway Enhance criteria well.

Ms. Brindle conveyed concern from LaneACT members about the MPO prioritizing non-MPO projects, which they felt was within the ACT's purview alone. She noted that MPO jurisdictions were well represented on the LaneACT and the MPC's direction on project priority was advisory in nature. She said it was important to be sensitive to rural interests.

Ms. Piercy observed that the intent of establishing an ACT was to give everyone a seat at the table and an equal voice in the conversation about what was best for the region as a whole. She felt it was created to help get past jurisdictional competitiveness and division between rural and urban interests.

Mr. Farr concurred that the intent of the ACT was to level the playing field in distribution of resources.

Mr. Behney thanked Mr. Thompson, Ms. Piercy and Ms. Brindle for their comments. As an ACT member he also had some concerns about the MPO's prioritization of projects and appreciated the discussion and the MPC's support of the ACT.

Mr. Inerfeld suggested that rather than giving formal direction to Mr. Thompson on prioritization of ACT projects, the MPC could provide input on the modified priorities to help inform his actions as an ACT member.

Mr. Farr determined there were no objections to the suggestion. Mr. Thompson stressed that while the MPC's guidance was not binding on him, he did not want to fulfill his role as the MPO's ACT representative in a vacuum and wished to take staff and MPC members' opinions into consideration.

Ms. Lundberg noted the ACT was a large body composed of many different interests and commended its effectiveness. She agreed that MPC feedback to Mr. Thompson was important. She felt that readiness was an important factor in project prioritization.

Mr. Thompson said the Florence project had scored very well during the pre-proposal process as it was a follow-up to work already done by ODOT on that section of US Highway 101 and its readiness helped in its high ranking.

Mr. Gillespie said that LTD was supportive of the Florence project.

Mr. Wildish supported the modified staff recommendations for project prioritization.

Mr. Farr asked for a moment of reflection on the shooting at the Umpqua Community College campus that occurred during the MPC's last meeting.

Mr. Farr changed the order of the agenda to take up the *MovingAhead* update prior to Ms. Lundberg's departure. There were no objections.

MovingAhead Update

Mr. Galloway distributed two documents entitled *MovingAhead update #2, December 3, 2015* and *Project Phases: November 2015*. He reminded the committee that *MovingAhead* was a collaborative effort by the cities of Eugene and Springfield and Lane Transit District (LTD) to integrate land use and transportation, specifically transit investments, by building on past planning efforts. He said transit improvements were only one aspect of expectations for corridors and neighborhood centers; a multi-modal approach would also address bicycle and pedestrian improvements that supported transit. He said the intent was also to assure that land use supported transit investments.

Mr. Galloway said the Level 1 screening process had been completed and described the extensive public outreach that resulted in the selection of corridors that move to Level 2 for a more detailed evaluation.

Ms. Luftig said the following corridors were examined during Level 1:

- Highway 99
- River Road
- Coburg Road
- 30th Avenue/Lane Community College (LCC)
- Martin Luther King, Jr. Boulevard
- Valley River Center

Ms. Luftig said a range of transit investments, along with investments for bicycle and pedestrians, were studied for each corridor. The transit investment options being considered were No Build (traditional fixed route service), Enhanced Corridor (combination of investments in transit infrastructure and service frequency)

and EmX (comprehensive bus rapid transit). She said the Eugene City Council and LTD Board had both approved the recommendations of stakeholders and the project's Governance Team to advance specific corridors and associated options to the Level 2 screening process. She said the project also took a coordinated approach to determining the region's long-term system needs in terms of connectivity and linking service to the corridors. Service needs under consideration were the 2021 track and field championships, airport service, increased frequency on other routes, linking neighborhood service to the main corridors and increased east-west connectivity. She reviewed the Level 1 screening process summary table set forth in the agenda packet.

Mr. Henry said the project team attended many community events over the spring and summer and engaged about 600 people in conversations about transportation improvements. Public input indicated a preference for considering EmX or Enhanced Corridor solutions on corridors, along with the need to improve safety for people walking, biking and using mobility devices. The Level 2 process would analyze the environmental footprint of each corridor, how it functioned from a transportation and traffic operations perspective and refinement of corridor concepts. He said those corridors approved for further study at Level 2 were:

- River Road - EmX and Enhanced Corridor
- Coburg Road - EmX and Enhanced Corridor
- Highway 99 - EmX and Enhance Corridor
- 30th Avenue/LCC - EmX and Enhanced Corridor
- Martin Luther King, Jr. Boulevard - Enhanced Corridor

Ms. Luftig said the timeline of project phases distributed at the beginning of the presentation indicated a locally preferred alternative decision would not be made until around November of 2016, after a similar decision was made for the Main Street-McVay Transit Study. Mr. Schwetz added that LTD would be considering Main Street for its next investment prospect, but it was beneficial to move forward planning for all corridors in order to take advantage of future funding opportunities.

Ms. Lundberg commented that the City of Springfield had not participated in *MovingAhead* because it was primarily a Eugene/LTD project and the Springfield City Council had already voted to move forward with the Main Street-McVay project. She said staff resources were focused on the Main-McVay Transit Study, and several other transportation projects related to the lengthy Main Street corridor. She was concerned about the Main-McVay corridor being displaced for consideration by one of the *MovingAhead* corridors as the City had already done a significant amount of work on Main-McVay. She was pleased to hear that Main-McVay would be considered for LTD's next corridor.

Mr. Zelenka asked if funding agencies gave priority to projects that enhanced an existing successful system over new systems that were being developed. Mr. Schwetz said that applications for projects that enhanced existing systems were more competitive because they created a system-level benefit that would not exist for projects where a system was not already in place. He said LTD's past experience in delivering those types of projects would also make its applications more competitive. He said the new federal transportation authorization contained funding in the Small Starts program for these projects.

Ms. Piercy asked if LTD was engaged in discussions about connections between transit and rail and enhanced capacity in anticipation of the 2021 games. She volunteered to participate and assist with those discussions. Ms. Luftig said LTD viewed 2021 as a major opportunity for implementing transit projects identified through the Main-McVay and *MovingAhead* transit studies. Ms. Jackson added that staff had been briefing her on a myriad of projects and preparations for 2021. She was aware it would take close coordination among many entities to have a successful event.

Mr. Gillespie commented that the intent of *MovingAhead* was to streamline the planning and project implementation process to address Federal Transit Administration concerns about the length of time it took to develop and deliver a corridor.

Ms. Piercy said it might be necessary for local entities to initiate the conversation about opportunities for rail/transit connections and the value the 2021 games could bring to the state as a whole.

Ms. Lundberg agreed with Ms. Piercy. She said it would be helpful to develop a list of talking points about improved rail/transit connection were important as the general perception was that people would just stay in Portland area hotels and not locally. She said other countries were far ahead of the United States in delivery of passenger rail service.

Ms. Lundberg left the meeting at 12:45 p.m.

Governor's Transportation Vision Panel Regional Forum

Mr. Thompson announced that the Governor's Transportation Vision Panel was holding a Lane County Regional Forum in Eugene on January 13, 2016. He said the panel was close to completing its set of draft recommendations and would be inviting the LaneACT, the MPO, local elected officials, and legislators to participate. He said MPC members would be receiving their invitations shortly.

Follow-up and Next Steps

- **ODOT Update**—There was no additional information.
- **Legislative Update**—Mr. Thompson said that federal transportation authorization legislation would likely be passed by the end of the week. The authorization would be a five-year bill and largely continued and preserved those programs important to the MPO. He said there would be a slight increase in some program funds, but there were no new funding strategies. He provided some estimates of funding amounts.
- **Springfield Main Street Safety Update**—Mr. Reesor said ODOT met with City of Springfield staff to discuss the All Road Transportation Safety (ARTS) program as there were potential ARTS projects associated with safety improvements along the Main Street corridor. He said ODOT and city staff scoped projects in the field and they would become part of the 150 percent funding list. ODOT would then work with local jurisdictions to develop a draft 100 percent list for presentation to the Oregon Transportation Commission (OTC) in June 2016.

Mr. Grimaldi commented that motorists along Main Street seemed to be paying better attention to the rules with fewer speeding violations.

Mr. Zelenka asked if data was available on the effectiveness of the new strips around signal lights. Mr. Reesor said they had been recently installed so limited data was available, but they made the light much more visible. Mr. Henry added that the strips were a proven safety counter measure that reduced red light running. He said the City of Eugene was installing them as part of an ARTS project on 18th Avenue.

- **Rail Update**—Ms. Piercy said the Oregon Passenger Rail Leadership Council was nearing a preferred alternative decision.

- **LaneACT**—Mr. Reesor reported that the ACT was meeting on December 9 to consider State Transportation Improvement Program (STIP) Enhance projects. A public hearing would be held and projects would be prioritized. He said election of officers for 2016 and recruitment of a freight stakeholder were also on the agenda. He said that *ConnectOregon* applications were due the same day as STIP Enhance applications. The ACT would review the *ConnectOregon* application during March and April. Mr. Thompson said the STIP Enhance ACT/MPO protocols for coordination and prioritization would apply to *ConnectOregon* applications.
- **OMPOC Update**—Mr. Thompson reported that OMPOC met on November 6, 2015, to approve a work program. He said the MPC had provided input on the draft work program and OMPOC adopted the program with one amendment that included development of a set of guidelines for providing more consistent input to OMPOC from all eight of the Oregon MPOs. It was unanimously approved that the work program be housed at the Lane Council of Governments.

The next MPC meeting was scheduled for February 4, 2016.

The meeting was adjourned at 1:05 p.m.

(Recorded by Lynn Taylor)

<p>July 8, 2015 (Recess)</p>	<p>August 12, 2015</p> <ul style="list-style-type: none"> Stakeholder Application Review and Appointment Oregon Transportation Infrastructure Bank Florence/Yachats Transit Beltline ITS Governor's Transportation Vision Panel; Regional Forums STIP Update 	<p>September 9, 2015</p> <ul style="list-style-type: none"> STIP Enhance Timeline/Process Oregon Transportation Safety Action Plan Vision Zero ConnectOregon VI 	<p>October 14, 2015</p> <ul style="list-style-type: none"> STIP Pre-Proposal Presentations and Ranking Appoint Nominating Committee <p><i>Note: Area 5 STIP pre-proposals due October 1st</i></p>
<p>November 11, 2015 (Veteran's Day) (Recess)</p> <p><i>Note: Area 5 STIP final projects due November 20th</i></p>	<p>December 9, 2015</p> <ul style="list-style-type: none"> Election of Officers Discuss Strategy for Designated Stakeholder Recruitment STIP Application Ranking (Public Hearing and Final Ranking) ConnectOregon Update 	<p>January 13, 2016 (Canceled)</p> <p><i>The Governor's Transportation Vision Panel – Regional Forum is meeting in Springfield. LaneACT members are invited and encouraged to attend the event.</i></p>	<p>February 10, 2016</p> <ul style="list-style-type: none"> Governor's Transportation Vision Panel recap Discuss and appoint Truck Designated Stakeholder (QUORUM) Oregon Bicycle and Pedestrian Plan FAST Act Legislative Update SuperACT Update
<p>March 9, 2016</p> <ul style="list-style-type: none"> Governor's Transportation Vision Panel (QUORUM) STIP Update Scenario Planning Update (MPO) MPO Data Portal Oregon Public Transportation Plan ADA Regulations 	<p>April 13, 2016</p> <ul style="list-style-type: none"> STIP Update Legislature Short Session-what to expect and what is ahead for next full session ConnectOregon Application Review/Ranking (tentative) 	<p>May 11, 2016</p> <ul style="list-style-type: none"> STIP Update ConnectOregon Application Review/Ranking (tentative) 	<p>June 8, 2016</p> <ul style="list-style-type: none"> STIP Update Transportation Safety Action Plan Update

***Schedule is tentative and still to be determined**

Other Pending Items (schedule still to be determined):

- Tom Bowerman: OSU statewide Oregon Values and Beliefs Survey
- Main Street in Rural Oregon, Economic Opportunities and Transportation / Main Street TGM Program Annual Cycle
- Oregon Scenic Byways Update
- Regional Safety and Security Plan Update
- Zero Emissions Electric Vehicles/LARAPA
- Beltline Ramp Meters
- Designated Stakeholder Development: Statewide Significance
- OTC Commissioner
- Safety of Crude Oil transport
- Funding for transportation overview
- Follow-up on OHA/ODOT MOU

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LaneACT Attendance 2015-2016

Stakeholder	JUL'15	AUG'15	SEP'15	OCT'15	NOV'15	DEC'15	JAN'16	FEB'16	MAR'16	APR'16	MAY'16	JUN'16
Coburg		X	X	X		X						
Cottage Grove		X	X	X		X						
Creswell		X	X	X		X						
Dunes City		A	X	A		X						
Eugene		X	X	X		X						
Florence		X	X	X		X						
Junction City		X	A	X		A						
Lowell		X	X	X		X						
Oakridge		A	X	X		X						
Springfield	R E C E S S	X	X	X	R E C E S S	X	R E C E S S					
Veneta		X	X	X		X						
Westfir		A	A	A		A						
Lane County		X	X	X		X						
Port of Siuslaw		X	X	X		X						
Lane Transit District		X	X	X		X						
CTCLUSI		X	A	A		A						
ODOT Area 5		X	X	X		X			X			
Central Lane MPO		X	X	X		X						
LC Road Advisory		A	A	X		X						
Highway 126 E		X	X	X		X						
DS Trucking - VACANT		A	A	vacant		vacant		vacant				
DS Rail - Parkinson		vacant	X	A		X						
DS Bike/Ped - McRae		A	X	X		X						
DS Envir LU - Zako		vacant	X	X		X						
OS - Eugene Organ		A	X	X		X						
OS - George Grier		X	X	X		X						
OS - Ryan Pape'		A	A	A		A						
OS - Jennifer Jordan		X	X	A		X						
OS - Shelley Humble		X	A	A		X						
TOTAL	No Meeting	18 (29)	22 (29)	22 (29)	No Meeting	26 (29)	No Meeting					



Lane Area Commission on Transportation

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

Membership 2016
 Last Update December 31, 2015

Jurisdiction	Member	Email	Phone	Address
Lane County				
Primary Rep	Sid Leiken Commissioner [LaneACT Chair]	sid.leiken@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	Jerry Behney Councilor	rdy876@gmail.com	541.683.6544	32738 E. Dixon Street Coburg OR 97408
Alternate Rep	Ray Smith Councilor	coburggray@gmail.com	541.485.3498	32790 E. Maple Street Coburg OR 97408
Cottage Grove				
Primary Rep	Thomas Munroe Mayor	mayor@cottagegrove.org	541.942.5501	400 E. Main St. Cottage Grove OR 97424
Alternate Rep	Garland Burback Councilor	councilorburback@cottagegrove.org	541.337.3702	PO Box 1498 Cottage Grove OR 97424
Creswell				
Primary Rep	Dave Stram Mayor	dstram@creswell-or.us	541.895.2531	PO Box 276 Creswell OR 97426
Alternate Rep	Michelle Amberg City Administrator	mdamberg@creswell-or.us	541.895.2913	PO Box 276 Creswell OR 97426
Dunes City				
Primary Rep	Maurice Sanders Councilor	maurice.sanders@dunecity.com	541.997.3338	PO Box 97 Westlake OR 97493
Alternate Rep	Fred Hilden 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	Mike Cahill Mayor	mcahill@ci.junction-city.or.us	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	Steve Paulson Councilor	steve.paulson@ci.lowell.or.us	541.937.5004	PO Box 490 Lowell, OR 97452
Alternate Rep	Don Bennett Mayor	donbennett47@q.com	541.937.2312	540 Sunridge Lane Lowell OR 97452
Oakridge				
Primary Rep	Jim Coey Mayor	jbryan522@msn.com	704.400.4605	PO Box 122 Oakridge, OR 97463
Alternate Rep	Rick Zylstra City Councilor	rzylstra37@gmail.com	541.782.2256	48426 Sunnynook Oakridge, OR 97463
Springfield				
Primary Rep	Hillary Wylie City Councilor	hwylie@springfield-or.gov	541.852.2147	339 South E 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	Tim Brooker City Councilor [LaneACT Vice-Chair]	tbrooker@ci.veneta.or.us	541.935.4281 541.231.9047 (c)	PO Box 655 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	Matt Meske Mayor	westfircity@gmail.com		PO Box 296 Westfir OR 97492
Alternate Rep				
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	Ron Caputo Board President	roncaputo@charter.net	541.997.4961	87729 Sandrift Florence OR 97439
Alternate Rep	Bob Forsythe Port Manager	manager@portofsiuslaw.com	541.997.3426 (W)	PO Box 1220 Florence OR 97439
Lane Transit District				
Primary Rep	Don Nordin Board Member	don.nordin@ltd.org dnordin@efn.org	541.942.7895 (C) 541.942.5257 (H)	346 Elk Drive Cottage Grove OR 97424
Alternate Rep	A J Jackson General Manager	aurora.jackson@ltd.org		PO Box 7070 Eugene OR 97401
ODOT Area Manager				
Primary Rep	Frannie Brindle Area 5 Manager	frances.brindle@odot.state.or.us	541.726.5227 (W)	644 A Street Springfield OR 97477
Alternate Rep	David Reesor Area 5 Planner	david.feesor@odot.state.or.us	541.747.1354 (W)	644 A Street Springfield OR 97477
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 RAC				
Primary Rep	Jeff Paschall Member	jpaschall@springfield-or.gov	541.726.1674	225 5 TH Street Springfield OR 97477
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@orcasin.com	541.896.3059 (H) 541.953.8584 (C)	90399 Mountain View Ln Leaburg OR 97489

Designated Stakeholders					
Trucking	VACANT (October 2015)			2	Term Expires June 30, 2017
Rail	Scott Parkinson	scott@argtrans.com	541.334.4314 (W) 541.687.4795 (H)	PO Box 10456 Eugene OR 97405	Term Expires June 30, 2019
Bicycle & Pedestrian	Holly McRae	hollymcrae@yahoo.com	541.345.1718	2584 Friendly Street Eugene OR 97405	Term Expires June 30, 2017
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, 2019
Other Stakeholders					
	George Grier	ggrier@efn.org	541.726.6131	1342 ½ 66 th Street Springfield OR 97478	Term Expires June 30, 2017
	Eugene Organ	eorgan@lilaoregon.org	541.683.6556 (H) 1.866.790.8686 (W)	2850 Pearl Street Eugene OR 97405	Term Expires June 30, 2017
	Ryan Papé	rpape@pape.com	541.915.7286 (H) 541.868.8912 (W)	PO Box 407 Eugene OR 97440	Term Expires June 30, 2019
	Shelley Humble	shumble@creswell-or.us	541.895.2913 (W) 541.953.9197 (C)	PO Box 276 Creswell OR 97405	Term Expires June 30, 2017
	Jennifer Jordan	jennifer.jordan@co.lane.or.us	541 682 3781 (W)	151 W 7th Ave, Suite #410 Eugene OR 97401	Term Expires June 30, 2017