

## MINUTES

Lane Area Commission on Transportation (LaneACT)  
McLane Room  
Oregon Department of Transportation, Area 5  
644 A Street, Springfield, OR 97477

May 13, 2015  
5:30 p.m.

**PRESENT:** Tom Munroe, Cottage Grove  
Michelle Amberg, Creswell  
Maurice Sanders, Dunes City (teleconferenced)  
Clair Syrett, Eugene  
Mike Miller, Florence (teleconferenced)  
Mike Cahill, Junction City  
Rick Zylstra, Oakridge  
Hillary Wiley, Springfield  
Tim Brooker, Veneta  
Sid Leiken, Lane County, *Vice Chair*  
Jeff Paschall, Lane County Roads Advisory Committee (LCRAC)  
Jeff Stump, Confederated Tribes (teleconferenced)  
Gary Wildish, Lane Transit District (LTD)  
Ron Caputo, Port of Siuslaw (teleconferenced)  
Dennis Ary, Highway 126 East  
Frannie Brindle, Oregon Department of Transportation (ODOT)  
Paul Thompson, Central Lane Metropolitan Planning Organization (MPO)  
Bill McCoy, Trucking Designated Stakeholder  
Holly McRae, Bicycle and Pedestrian Designated Stakeholder  
George Grier, Other Stakeholder, *Chair*  
Jennifer Jordan, Other Stakeholder  
Eugene Organ, Other Stakeholder

**ABSENT:** Coburg; Lowell; Westfir; Martin Callery, Rail Designated Stakeholder;  
Mia Nelson, Environmental Land Use Designated Stakeholder; and  
Shelley Humble, Ryan Papé and Gary McNeel, Other Stakeholders.

**OTHERS:** Michelle Godfrey, David Helton, Jae Pudewell, David Reesor, ODOT;  
Lydia McKinney, Lane County; Ron Kilcoyne, LTD; Gary Baker, Dunes  
City; Rob Inerfeld, Eugene; Tom Boyatt, Springfield; Ric Ingham, Veneta;  
Mary McGowan, Lane Council of Governments (LCOG).

Available at the reception table was a tabloid flyer, *WhyDriveWithEd—Reason #7*. At each member's place was a copy of the powerpoint presentation for Agenda Item 8 entitled, *Eugene Airport*.

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

Chair George Grier called the meeting of the Lane Area Commission on Transportation (LaneACT) to order at 5:32 p.m. Members and the audience introduced themselves.

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

Mr. Grier reversed the order of Agenda Items 7 and 8.

**3. Consent Calendar**

**A. Approve Minutes (March 11, 2015)**

**B. City of Springfield TIGER 7 Letter of Endorsement**

Ms. McGowan corrected the list of those Present to include Ryan Papé.

Consensus: The Minutes of March 11, 2015 were approved as corrected.  
The City of Springfield TIGER 7 Letter of Endorsement was approved as submitted.

**4. Comments from the Audience**

There were no members of the audience wishing to address the committee.

**5. Stakeholder Recruitment**

Ms. McGowan listed the stakeholder positions whose terms expired at the end of June 2015: Mia Nelson, Environmental Lane Use; Martin Callery, Rail; Ryan Papé, Other Stakeholder; and Gary McNeel, Other Stakeholder. Of the four, Mr. Papé had asked to serve for another four years. Mr. McNeel was considering the same and would make a decision before the recruitment effort initiated. Ms. Nelson and Mr. Callery were not interested in continuing as members of LaneACT.

Paul Thompson arrived at the meeting at 5:37 p.m.

Ms. McGowan asked if LaneACT members wanted to re-appoint those interested in continuing or if they should be asked to re-apply. Responding to a question from Councilor Syrett, Ms. McGowan explained re-application involved completing the requisite form.

Mr. McCoy and Mayor Brooker spoke in favor of re-appointment. Mr. McCoy said both people had been active, contributing LaneACT members. Mayor Brooker observed the by-laws allowed re-appointment and he agreed with Mr. McCoy's observations.

Consensus: Mr. Papé was re-appointed to a four-year Other Stakeholder term. Mr. McNeel was re-appointed to a four-year Other Stakeholder term, should he so desire.

Turning to the designated stakeholder positions, Ms. McGowan referenced the *Draft Recruitment Plan* included in the agenda packet. She outlined the steps and timeline. Stakeholder applications were open May 25, 2015 and due on June 22, 2015. Appointments were slated for the August 12, 2015 agenda.

Mr. Grier encouraged LaneACT members to help recruit people to fill the positions. When Mr. McCoy asked if Mr. Callery was also resigning from the other ACT, Mr. Grier confirmed he was. Mr. Callery had also resigned from the Rail modal committee.

Replying to Mr. Leiken's question if Mr. Callery had a recommendation for his replacement, Mr. Grier said he had. Mr. Grier planned to contact those suggested.

Consensus: Ms. McGowan was to implement the Recruitment Plan as drafted.

## **6. LaneACT Work Plan**

Ms. McGowan reviewed the background for the annual work plan. She referenced the current work plan, attached for reference to her memo in the agenda packet. Ms. McGowan discussed the four key areas to organize the plan: commission education; advisory and coordination activities; commission governance; and public involvement. She asked LaneACT members if there were topics of interest to include in the work plan.

Ms. McRae requested an update on the Scenario Planning project facilitated by LCOG.

Councilor Syrett suggested a briefing on LTD's MovingAhead initiative. She also thought foundational briefings, e.g., transportation funding options, would be helpful. Councilor Syrett planned to attend the upcoming orientation session and might have more specific suggestions thereafter.

Mr. Organ said a briefing on the revised American with Disabilities Act (ADA) regulations, expected in September 2015, was a topic of interest. He also recommended a follow-up session to the previous joint meeting between LaneACT and public health representatives.

Mr. Paschall observed the topics raised aligned with those discussed at the LCRAC.

Mr. Grier referred members to the *LaneACT Calendar*. It was included in each agenda packet and updated monthly at the Steering Committee meeting. He suggested Commission members review the topics listed there and send any other ideas to Ms. McGowan for inclusion in the revised work plan. She was to bring the revised work plan to the June LaneACT meeting for final review and approval.

## **8. City of Eugene Airport**

Tim Doll, City of Eugene Airport Manager, gave a powerpoint presentation entitled, *Eugene Airport, May 13, 2015*. The Eugene Airport, classified as a small hub airport by the Federal Aviation Administration (FAA) because of the number of enplanements, was owned and operated by the City of Eugene. The five airlines operating from the airport offered nonstop service to nine other cities. He anticipated the 2014 record number of enplanements, 449,037, to be exceeded in 2015. There were also general aviation services, including Lane Community College's flight and maintenance programs and Synergy Air, which built Vans aircrafts. Mr. Doll described recently completed improvements at the airport, including the entry sign, terminal ticket lobby remodel, and long term parking expansion. Current projects, scheduled to be completed by May 2016, included an expanded security checkpoint, relocated B gate hold room and escalators, expanded baggage claim area, and additional restrooms and rental car offices on the landside. All improvements were paid for by FAA grant money, Passenger Facility Charges (PFCs), and other airport revenue. The airport had recently released a Request for Proposal (RFP) for hotel development on Awbrey Lane and Highway 99. He discussed the five parcels of land available for aviation-related industrial development. Mr. Doll referenced the Airport Advisory Committee and acknowledged Councilor Syrett's previous participation on it.

When Ms. Brindle requested more information on airport runway capacity and passenger mix, Mr. Doll explained the two existing runways met the airport's needs for the next twenty years. Most (70%) of the passengers were from the Eugene/Springfield metropolitan area. Others came from as far away as Coos Bay or Florence.

Responding to Mr. Grier's questions regarding freight travel at the airport, Mr. Doll said approximately 1.2 million pounds of freight were moved each year, primarily by FedEx and United Parcel Services (UPS). The most shipped commodities were mushrooms and flowers.

Councilor Wiley commended Mr. Doll on the improvements at the airport. She recalled past community feedback requesting LTD service to the airport. Would the addition of a hotel and more industry make LTD service a more viable option?

Mr. Doll noted the improvements had resulted in a decline in the number of local people choosing to use the Portland International Airport (from 60+% to 47%). He added the hotel also served people visiting patients at the newly opened Junction City Hospital.

Mr. Wildish said LTD was investigating adding service to airport, primarily to provide a mass transit option to the over 1,700 people who worked there.

Councilor Syrett said it was important for the Eugene Airport to meet modern Federal Aviation Administration (FAA) standards. The airport was a significant economic development driver for the region.

## **7. Transportation Growth Management**

Mr. Helton, ODOT Senior Transportation Planner with the Transportation and Growth Management (TGM) program, said he had returned to LaneACT to review the application for their annual grants for integrated transportation and land use planning and cite specific examples of past projects. A copy of the grant application form and process instructions was included in the agenda packet. The material was also available on the TGM website (<http://www.oregon.gov/LCD/TGM/Pages/grants.aspx>). Mr. Helton emphasized the grant applications were due June 12, 2015. Jurisdictions were able to apply even if they had not taken advantage of the pre-application opportunity. Applications were required to include a resolution or letter of support from the governing body of the applying jurisdiction(s). He stressed the need to start now in order to obtain the required letter.

Mr. Helton stated most grants were between \$100,000 and \$250,000. The planning projects funded took around a year to complete. He gave a high-level overview of the criteria: provide transportation choices, create communities, support economic vitality, save public and private costs, and promote environmental stewardship. Project proposals needed to demonstrate innovation, timeliness, and urgency and show the project sponsor had the capacity to manage it.

To better illustrate the types of applications funded by the TGM grant program, Mr. Helton reviewed three previous projects: the City of Eugene's South Willamette Street Transformation; the City of Springfield's Main Street Corridor Vision Plan, and the Transportation System Plan (TSP) Update for the City of Florence. He emphasized the public participation programs used and the readability and diagrams/illustrations within the plans produced.

Responding to a question from Mr. Grier, Mr. Helton explained Federal Highway gas tax revenue was used to fund the TGM grants.

When Mr. Grier asked if any of the LaneACT jurisdictions planned to submit a TGM grant application, he received affirmations from Ms. Amberg (City of Creswell, multi-modal planning), Mr. Stump (Confederated Tribes, Coos Head Area Master Plan in Coos County), Ms. McKinney (Lane County, bicycle and pedestrian connectivity on the McVey/30<sup>th</sup> corridor), and Mr. Inerfeld (City of Eugene, land use planning associated with the MovingAhead corridors). Mr. Helton added he was also in discussions with the City of Florence (transit system planning), LTD (Safe Routes to School), and the City of Oakridge (TSP Update). Mr. Grier requested those involved provide updates to LaneACT in the future.

## **9. Oregon's Road Usage Charge Program**

Michelle Godfrey, ODOT Public Information Officer, gave a powerpoint presentation entitled, *Oregon's Road Usage Charge Program*. A copy of the presentation had been included in the agenda packet. She cited Senate Bill 810, passed in 2013. It directed the implementation of a fully operational per-mile charging program for up to 5,000 light vehicles on July 1, 2015. As background, Ms. Godfrey reviewed the funding challenges. Federal funds were unreliable. Construction costs were up, doubled since 1993. Due to a more efficient fleet, fuel sales and gas tax revenue were down. Ms. Godfrey discussed how the new program worked, including how it addressed privacy concerns and fairness issues. Ms. Godfrey highlighted the public-private partnerships involved. She recommended people visit the website, [www.MyOReGo.com](http://www.MyOReGo.com) and use the online tool to calculate what they currently paid in fuel tax and what they would pay under the road usage charge program. Ms. Godfrey invited people to volunteer for the program.

Responding to a question from Councilor Syrett, Ms. Godfrey explained the user's billing frequency depended on the account manager firm selected. The State of Oregon's collection systems were available should a user be in arrears.

When Mr. McCoy asked about how out-of-state miles were accounted for, Ms. Godfrey replied they were either automatically deducted if the user used a Geographic Positioning System (GPS) to collect the data or s/he had to document out-of-state travel and submit a request for reimbursement. Mr. McCoy also questioned how the State protected users' privacy and if the program was subject to a referendum. Ms. Godfrey detailed privacy protections, including data records destruction and firewalls within the information systems. She affirmed Oregonians could affect the program via a ballot measure. Ms. Godfrey noted the legislature had to vote to expand the program.

Mayor Munroe asked if the fuel tax would go away? What about fuel tax revenue from other uses, e.g., boats or lawn mowers? Ms. Godfrey expected the gas tax to stay. For the time being, it was the only way to collect fuel tax revenues from non-resident drivers. Drivers of older vehicles, without GPS or data ports, had to rely on more cumbersome data collection methods and may prefer to continue paying via the gas tax. Mayor Munroe added the electric grid capacity was insufficient to power an all-electric fleet.

Mr. Wildish asked how fuel usage was calculated from distance traveled. He thought it more accurate to measure fuel consumption. Ms. Godfrey clarified the account manager systems used the average of the vehicle manufacturer's estimated city and highway miles per gallon to compute consumption.

Mr. Ary asserted damage to the road was a function of weight. One reason hybrid cars got great gas mileage was that they weighed less and therefore paying less in fuel tax was justified. Ms. Godfrey explained all vehicles under 10,000 pounds had essentially the same impact on the roads. Heavy vehicles, e.g., trucks, did more damage. But in Oregon the weight/mile tax truck operators paid covered the damage. In the current system, owners of less fuel efficient vehicle (for example, pick-up trucks) subsidized the impact on the roads of the hybrids. It wasn't fair. She asked Mr. Ary if he, a Prius owner, saved more in gas costs than the proposed increase in fees. He said yes.

Commissioner Leiken, a member of the Road User Fee Task Force, explained why he supported the Road Usage Charge Program. It was strategic as it recognized why the fuel tax approach was outdated. He endorsed the public/private partnership approach. Commissioner Leiken also described the multi-state collaboration underway.

## **10. Highway 126 W Safety Task Force Update**

Ms. Brindle referenced her memo in the agenda packet that described the background of the Oregon Highway 126 West Task Force. It was chaired by Lane County Commissioner Jay Bozievich and was comprised of representatives from local communities and professionals from the “4-E’s” (engineering, education, enforcement/adjudication, emergency response). She recognized LaneACT members Mr. McCoy and Mayor Brooker for their work on the task force. The task force reviewed accident data and previous safety studies prior to issuing new findings. The data indicated the most common collision type was fixed object due to roadway departure. The task force focused on safety countermeasures for roadway departure and speeding. Ms. Brindle outlined the key recommendations within each of the 4-Es. Engineering improvements included breakdown lane/slow vehicle turnouts, enforcement vehicle launch pads, an additional passing lane, rumble/”mumble” strips, and guard rails. Enforcement efforts focused on targeted driver enforcement and the use of speed trailers, radar speed signs, and dynamic curve warnings. Education recommendations included the Every 15 Minutes program and better driver education for teens. Improved cell phone coverage to eliminate the current dead zone was required for better Emergency Response.

Mr. McCoy and Mayor Brooker emphasized the need for enforcement vehicle launch pads and vehicle turnouts. Enforcement efforts were constrained because there was no place for police to pull over offenders.

Councilor Sanders advocated for the passing lane as the highest priority. He said drivers grew impatient when following vehicles that were too slow and they made unwise decisions about when to pass. He also wanted the targeted traffic enforcement campaign to include those causing traffic impediments, e.g., slow-moving drivers.

## **11. What’s Coming Up**

Ms. McGowan invited new LaneACT members to an orientation session on May, 26, 2015 at 10:30 a.m.

Mr. Grier announced the next LaneACT Steering Committee meeting was scheduled for May 21, 2015, 4:00 to 5:00 p.m. He invited interested LaneACT members to attend.

## **12. Announcements and Info Sharing**

Mr. Wildish detailed the dates and areas under discussion at the upcoming MovingAhead workshops: May 19, 2015, Highway 99 Corridor; May 19, 2015, River Road Corridor; May 26, 2015 and May 28, 2015, Northeast Corridors (Coburg Road, MLK Boulevard/Centennial Boulevard, Valley River Center); and May 27, 2015, 30<sup>th</sup> Avenue/LCC Corridor.

Councilor Wiley described the many improvements made on Main Street in Springfield, including crosswalks, stop light enhancements, and increased enforcement. She said the City of Springfield had requested ODOT lower the speed limit. Councilor Wiley thought drivers were more aware of the potential dangers and had voluntarily slowed down.

Commissioner Leiken reminder people May 19, 2015 was the last day to cast their ballot on the vehicle registration fee measure

Mr. Grier asked LaneACT members to review their contact information and send any updates or corrections to Ms. McGowan. He also requested people let Ms. McGowan or he know if they were unable to attend a regularly scheduled meeting.

The meeting was adjourned at 7:29 p.m.

*(Recorded by Beth Bridges)*