

## MINUTES

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

February 10, 2016  
5:30 p.m.

**PRESENT:** Sid Leiken, Lane County, *Chair*  
Tim Brooker, Veneta, *Vice Chair*  
Jerry Behney, Coburg  
Tom Munroe, Cottage Grove  
Dave Stram, Creswell  
Claire Syrett, Eugene  
Mike Miller, Florence (teleconferenced)  
Mike Cahill, Junction City  
Steve Paulson, Lowell  
Jim Coey, Oakridge  
Hillary Wylie, Springfield  
Chief Warren Brainard, Confederated Tribes  
Don Nordin, Lane Transit District (LTD)  
Jeff Paschall, Lane County Roads Advisory Committee (LCRAC)  
Nancy Rickard for Ron Caputo, Port of Siuslaw  
Charles Tannenbaum, Highway 126 East  
Frannie Brindle, Oregon Department of Transportation (ODOT)  
Paul Thompson, Central Lane Metropolitan Planning Organization (MPO)  
Holly McRae, Bicycle and Pedestrian Designated Stakeholder  
Rob Zako, Environmental Land Use Designated Stakeholder  
Scott Parkinson, Rail Designated Stakeholder (teleconferenced)  
George Grier, Other Stakeholder  
Eugene Organ, Other Stakeholder  
Ryan Papé, Other Stakeholder

**ABSENT:** Dunes City, Westfir; Shelley Humble and Jennifer Jordan, Other Stakeholders.

**OTHERS:** Savannah Crawford, Jae Pudewell, David Reesor, ODOT; Becky Taylor, Lane County; Rob Inerfeld, Eugene; Emma Newman, Springfield; Ric Ingham, Veneta; A. J. Jackson, Tom Schwetz, LTD; Denise Walters, Lane Council of Governments (LCOG); William Phillips, Weyerhaeuser.

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

Chair Sid Leiken called the meeting of the Lane Area Commission on Transportation (LaneACT) to order at 5:30 p.m. Members and the audience introduced themselves.

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

Mr. Leiken added more time for Agenda Item 7, Oregon Bicycle and Pedestrian Plan.

**3. Consent Calendar**

**A. Approve Minutes (December 9, 2015)**

Consensus: The Minutes of December 9, 2015 were approved as submitted.

**4. Comments from the Audience**

No members of the audience wished to give public comment.

**5. Recognition**

Commissioner Leiken thanked George Grier for his outstanding work as the 2015 LaneACT Chair. Mr. Grier was presented a certificate of appreciation. LaneACT members acknowledged Mr. Grier with a round of applause.

**6. Stakeholder Recruitment and Selection**

Ms. Walters reviewed the recruitment process to fill the vacant Trucking Designated Stakeholder position. She referenced the applications from William Phillips and Jason Muggy contained in the agenda packet. The LaneACT Steering Committee had reviewed the applications and felt both were strong so they did not forward a recommendation to the full ACT but rather opted for the full group to discuss and select a Trucking Stakeholder.

Mr. Papé noted he had an employment relationship with Mr. Muggy and offered to recuse himself from the discussion and decision-making. Commissioner Leiken did not judge the working relationship to constitute a conflict of interest.

When Mayor Cahill asked if one applicant might fill the Trucking Designated Stakeholder position and the other applicant the vacant Other Stakeholder position, Mr. Zako recalled that at the December LaneACT meeting consensus had been reached to only fill the Trucking Designated Stakeholder position at this time. Other people might

have been interested in applying for the Other Stakeholder position had a broader solicitation been issued.

Councilor Wiley, Councilor Syrett, Mr. Papé and Mr. Grier spoke in favor of appointing Mr. Muggy. They referenced his broad range of experience in the trucking field.

Mayor Munroe supported Mr. Phillips, highlighting his depth of knowledge regarding trucking in the Lane County area. Mayor Cahill noted Mr. Phillips' truck driving experience and likened it to the background of the previous Trucking Designated Stakeholder.

Commissioner Leiken polled the group. The majority indicated they supported appointing Mr. Muggy as the Trucking Designated Stakeholder. Commissioner asked for and received consensus on the appointment.

Consensus: LaneACT members appointed Jason Muggy to the Designated Truck Stakeholder position.

Mr. Grier thanked Mr. Williams for applying for the position.

Ms. Brindle noted the Steering Committee would discuss the Other Stakeholder position vacancy and bring a recommendation to the March LaneACT meeting.

## **7. Oregon Bicycle and Pedestrian Plan**

Savannah Crawford, ODOT Principal Planner, gave a Powerpoint presentation entitled, *Oregon Bicycle and Pedestrian Plan (OBPP)*. She noted the Oregon Transportation Commission (OTC) had opened the ninety day public comment period for the draft plan on November 13, 2015. Ms. Crawford emphasized the plan was a policy document. It was one of seven modal plans under the Oregon Transportation Plan. She described the plan development process and participants, noting Sid Leiken served on the Policy Advisory Committee. Ms. Crawford reviewed the OBPP's components: Introduction, Background, Policies and Strategies, Investment Considerations, and Implementation. She emphasized the plan's nine policies areas (safety, accessibility and connectivity, mobility and efficiency, community and economic vitality, equity, health, sustainability, and strategic investment) and described strategies to achieve each policy goal. Turning to funding considerations, Ms. Crawford said currently local and state governments invested about \$43 million annually in bicycle and pedestrian facilities where the need was closer to \$100 million per year. She also discussed performance measures identified to monitor the plan's implementation. Ms. Crawford concluded her presentation by noting the public comment period closes February 18, 2016. She invited LaneACT members to provide her feedback at the meeting, via email ([savannah.crawford@odot.state.or.us](mailto:savannah.crawford@odot.state.or.us)) or online (<http://www.oregon.gov/ODOT/TD/TP/pages/bikepedplan.aspx>).

When Councilor Syrett asked about the level of public comment to date, the general feedback, and its geographic distribution, Ms. Crawford explained they had received feedback from throughout the state. . One area of concern raised repeatedly was the 35,000 population threshold proposed for regional path prioritization.

Responding to Ms. McRae's question about how often design standards were updated, Ms. Crawford said the last update had been in 2011. A date certain for the next update had not been set.

Mr. Organ advocated the plan be more explicit in referencing pedestrians to include wheel chairs or using mobility devices.

When Mr. Zako asked for more information on the funding scenarios discussed in the plan, Ms. Crawford said the scenarios described the impact of four levels of state funding. Scenarios ranged between \$18.5 million and \$105 million.

Discussion turned to the aforementioned population threshold for regional path prioritization. Mayor Coey emphasized 35,000 was too high and the plan focused only on paved bicycle facilities. Many rural communities were smaller than 35,000 and used networks of unpaved facilities. Commissioner Leiken referenced the economic impact of bicycle tourism on smaller communities and recommended Mayor Coey submit written testimony to the OTC. After members debated if written testimony should come from LaneACT or the various cities, Mr. Zako proposed Mr. Reesor draft a letter from LaneACT, highlighting concerns raised about rural/smaller communities, the need to identify funding for the preferred scenario, and the importance of bicycle tourism as an economic development strategy. Commissioner Leiken asked if there consensus to proceed with the proposal.

Consensus: LaneACT members supported Mr. Zako's suggestion to submit written testimony from LaneACT addressing rural communities, funding, and economic development.

Commissioner Leiken encouraged city officials to also submit written comments.

## **8. Governor's Transportation Vision Panel**

Mr. Reesor, ODOT Senior Region Planner, thanked the LaneACT members who had attended the Transportation Vision Panel's Lane County Regional Forum on January 13, 2016. He referenced the agenda packet material and reviewed, via a Powerpoint presentation, the *Preliminary Findings*. Mr. Reesor asked for additional input and Ms. Walters captured the comments on wall charts.

LaneACT members provided the following feedback:

- Mr. Grier: Improve integration of transportation with land use planning and health issues. Increase the gas tax to help fund the transportation system.

- Mr. Zako: Don't just focus on "supply side" approach. Land use decisions can change demand for transportation infrastructure. Concerned "reduce bottlenecks" finding will result in too much of transportation funding spent in Portland area.
- Ms. McRae: Insufficient emphasis on health issues, climate change. No mention of the Transportation Options effort.
- Mayor Coey: Better definition of "regional paths". Need better connectivity among smaller communities. For rail, work with Union Pacific regarding placement of whistle stops.
- Councilor Wiley: Not enough emphasis on mass transit, including passenger rail services. Doesn't address needs of seniors, non-walkers, alter-abled persons.
- Mayor Munroe: Improve rail services for both passenger and freight. Include the maintenance issues to transportation system caused by other infrastructure (e.g., water, sewer, wastewater).
- Ms. Brindle: Need to better explain transportation system costs.
- Commissioner Leiken: Stronger leadership needed in Salem to pass a Transportation Funding Bill.
- Councilor Paulson: Expand funding alternatives, e.g., railroads fund rail improvements; raise mass transit fares; and create Public Utility Districts for road improvements.
- Mr. Nordon: Discuss carbon emission taxes sooner than proposed. Move towards fare-free transit systems.
- Mr. Papé: Too long between planning and implementation. Consider allowing private companies to build roads and collect tolls.
- Councilor Brooker: Need better ways to move freight than on rural highways. The heavy trucks caused more wear on the highways and funds were not available to cover the increased maintenance costs.

Mr. Reesor thanked LaneACT members for their comments. Noting time constraints, he suggested the conversation be continued at the March 9, 2016 LaneACT meeting.

## **9. FAST Act Legislative Summary**

Mr. Reesor gave a Powerpoint presentation entitled, *Legislative Update: Fixing America's Surface Transportation (FAST) Act*. He reviewed the recently passed Federal legislation, highlighting the modest funding increases, the focus on improvements for freight, and the implications for Oregon's Statewide Transportation Improvement Program (STIP).

When Mayor Munroe expressed concerns that Oregon's economic recovery might decrease the Federal allocation, Commissioner Leiken assured him it would not.

Responding to Mr. Ingham's request for more information on the freight component, Mr. Thompson offered to email LaneACT members a twelve-page summary of FAST Act changes. Ms. Brindle added Oregon needed a federally compliant freight plan by 2018.

## **10. SuperACT Update**

Commissioner Leiken described the negotiations at the SuperACT meeting. Of the six projects LaneACT had proposed for the STIP, five had been included in the 150% list (Veneta: Veneta-Elmira Multi-Use Pathway; Springfield: Filling the Gaps; Florence: US 101 Multi-Modal Improvements; Eugene: Roosevelt Path; Eugene: Rivers to Ridges). The Springfield Moe Mountain Path was not included in the statewide proposal.

Ms. Brindle added three “leverage projects” had also been recommended as part of the STIP fix-it or preservation programs. They were: Cottage Grove sidewalk and bicycle improvements; Junction City Highway 99 median barriers; and Design for Territorial Highway improvements.

When Commissioner Leiken summarized \$11 million in projects had been recommended for Lane County, LaneACT members acknowledged his efforts at the SuperACT.

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

Ms. Brindle said Mr. Reesor was leaving ODOT to become Lane County’s Transportation Planning Manager. She and LaneACT members thanked him for his work at ODOT. Ms. Rickard thanked Mr. Reesor for his bridge presentation in Florence.

Mr. Zako announced the upcoming Oregon Active Transportation Summit in Portland on March 14-15, 2016. He highlighted a session on Vision Zero.

Mayor Coey said about twenty people had attended a recent meeting to discuss connectivity of unpaved paths. Travel Oregon was going to map the network of paths in Eastern Lane County.

Commissioner Leiken referenced the upcoming LaneACT meeting on March 9, 2016.

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