

Agenda

November 8, 2023

5:30 to 7:30 PM

This meeting will be conducted both in-person and online (hybrid format)

The in-person meeting will be held at the following location:

Oregon Department of Transportation offices – Mt. Pisgah conference room

2080 Laura Street; Springfield, OR 97477

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

<https://us06web.zoom.us/j/88646485216?pwd=RjJnVWtMNnFuK0pXQVp4dFBKeXl2Zz09>

To dial in using your phone:

+1 (669) 900-6833

Meeting ID: 886 4648 5216

Passcode: 525130

Meeting highlights

- LaneACT members and officers
- LaneACT Member & Area Priority Needs
- LaneACT 2024-25 Work Plan
- Oregon intercity bus and passenger rail service

***Note:** Times listed are approximate. Items may be considered at any time or in any order at the discretion of the Chair and members of the Commission in order to conduct business efficiently. Individuals interested in a particular item are advised to arrive at the start of the meeting.*

1. **Call to order** (welcome and introductions) **Quorum = 14** **5:30**
2. **Review agenda** (additions or deletions) **5:35**
3. **Consent items (quorum required)** **5:40**
The following items are considered routine and will be enacted in one action by consensus, without any discussion. If discussion is desired, that item will be removed from the consent agenda and considered separately.
 - a. Approve minutes from October 11 meeting (page 4)

- 4. Comments from the audience** **5:45**
The LaneACT Chair will ask if there are any comments. Please state your name and address.
- 5. Announcements and information sharing** *(please be brief)* **6:00**
 a. ODOT update – Vidal Francis
 b. LaneACT staff update – Anais Mathez
 c. Central Lane Metropolitan Policy Committee update – Paul Thompson
 d. Member updates – all
- 6. LaneACT member recruitment** **6:20**
Summary: Update on effort to recruit new members.
Presenter: Anais Mathez – LaneACT staff
Attachments: Summary memo (page 15)
- 7. LaneACT Officer Nominating Committee** **6:30**
Summary: Update on effort to identify candidates to serve for 2024.
Presenter: Anais Mathez – LaneACT staff
Attachments: Summary memo (page 18)
- 8. LaneACT 2024-25 Work Plan** **6:40**
Summary: Review and discuss draft 2024-25 Work Plan.
Presenter: Bill Johnston – ODOT Area 5 Planner
Attachments: Summary memo and draft work plan (page 19)
- 9. LaneACT Member & Area Priority Needs** **7:00**
Summary: Discuss process and timeframe for developing a LaneACT priority project list.
Presenter: Anais Mathez – LaneACT staff; Rob Zako – Vice-Chair
Attachments: Summary memo (page 26)
- 10. ODOT Statewide Intercity Transit Network Coordinator** **7:10**
Summary: ODOT has created a new position in the Public Transportation Division to coordinate intercity bus and passenger rail service.
Presenter: Jillian Trinkaus – ODOT Public Transportation Division
Attachments: Summary memo (page 33)
- 11. Future topics** **7:25**
Summary: Refer to the calendar of future topics.
Presenter: Anais Mathez – LaneACT staff

Additional attachments and other information (for information only)

- Calendar of future topics (page 45)
- Monthly attendance report (page 46)
- Membership list (October 2023) (page 47)
- LaneACT Steering Committee – summary of October 20 meeting (page 52)
- Central Lane MPO meeting agendas and minutes – <https://www.lcog.org/bc-mpc>

Upcoming meetings

- November 17 – Steering Committee (11:00 to noon)
- December 13 – LaneACT (5:30 to 7:30 PM)

Meeting materials are posted at www.LaneACT.org prior to each meeting. To be included on the email notification list, please contact Anais Mathez at anais.mathez@3j-consulting.com

OCTOBER 2023 -- M I N U T E S

Lane Area Commission on Transportation (LaneACT)
The meeting was held online vis Zoom

October 11, 2023
5:30 p.m.

PRESENT: Rob Zako, Environmental Land Use Designated Stakeholder, Vice Chair
Cathy Engebretson for John Fox, Coburg
Shelly Clark and Curtis Thomas, Creswell
Lucy Vinis, Eugene
Sidney Washburne, Junction City
Rick Zylstra for Bryan Cutchen, Oakridge
Keith Weiss and Matt Michel (city admin), Veneta
Vidal Francis, Oregon Department of Transportation (ODOT)
Paul Thompson, Central Lane Metropolitan Planning Organization (MPO)
Garrett Grey, Confederated Tribes
Sarah Mazze, Bicycle & Pedestrian Designated Stakeholder
John Marshall, Lane County Transportation Advisory Committee (LC TrAC)
Drew Larson and Beth Blackwell, Springfield
Mike Fleck, Cottage Grove

ABSENT: Bill Meyer, Port of Siuslaw; Pete Petty, Highway 126 East; Eugene Organ, Other Stakeholder; Ryan Ceniga, Lane County; Shelley Humble, Chair; Heather Murphy, LTD

OTHERS: Mark Bernard, ODOT; Anais Mathez, 3J Consulting; Becky Taylor, Lane County Transportation Planner; Bill Johnston, ODOT; Naomi Zwerdling, ODOT; Jillian Trinkaus, Statewide intercity network coordinator, ODOT; Tom Schwetz, Lane Transit District

1. Call to Order (Welcome and Introductions)

Vice Chair Rob Zako called the Lane Area Commission on Transportation (LaneACT) meeting to order at 5:30 pm in the absence of Chair Shelly Humble.

2. Review Agenda – Additions or Deletions

No additions or deletions were added to the agenda by the commission.

3. Consent Agenda

- **Approve Minutes from August 9, 2023 meeting**

Consensus: Approve the Minutes from the LaneACT August 9, 2023, meeting.

- **Appoint Shelly Humble to represent LaneACT on the Aviation Review Committee**

Consensus: Appoint Shelly Humble to represent LaneACT on the Aviation Review Committee.

4. Comments from the Audience

No one wished to address the LaneACT members.

5. Announcements and Information Sharing

Vidal Francis updated LaneACT about being contacted by Erica McKaplan, Assistant Director for social equity at ODOT, about mandatory training for all ACTs. Mr. Francis will be coordinating this training in December and notified the ACT that the training could occur during one of the monthly meetings. It will be an hour-long presentation on equity and inclusion and will have a discussion after.

Mr. Francis spoke about the Fund Exchange. It will start within 2023 and about 35 million dollars is dedicated to this project annually. The Association for Oregon Counties will be doing the split for various entities. There will be no exchange rates. Mr. Francis added that this topic should be an agenda item in the future to provide the ACT with more information.

Mr. Francis included that the work plan draft has been created and submitted to the Steering Team. He added that there is a new ODOT Region 2 manager, Savannah Crawford. She will be transitioning into this role in the next coming weeks.

Mr. Zako expressed his confidence in Savannah Crawford, stating that she had been there when LaneACT was developed.

Paul Thompson shared confidence in Savannah Crawford, noting how he had worked with her in the past. He shared that he was part of the external interview process and that she will make a great Region 2 manager.

Anais Mathez shared that they are going to attempt an in-person, hybrid meeting during the next LaneACT meeting on November 8th. They are planning to meet in-person at the ODOT Springfield offices. An address will be sent with meeting materials. Members are not required to be there and there will be a remote option, although being in-person is encouraged.

Ms. Mathez also shared that the member roster that is sent with packets has been updated as well. The roster now includes term start and term end dates. Ms. Mathez will be working to compile this information over the next couple of months and may be reaching out to ACT

members. The member roster now also includes a list of support staff to help manage the workload. They also have an interested parties list that may have support staff already added. Ms. Mathez urged ACT members to reach out if they would like anyone to be added and noted that they would cross-reference the information to see if support staff is already part of other listservs.

Paul Thompson shared that the MPO Policy Board met last week and made a minor amendment to policy bylaws to expand the role of Coburg to join in addressing Climate Friendly and Equitable Communities. The board considered and approved a letter to be sent to the U.S. House of Representatives to address the pending appropriations bill for transportation. He started that getting money appropriated by congress has been difficult and that this pending bill could greatly reduce funding in certain areas over what was appropriated in the last transportation bill, the infrastructure investment in jobs act. The letter expresses concerns about the reduction in funding and asks that appropriations be kept whole as originally envisioned a couple of years ago.

Paul Thompson noted that the MPO heard an update on LCOG's Link Lane Transportation Program and development of the transit development plan and heard an update on the variety of transportation options plan that is run by LCOG. Mr. Thompson added that this month, Walktober, there are a variety of events and information about different transportation options going on.

Mr. Zako then added that they will do introductions now that more have joined.

John Marshall gave an update on information presented about the Leaburg decommissioning project. He noted that those interest could go to leaburginfo@eweb.org for more information. Dam removal will not occur until 2033. They also reviewed the capital road budget for Lane County and gave recommendation approval to county commissioners.

Mayor Lucy Vinis shared that the League of Oregon Cities is meeting in Eugene this week and that she looks forward to meeting some of the LaneACT members in person. Registration is required for the sessions but there will be vendors. It is at the previously named Eugene Hilton.

Councilor Shelly Clark shared that she shared with the City Council of Creswell their updates to the Oregon Transportation Commission and that they were very excited to have that opportunity to share these updated. Councilor Clark then urged other Counselors to share updates with their own council.

Sarah Mazze shared an update that they had a very successful walk and roll to school day/week and that her school district had the highest participation that they had ever had with 23 schools participating. Next month they will have Ruby Bridges walk to school day. Ms. Mazze also shared that she led a bicycle tour for the OTC, this tour highlighted the best infrastructure that they had in the city of Eugene. They were on bike share bike and e-bikes and were on the protected cycle track, an off-street street path, and a neighborhood greenway. This will hopefully help to promote funding of these kinds of projects. Mr. Zako shared that this ride was very helpful, and that the OTC seemed to enjoy it.

Drew Larson shared that the city of Springfield will be sharing a new position for a Principal Planner/Transportation Manager.

Naomi Zwerdling shared that she will be working with newly appointed Savannah Crawford. Savannah will be managing the finance manager, the planning and development review manager, the project delivery manager, and maintenance manager. She shared that she is very excited for this change and that Savannah will be a great manager.

Tom Schwetz shared that they are part of the Northwest Transit Exchange, a group focused on transit service planning, and that they get together and talk about transportation planning. He noted that it was great to hear updates from Kelly Clark and Kate Wilson at LCOG and that the information was well-received.

Paul Thompson mentioned that Eugene is hosting the Oregon Chapter of the American Planning Association conference on October 25th-27th. He noted that LCOG is a conference sponsor and will be presenting “Let them Lead! Youth Engagement in Planning” on Friday. The agenda link can be found here:

https://oregon.planning.org/documents/7705/2023_Conference_Session_Descriptions.pdf

Becky Taylor gave an update about an email sent about the status of territorial highway. She also noted that she will follow up to see why there is not a representative here for LTD. Mr. Zako noted that Jameson Auten is the alternate.

Curtis Thomas shared that they have begun to finish up their Safe Routes to School Plan with Alta Planning for the City of Creswell and that they are partnering with University of Oregon to do a transportation equity project that will focus on access to food and social spaces to create healthy, resilient communities. Creswell is also working on a TSP refinement, and they are looking at two different approaches for the Highway 99 intersections.

Mr. Zako shared that today he got to go to the Oregon Transit Association half-day retreat and that this was his first retreat as a board member. They spoke about the Transportation Improvement Fund and got to hear from lobbyists about legislation. He noted that it was nice to hear about light vehicles vs. heavy vehicles and possible scenarios. He also added that soon they will be talking about the 2025 legislative session and what LaneACT will do.

6. Oregon Transportation Commission- meeting recap

Mr. Francis shared a recap that LaneACT members were invited to share things that were happening in Lane County with the OTC. He gave kudos to those who shared and provided input at the meeting.

Mayor Weiss shared that he was very impressed with the attentiveness of the OTC as well as with the questions that they asked. He noted that one could tell that they had closely reviewed the priorities list as well as the presentation beforehand.

Mayor Vinis shared that she thought that they had a very coherent presentation, and that the priorities list was very well received. The OTC was very clear and also noted that they had some

very hard decisions to make in regard to what they had funding for. She also noted that making the initial priorities list helps to refine these decisions that the OTC needed to make.

Councilor Clark shared that it appears that there is a much greater need than there is funding available. She then emphasized the importance of speaking as one voice for the LaneACT in regard to projects that they would like to support, also making sure that those projects are connected to LaneACT values. Councilor Clark also emphasized the importance of representing all of the jurisdictions within the LaneACT in regard to priorities and projects.

Mr. Zako followed up by noting how not all priorities lists were submitted for all jurisdictions. He noted that OTC members wished that it had been a comprehensive list, so that all jurisdiction needs were part of the discussion.

Ms. Taylor noted that the OTC mentioned that the most difficult work is yet to come. She included that the OTC mentioned that LaneACT should whittle their list down to maybe three top priorities. Ms. Taylor noted that if they did not highlight their top priorities that the funding may go elsewhere.

Mr. Zako shared that it felt like the OTC was very engaged and were working as partners to the LaneACT. Chair Brown talked about needing the ACTs and better partnership among the OTC. He reemphasized that the OTC members shared that funding comes in silos and added that the list should be categorized by project type.

Mr. Francis shared that every project on the list is important but, as noted by OTC members, that LaneACT will need to have different tiers of priority for projects. He noted that they should have criteria to determine priority projects. Mr. Francis then added that priorities could be projects that benefit the region the most.

Mr. Zako added that himself, Mr. Francis, and Ms. Humble were able to have dinner with the OTC and that they were able to talk more about the 2025 legislative session.

Mayor Weiss added that he was at the stakeholder forum for the LaneACT interviews, and that Savannah noted that a top priority will be for maintenance of facilities. He reminded the members that money will also have to go towards maintenance.

Mr. Francis shared some quick points about the whole OTC meeting for those who could not attend. He talked about the climate office update about the bipartisan infrastructure law and how it helped to establish a reduction of carbon emissions. It will be applied to various projects to reduce carbon output. Mac Lynn and Travis Bauer gave updates on project delivery, budget, and customer service. The main part of this update was to focus on maintenance. Lastly, there was an update from the Urban Mobility Office who gave an update on their strategies, financing plan, and the Rose Quarter Improvement Project and the I-5 Abernathy Bridge Project. Mr. Francis then mentioned that it may be good to have someone from the Urban Mobility office come and speak about tolling to the LaneACT.

7. LaneACT Member Priority Needs- next steps

Mr. Zako opened for this topic by asking the LaneACT about their fears about the different priorities as well as their hopes for the future.

Councilor Clark shared that one of her fears is that rural communities tend to get overlooked while hosting big issues such as housing moratoriums, regulations for the DEQ, wildfires, and much more. They are managing a lot of things but have less staff to manage it all, thus causing less representation.

Mayor Weiss shared that one of his fears when putting together the priorities list is to not have balance between communities. The loudest voices in the room often get prioritized.

Mayor Vinis echoed these sentiments. The challenge is to sort through priorities in a thoughtful way. She agreed with Mayor Weiss that there should be appropriate balance. She agreed that priorities should be categorized.

Councilor Engebretson shared that there should be some level of objectivity and fairness when filtering the priorities. She supported the idea that LaneACT should assess if priorities will benefit the area as a whole and that there should be criterion for determining top priorities.

Mr. Thompson added that it may be beneficial to identify the top areas they would like to see funding go into and then determine top priorities. He noted that funds will be in silos, so it may be beneficial to then disperse funding to the top areas.

Mr. Barrett shared that he worried that the money would not come over the mountain to areas like Florence or the tribes. He voiced his concerns about the train trestle and flooding, especially in regard to emergency management. He urged for the voices of the tribes to be amplified.

Ms. Mazze shared that she had a fear that the only thing that they may agree on would be funding directed towards the highway and widening the highway. She also supported categorizing priorities.

Ms. Taylor shared that she had respect for LaneACT because of how they show up for each other. She noted that she had a fear about comradery among members but was reassured that they would find the correct processes to find the top priorities.

Mr. Schwetz shared that he feared that LaneACT members would lose confidence in their ability to represent the area, even though they excel at it. He urged for an articulation of needs that sets the tone for the future while also utilizing creativity of all within the group.

Mr. Zylstra reiterated fears about rural communities getting left behind as well as the East end of the County.

Mr. Francis shared that his biggest fear had been realized about not having enough funds for everyone. He said that he wished there was enough funding for all projects. He also shared that

he enjoys that everyone comes together for LaneACT with transportation in mind and that the ACT will need to come together to make hard decisions. Mr. Francis urged for the negative impact to be focused on when evaluating, such as issues that places like Florence are facing. Compassion and understanding will be necessary in this process.

Mr. Johnston shared that this process could get very complicated, especially when creating a priorities list. A qualitative approach may be necessary because the ACT will have to do this themselves.

Councilor Clark added that she feared that they would be caught in looking at only one method of data, and that both quantitative and qualitative data should be observed. It may be difficult for different priorities to make their case because need cannot be measured in one way.

Mr. Zako shared that he feared that they are not hearing from all of the LaneACT members and that they do not have a rail member or a trucking member within the ACT. Other gaps surrounding interest groups such as those with disabilities were also observed. Mr. Zako then shared that they do not have a master plan as an area and shared concern that due to this issue that they are not looking at projects in the long-term.

Mr. Thompson shared that he feared that they may not be realistic due to past experiences in regard to sharing priorities with the OTC in 2018. Only one project has received funding since then. He feared that large projects may not be what is fundable in the next legislative session.

Mr. Zako asked the ACT to then share their feelings about the best-case scenarios.

Councilor Clark shared her excitement to be part of the championing and growth of another neighboring community. She started that there was excitement about projects that the City of Florence had shared with them during the last meeting. She noted that this process gives members an opportunity to cheer for each other.

Ms. Mathez shared that this conversation may be an interesting opportunity to utilize interesting tools in regard to data, such as mapping information or the EPA environmental justice screening tool. There are a variety of tools to use to evaluate priorities and form a vision. The commission can come together to identify qualitative evaluation criteria, or quantitative criteria.

Councilor Clark shared that even if the ACT does not get all of the projects that need funding this time, there is always more time to prepare for the next legislative session. She noted that this will be great practice.

Councilor Engebretson noted that this will help with better intentions on how they spend taxpayer money, reiterating statements about how places like Florence should also benefit from taxpayer money. She hoped to make taxpayers proud through LaneACT's intentional efforts to spend money wisely.

In the chat Naomi shared that some tools could include a social equity index, hazard mapping, and CMAQ tool (Justice 40).

Mr. Bernard shared that Lane County is very well positioned to receive funding that is under local control such as Active Transportation funding. This is the result of decisions that were made decades ago and a pathway to receiving ODOT funding.

Mr. Zako shared that a fear that he had was that they may reach gridlock or a disbanding of the ACT. He then flipped this to include that the best-case scenario is that they work together, find priorities, and are then well positioned to get funding from the OTC due to united support.

Mr. Zako then asked to switch items 8 and 9 due to relevancy.

8. LaneACT officers, member recruitment, and Steering Committee format

Mr. Zako shared that there are currently spots open within the LaneACT and that he would like to see better representation of a variety of stakeholders within the ACT. He then asked members to brainstorm interest groups that are currently missing from the ACT.

Mr. Zako included interest groups such as business, trucking, shared or micro mobility, youth, seniors, and those with disabilities.

Mr. Bernard shared that they currently do not have emergency management or disaster response representation. Mr. Zako added that someone from public health may be good to add.

Mr. Thompson shared that it would be helpful to include BIPOC representation, those who are transportation disadvantaged such as those with no car or public transit access, health, and education. They have this with Safe Routes to School, but it may be beneficial to bring in the University of Oregon and their planning or transportation department into the conversation.

Mr. Francis reminded the ACT that the more people they bring in may make the decision more difficult, although it would be great to have more input. He added that even if there is not a direct member to add to the ACT, they should still reach out to these interest groups for their input. Going to these groups for feedback may be helpful.

Ms. Mathez included that some members' terms are expiring soon, although she is still working on creating a comprehensive list. Ms. Mazze's and Ms. Shull's terms expire on January 12th. Mr. Zako's and his alternate's terms expire next year as well. Mr. Zako added that he was elected this June so the dates should be corrected. He noted that the bike/ped position is coming up although Ms. Mazze could re-apply. He also included that there is a trucking position, a rail position, and four other positions that are open.

Mr. Zako asked the ACT if they think that these positions could be filled next year. Ms. Mazze noted that it would be worthwhile to do some targeted outreach to interest groups while looking to fill ACT positions. This would help to supplement missing input.

Mr. Zako shared that if they recruit new members there will need to be a public facing process. He then included that they could encourage certain group members to apply.

Mr. Johnston reiterated that they must advertise that they are recruiting.

Councilor Fleck shared that this is already a large board and that they could potentially create a citizens advisory committee. He shared fears about the ACT getting too large.

Mr. Thompson shared that there are specific rules for stakeholder recruitment within the bylaws.

Mr. Zako shared that they are technically in violation of their own bylaws currently due to a rule stating that there should be 28 to 30 members. The ACT is currently below the minimum.

Mr. Francis shared that Ms. Humble will not be re-upping her role as chair and noted that he would like to volunteer and would need two other volunteers for the nominating committee.

Mr. Zako added that they need to discuss recruitment and officers. Mr. Zako then asked about the recruitment and timeline.

Ms. Mathez asked for clarification.

Mr. Zako asked for a motion to start the public application process.

Mr. Thompson reminded the ACT about the public recruitment section in the bylaws and noted that reappointments may happen without recruitment as well as that the level of effort for recruitment will be determined by the LaneACT prior to taking steps towards recruitment. They should decide how much they will recruit beforehand.

No one objected to pursuing some form of recruitment at this time.

Ms. Mathez shared that they only have four vacancies for the ACT.

Mr. Francis shared that they would have a nominating committee to fill the chair vacancies and asked for two volunteers that would work with him to fill the vacancy. The term would start in January and occurs for one year. He urged that those who have been part of this committee for some time should apply. Mr. Thompson and Councilor Fleck volunteered. The ACT consented to these nominees. Mr. Thompson suggested that the outgoing Chair Humble also be a part of this committee. The committee does not need recommendations until December.

Mr. Zako urged for a larger Steering Committee to guide decisions. They have the option to appoint up to five other people to the Steering Committee. Mr. Zako noted that he would like other support on this committee.

Mr. Thompson suggested making a motion for the current Steering Committee to develop recommendations for how to recruit for the Steering Committee.

Mr. Francis noted that there should be more conversation surrounding this due to time constraints on ACT members if they were to attend both ACT and Steering Committee meetings. He then noted that ACT members can always attend Steering Committee meetings.

Mr. Zako noted that he would like to see more people able to participate in Steering Committee decisions.

9. 2027- 30 STIP development

Mr. Francis noted that some details are missing due to waiting to hear back from other groups. They are hoping that the OTC will adopt this plan in 2026.

He included that the STIP is the state's transportation capital program. It is made up of federal and state funds and includes construction projects and other federal investments. It does not include state funded multimodal grant programs or parts of ODOT that include day-to-day maintenance or functions. It does not include administrative functions.

There are seven buckets for funding including, fit-it, safety, enhance highway, public and active transportation, local government programs, ADA curb ramps, and other functions. Some of these categories can be funded by multiple things.

Preliminary outreach is currently occurring, and the OTC will approve the funding allocation in November. Project scoping and selection will occur in 2024 through 2025 and the OTC will approve them in 2026.

There are a number of funding challenges within this STIP. About 2.6 billion dollars will be in the 2027-2030 STIP and is a 25% reduction from the current STIP. Funding will be lower due to a multitude of reasons such as the federal infrastructure bill expiring in 2026, state highway revenues being flat, that the HB 2017 project will be complete, that funding is shifting from the STIP to cover ODOT's operations and maintenance, that ADA program costs will be at their peak, and that construction costs are rapidly increasing.

Mr. Johnston shared the Oregon federal highway formula funding. He also shared that fuel taxes are declining due to electric vehicles. This affects the state gas tax for highway maintenance. He showed a figure showing a shift of STIP to ODOT operations costs. He also spoke about the ADA curb ramp program and that they will need to construct more than 10,000 new ramps. He then shared a figure comparing the previous STIP funding to the upcoming STIP. Mr. Johnston then showed the amount of unallocated funds that will need to be allocated within the next STIP. He noted that because funding is so small the OTC will not be conducting scenario analysis for unallocated funds. Funds will be allocated during the next OTC meeting on November 9th. They have had more input in the past, but the OTC is choosing to do this themselves this year. He noted that LaneACT could submit their comments if they wanted to by the end of October. If LaneACT wished to provide comments, the OTC had asked how they would like to see funding allocated. He noted that investment priorities have already been established in the Oregon Transportation Plan and that ODOT staff have already recommended that the OTC allocate 70 million dollars to the leverage program that focuses on safety and multimodal accessibility.

Mr. Zako shared that the STIP presentation is in the packet and that if anyone had any questions they should follow up with Mr. Francis or Mr. Johnston.

Mr. Johnston concluded that there will be opportunities for public comments and involvement throughout the process. Other decisions will need to be made along the way. There will also be more presentations throughout the year.

10. Next Steps and Future Topics

Mr. Zako thanked LaneACT members for their participation. He reminded them the next Steering Committee meeting was scheduled for October 20th, 2023, at 11:00am and the next LaneACT meeting will be November 8th, 2023, at 5:30pm. He then noted that members could attend the upcoming Steering Committee meeting. Mr. Zako adjourned the meeting at 7:35pm.

(Recorded by Journie Gering)



Agenda Item 6

LaneACT Member Recruitment

Presenter

Anais Mathez – LaneACT staff

Action requested

No action is required. Staff will provide an update on the effort to recruit new members.

Summary

At the October meeting, the LaneACT directed staff to initiate a recruitment effort to fill the vacant designated and other stakeholder positions. The following positions are currently vacant: Trucking, Rail, and up to four Other Stakeholders. The Bike and Ped stakeholder position will also be vacant soon. Sarah Mazze has indicated that she does not want to serve for another term.

An application has been posted on the LaneACT webpage. The application period will extend through January 10, 2024. LaneACT staff will send an email announcement to local media outlets within the next few weeks. LaneACT members will be asked to send the announcement to others on their email distribution lists.

At the November 8 meeting, staff will discuss other recruitment strategies and the required level of effort.

Attached are the LaneACT policies and procedures that relate to stakeholder recruitment and appointment. These include the LaneACT Bylaws, LaneACT Public Participation Plan, and Appointment of Alternates for Designated and Other Stakeholders Protocol.

Attached

Policies and procedures relating to stakeholder recruitment and appointment (2 pages)

Agenda Item 6 Attachment

LaneACT policies and procedures relating to stakeholder recruitment and appointment

A. Bylaws Section IV(B)(7) and (8)

Designated Stakeholders: Following public advertisement, LaneACT shall appoint four (4) Designated Stakeholder members to represent each of the following four designated interests:

- a. Trucking;
- b. Rail;
- c. Bicyclists and Pedestrians; and
- d. Environmental Land Use.

Designated Stakeholder members must reside in the Area or represent a business or organization that operates in the Area. (4 members)

Other Stakeholders: Following public advertisement, LaneACT shall appoint between four (4) and six (6) Other Stakeholder members to represent other interests. The Other Stakeholder members should be selected, to the greatest extent possible, to represent a diversity of interests, which may include, but is not limited to, airports, public transit (bus & rail) riders, business, tourism, public safety, public health, schools, neighborhoods, senior citizens, special transportation needs, minorities, environment, parts of Lane County not otherwise well represented on LaneACT, and other interests. Other Stakeholder members must reside in the Area or represent a business or organization that operates in the Area. (4–6 members)

B. Public Participation Plan

Stakeholder Recruitment

As part of LaneACT public participation responsibilities, the LaneACT Bylaws require at least four (4) Designated Stakeholder members to represent Trucking, Rail, Bicyclists and Pedestrians, and Environmental Land Use. In addition, LaneACT shall appoint between four (4) and six (6) Other Stakeholder members to represent other interests. The LaneACT may choose to fill Stakeholder positions by reappointment, without requiring a recruitment process for the expiring positions.

This section outlines the process for stakeholder recruitment.

Strategy

- ❖ *Develop application for stakeholder recruitment*
- ❖ *Advertise LaneACT recruitment through the following sources, which could include:*
 - *Email announcements*
 - *Website posting*
 - *Display ads in media publications*
 - *Metro TV calendar*

- *Press releases*
 - *Bus advertisements*
 - *Flyers*
 - *Social media*
 - *Targeted outreach to minority and low-income populations, as described in the Environmental Justice section*
- ❖ *Individual and personal contact by LaneACT members helps to solicit stakeholder interest*

C. Appointment of Alternates for Designated and Other Stakeholders Protocol, Section IV

Alternates for Designated and Other Stakeholders are considered appropriate when the stakeholder represents a formally organized group, program, or association (with charter, by-laws, articles of incorporation, and associated elements) which can provide consistency in representation of issues as well as maintain an understanding of LaneACT purpose and process (Safe Routes to Schools Program, for example)



Agenda Item 7

LaneACT Officer Nominating Committee

Presenter

Anais Mathez -- LaneACT

Action requested

No action required. For discussion only.

Summary

The one-year terms of the LaneACT Chair (Shelley Humble) and Vice-Chair (Rob Zako) expire at the end of the year. They were elected in December 2022 and began serving in January 2023.

The one-year term of the LaneACT Ambassador (Lucy Vinis) also expires at the end of the year. Mayor Vinis from Eugene was not elected (and seated) until February 2023. Her term, however, still expires at the same time as the other officers. The LaneACT bylaws specify that the one-year terms of the officers begin at the first meeting of the calendar year.

At the October 11 meeting, the LaneACT appointed a nominating committee to identify LaneACT members who would be interested in serving as officers for 2024. The following members were appointed to the nominating committee: Vidal Francis (ODOT Area Manager); Mike Fleck (Cottage Grove city council); Paul Thompson (Central Lane MPO); and Shelley Humble (outgoing Chair).

The nominating committee met on November 1. At the November 8 LaneACT meeting, the committee will provide an update on their effort to identify candidates to consider for election at the December 13 meeting.

Attachments

none



Agenda Item 8

LaneACT 2024-25 Work Plan

Presenter

Bill Johnston – ODOT Area 5 Transportation Planner

Action requested

No action required. For discussion only.

Summary

The LaneACT bylaws (most recently revised in 2019) require the LaneACT to adopt a work plan. The work plan can be amended at any time. The LaneACT work plan was last updated in 2016.

The bylaws also require the LaneACT to prepare a report every two years, to present to the Oregon Transportation Commission (OTC), describing the LaneACT's progress in achieving the goals and objectives described in the work plan.

The reporting requirement was included in the OTC Policy on Formation and Operation of ACTs, originally adopted by the OTC in 2003. The policy did not require ACTs to prepare a work plan.

The OTC amended the policy in 2022, as part of the "ACT Refocus" effort. The amended version no longer includes a reporting requirement. It does now include a work plan requirement.

Each ACT is to develop, implement, and regularly update a two-year work plan. The format needs to be consistent with the template provided by ODOT, which includes expectations of the OTC and ODOT. There is flexibility for the ACTs to identify their own interests and priorities.

ODOT has asked the ACTs to submit their draft workplan by December 2023. The work plans will be reviewed by ODOT staff and approved by the OTC.

Attached is a draft work plan for the LaneACT prepared by LaneACT staff. The format is consistent with the template provided by ODOT. At the November 8 LaneACT meeting, the members will have an opportunity to review, discuss, and propose edits to the draft document.

At the December 13 meeting, the LaneACT will have another opportunity to review, discuss, and proposed additional edits to a revised draft that incorporates the changes agreed to at the November meeting.

Attached

Draft 2024-25 Work Plan for the LaneACT (6 pages)

DRAFT – revised October 9, 2023

Work Plan for the LaneACT

2024-2025

[The OTC has provided the ACTs with a template for them to use in developing their work plans for the next two-year period. LaneACT staff have adapted the template to develop this draft work plan for the LaneACT. These comments [in bracketed green text] are intended to help guide the LaneACT while the draft is being developed and refined. These comments will not be included in the final version.]

Contents

1. Overview (p.1)
2. LaneACT officers (p.2)
3. Interest areas and priorities (p.2)
4. Two-year goals and initiatives (p.4)
5. Meeting topic plan (p.6)
6. References (p.7)

1. Overview

[The OTC template provides the following text for the ACTs to include in their work plans. LaneACT staff has modified the text, as shown, for the LaneACT work plan. Note that these edits are not in track changes format. They are fixed, so the LaneACT can see the changes.]

Area Commissions on Transportation (ACTs) provide venues for local elected officials and others to discuss regional transportation issues and provide input to the Oregon Transportation Commission (OTC) to inform their decisions. According to the OTC [Policy on Formation and Operation of ACTs](#), each ACT is expected to prepare a two-year work plan that identifies their areas of interest and specific topics to discuss. This is intended to help focus the work of each ACT and clarify how the group will engage and inform regional and statewide issues.

The OTC provided a template for the ACTs to use in developing their work plans. The LaneACT adapted the template to develop this work plan. The template includes specific topics the OTC and ODOT would like each of the ACTs to discuss during the work plan period (2024-2025). The ACTs were also asked to identify additional topics they anticipate discussing. These topics should have a transportation nexus and be limited to topics that the ACTs have an ability to influence.

2. LaneACT officers (terms expire on 12/31/2023)

Chair: Shelley Humble – Airport Manager, City of Creswell

Vice-Chair: Rob Zako – Executive Director, Better Eugene Springfield Transportation

Ambassador to the OTC: Lucy Vinis – Mayor, City of Eugene

[section break]

3. Interest areas and priorities

[The following instructions, in italics, are included in the template provided by the OTC. They are included in this draft work plan so the LaneACT is aware of what the OTC would like included. These instructions will not be included in the final version.]

Include and describe a list of ACT interest areas and priorities specific to your ACT and those listed in the ACT Charter. This is the space to detail the priorities as discussed and agreed upon by the individual ACT. This can include a range of topics such as improve economic vitality, decrease crashes, support climate change actions, improve public transportation connections and accessibility, etc. with a nexus to how the ACT can support such outcomes.

Interest Areas

[The following is draft text provided by LaneACT staff.]

A. Commission education

The LaneACT, in its advisory capacity, must become familiar with a variety of local, state and federal transportation plans, policies, projects and funding mechanisms. As a result, this area of work is focused on developing information and education sessions at LaneACT meetings that address key transportation legislation, funding, programs, and processes.

- Statewide Transportation Improvement Program (STIP)
- ODOT Modal Plans (Highway, Freight, Rail, Bicycle/Pedestrian, Safety Action, etc.)
- Grant Programs (i.e. Transportation Growth Management, etc.)
- General Transportation Funding Overview and Other Funding Opportunities (Connect Oregon, All Roads Transportation Safety System (ARTS), Federal Lands Access Program, etc.)
- Updates on new legislation and policies as they relate to ODOT activities.
- Updates on changes within ODOT as it transitions into a multimodal agency.
- Update on ODOT's safety priorities for the region.
- Updates on development of new performance measures under state and federal transportation legislation.
- Updates on new legislation and policies as they relate to local project design and development (e.g. NEPA reform, etc.)
- Federal transportation project design and delivery process.
- Updates on local planning projects (e.g. local Transportation System Plans underway in the region, airport and rail planning, Scenario Planning, MovingAhead, etc.).
- Updates from local transportation facility operators, such as the Eugene Airport and other similar facilities.
- Updates on transportation regulatory guidance (e.g. Right of Way regulations for Americans with Disabilities Act).
- Discussions surrounding transportation safety (e.g. Vision Zero, transport of hazardous materials, and Main Street improvements, etc.).
- Updates on public health and transportation related efforts (e.g. ODOT and Oregon Health Authority—Memorandum of Understanding).
- Demographic, funding and other trends and their impact on transportation.

- Other local projects/initiatives/processes as they relate to the LaneACT.

B. Advisory and coordination activities

The LaneACT will be most effective in providing regional input into State and Federal transportation planning, programming and funding decisions when it operates with a unified voice. As a result, this area of work is focused on developing common understanding of and consensus around regional needs and interests, as well as enhancing transportation and livability for the region through collaboration and strengthening of partnerships in transportation.

- Advise the OTC on state and regional policies affecting the Lane County regional transportation system.
- Review and provide recommendations on the following short and long-term funding opportunities.

C. Commission governance

In order to operate effectively as a commission and, as a result, further the mission of the LaneACT, the LaneACT is committed to conducting the on-going work necessary to support the commission.

- Elect Officers upon the calendar year
- Every two years, or as necessary conduct a Citizen Stakeholder Recruitment Process and reappoint/appoint designated and other stakeholders.
- Provide orientation for new members
- Provide training and mentors for new members, as needed
- Review working documents and by-laws as needed
- Review LaneACT calendar and provide guidance regarding Commission Education
- Prepare a biennial report to OTC

D. Public involvement

The LaneACT is committed to an open, public involvement process, which allows all citizens and transportation stakeholders the opportunity to participate in transportation decision-making. The LaneACT is committed to conducting the on-going work necessary to implement and monitor its public involvement activities.

- Engage key partners and the general public with a process consistent with state and federal laws, regulations and policies.
- As part of the regular review and report to the OTC, review the Public Participation Plan and its effectiveness.

Priorities

[The following is draft text provided by LaneACT staff.]

The template provided by the OTC asks the ACTs to indicate their priorities. The LaneACT's priorities are identified in the previous section on interest areas, and in the following section on goals.

4. Two-year goals and initiatives

[The following instructions, in italics, are included in the template provided by the OTC. They will not be included in the final version.]

Use this space to provide the ACT two-year goals and initiatives. Be specific. These goals should relate to the ACT priorities articulated above and have related outcomes and/or strategies. Examples include: learn more about growing industries and related regional transportation needs, engage more members of the public, seek understanding of connection between housing and transportation, etc. tied to tangible desired outcomes of how the ACT will engage in, advance, inform, or learn about different topics in order to advance transportation goals.

[The following is draft text provided by LaneACT staff.]

The LaneACT's Work Plan is a cooperative and plainly prioritized list of actions, interests, and projects that reflects the values of the Area. We hold dear the safety, equity, education, active transportation options, reduction of greenhouse gas emissions, and climate resilience of our rural, coastal, and urban communities, while also recognizing the importance of freight mobility to our economic growth. Our community faces unique challenges, including disinvestment in our environmental justice populations, as well as specific challenges for people with disabilities, such as the sprawling landscape and those aging in place. Nonetheless, our community's selfless spirit is woven throughout this document and aims to inform the Oregon Transportation Commission of our principles and priorities.

Goal 1: Develop a list of priority projects for the LaneACT area

- The list of priority needs identified by each LaneACT member, compiled in 2023, will provide a starting point. Each member jurisdiction has already identified the highest priority projects within their community.
- LaneACT will attempt to refine the list, narrowing it down to the top priorities for the LaneACT area as a whole. LaneACT has developed lists of priority projects in the past, without too much difficulty. However, those lists focused on major projects on state highways. For this exercise, additional effort will be required to consider other types of projects. This may be more challenging. It may not be possible to agree on what the priorities are.
- One possible outcome is that LaneACT may only identify examples of the types of projects they believe are priorities for the LaneACT area. This would not be inconsistent with direction provided by ODOT management. They would like the Legislature to focus on funding categories of investment, rather than earmarking specific projects.
- LaneACT may choose to distinguish projects by category. For instance, expensive projects vs less expensive projects; projects on state highways vs projects on local roadways; motor vehicle projects vs pedestrian and bicycle projects.

Goal 2: Update the LaneACT Bylaws

- The LaneACT Bylaws were last updated in 2019, to incorporate a few minor refinements.
- In 2020 the OTC and ODOT initiated a major review to determine if the ACTs were still needed and, if so, whether the role of the ACTs needed to be redefined. In March 2021 the

OTC approved a package of recommendations developed by ODOT management. The process of developing the recommendations was referred to as the “ACT Reset.” The final recommendations were referred to as the “ACT Refocus.” The documents update and clarify the role of the ACTs and establish expectations concerning communication.

- In January 2022, the OTC approved ODOT’s recommended updates to the *OTC Policy on Formation and Operation of ACTs*, to be consistent with the direction provided in the ACT Refocus document.
- The LaneACT Bylaws need to be updated to reflect this new direction provided by the OTC.

Goal 3: Adjust LaneACT member expectations and meeting format

- The ACT Reset and Refocus documents recognize the role of the ACTs has changed since they were originally formed in the late 1990s. (The LaneACT was formed in 2010.) The ACTs are no longer involved in directly allocating funding for specific projects. The ACTs still have a role in providing input to the OTC, on specific topics, when input is requested. However, their primary purpose is to provide a forum for exchanging information.
- The OTC expects the ACTs to be less confrontational and more supportive of ODOT’s efforts to maintain and improve the state transportation system. They have established a code of conduct to set expectations for ACT members, in terms of interacting at ACT meetings and actions outside meetings.
- Given this direction from the OTC, the LaneACT understands it may not be necessary, or appropriate, for the LaneACT to engage in as much advocacy as they have in the past. It may also not be necessary to meet every month as they have over the last several years. Accordingly, LaneACT will be transitioning from a monthly meeting format, to meeting less frequently.
- The LaneACT will be resuming in-person meetings, after meeting virtually (by video conference) for the last three years. This will also require some adjustment.

5. Meeting topic plan

[The following instructions, in italics, are included in the template provided by the OTC. They will not be included in the final version.]

Each ACT should identify a two-year meeting plan with dates/timing and discussion topics. All ACTs have a minimum list of topics (provided by OTC staff). This section should include that minimum list and others selected to support and inform the ACT members. Examples of required topics include Federal Infrastructure Bill presentations, STIP process, Connect Oregon review, Oregon Transportation Plan and other modal plan updates. Optional topic examples include regional priorities, ODOT Climate Change initiatives, Strategic Action Plan Implementation, Oregon State Rail Plan Implementation, etc.

[The following is draft text provided by LaneACT staff.]

The following is a list of specific topics, and tentative schedule, the LaneACT intends to discuss during this work plan period (2024-2025). This list includes all the topics included in the workplan template provide by ODOT, along with a few additional topics identified by the LaneACT. Refer to the topics at the end of the list, identified with bracketed comments.

Topics

- 2027-2030 STIP development
 - May-June 2023: This phase will focus on introducing the public to the STIP and the funding constraints for the 2027-2030 STIP. ODOT seeking ACT input on funding priorities.
 - August-October 2023: This phase will focus on seeking input on the funding scenarios.
- Connect Oregon
 - Likely early – mid 2024
- Oregon Highway Plan
 - ACT engagement in this plan update to begin in in 2024
- Rail Plan
 - ACT engagement in this plan update in 2024
- Transportation Safety Action Plan
 - Next update on this plan to begin in late 2024
- Issues of statewide interest (e.g., revenue and funding discussions, legislation, etc.)
- Identify regional funding needs and priorities
- Seek support for legislative funding requests
- Equity and transportation
 - Engage diverse voices
 - Consider equity in transportation plans, projects and processes
- Legislative updates (additional topic)
- Local grant opportunities (additional topic)
- Local transportation challenges (additional topic)
- Additional unanticipated topics that may be identified, either by the OTC or the LaneACT

6. References

- OTC Policy on Formation and Operation of the Area Commissions on Transportations (ACTs)
https://www.oregon.gov/odot/Get-Involved/ACT/OTC_ACTpolicy.pdf



Agenda Item 9

LaneACT Member and Area Priority Needs

Presenter

Anais Mathez – LaneACT Staff; Rob Zako – LaneACT Vice-Chair

Action requested

No action required. Discuss next steps and key questions for determining a process to develop a list of overall priority needs. LaneACT members are asked to provide any recommendations for resources or contacts to help address key questions.

Previous discussions

The LaneACT Steering Committee has asked LaneACT members to identify the priority needs for their jurisdiction or area of special interest. LaneACT staff will be compiling the lists from each member into a larger list of investment policy and project funding priorities for the LaneACT area. At the OTC meeting in August, the OTC requested that LaneACT develop a more refined list that represents the overall priorities for the LaneACT as a whole.

Refer to the previous agenda packets for additional background information.

Attachments

Summary of member priority needs by category

LaneACT Member Priority Needs: By Member

Preliminary summary as of September 11, 2023, prepared by LaneACT Vice-Chair Rob Zako. Apologies for any omissions or errors.

DISCLAIMER: The following needs submitted by individual members have not yet been reviewed nor endorsed by LaneACT.

Member	Description	Category	Cost	Responsible Entity	Area Strategy Themes*								
					Acc	Con	Eff	Saf	Sec	Hea	Equ	Sus	Res
Lane County (& TrAC)	Funding for our substandard infrastructure, in particular, along 10 critical roads	Road: Safety	\$280 million	Lane County	A	C	E	S	S	H	E	S	R
Coburg	North Lane County I-5 Interchange: capacity and pedestrian safety	Road: Interchange	significant; unknown	ODOT, Lane County, Coburg	A	C	E	S	S	H	E	S	R
Coburg	Alternate route or bypass for regional commuter and freight passing through to Eugene-Springfield	Road: Expansion	significant; unknown	Lane County, Coburg	A	C	E	S	S		E	S	R
Cottage Grove	Design and construction of a full Interchange at I-5 and South 6th Street	Road: Interchange	\$10 million	ODOT	A	C	E						R
Cottage Grove	Design and construct a pedestrian bridge across the Coast Fork River	Bike/Ped	\$3 million	ODOT, ODOT-Rail	A	C	E	S					
Cottage Grove	Bike boxes and restriping to facilitate safe bicycle use on shared roadways	Bike/Ped	\$300,000	Cottage Grove, ODOT	A	C	E	S					
Cottage Grove	Design and construct a multi-use path along the west bank of the Coast Fork of the Willamette	Bike/Ped	\$3 million	Cottage Grove	A	C	E			H			
Cottage Grove	Design and build an ADA accessible pedestrian crossing across the railroad at the north end of town	Bike/Ped	\$3 million	ODOT, ODOT-Rail	A	C		S		H	E		
Creswell	OR99: Full redesign and construction of “the jog”	Road: Safety	\$10 million	Creswell, ODOT	A	C	E	S			E	S	R
Creswell	OR99: Modernization of the “the jog”	Road: Safety	\$1 million	Creswell, ODOT	A	C	E	S			E	S	R
Creswell	Refurbishment of Front St/OR99	Road: Safety	\$1 million	Creswell, ODOT	A	C	E	S			E	S	R
Creswell	S 2nd St	Road: Safety	\$3 million	Creswell, LTD	A	C	E	S		H	E	S	R
Creswell	Sidewalks for S 10th St	Bike/Ped	\$1 million	Creswell	A	C	E	S			E	S	R

* **ACC**ess, **CON**nectivity, **EFF**iciency, **SAF**ety, **SEC**urity, **HEA**lth, **EQU**ity, **SUS**tainability, **RES**iliency
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Member	Description	Category	Cost	Responsible Entity	Area Strategy Themes*									
					Acc	Con	Eff	Saf	Sec	Hea	Equ	Sus	Res	
Creswell	Traffic controls for I-5 exit 182 northbound off-ramp	Road: Interchange	unspecified	ODOT										
Creswell Airport	Taxi-lane Infrastructure	Airport	\$638,000	Creswell Airport	A	C							S	R
Creswell Airport	Build T-hangars	Airport	\$1 million	Creswell Airport	A	C							S	R
Creswell Airport	Install Wastewater Facility	Airport	\$1 million	Creswell, Creswell Airport	A			S		H			S	
Dunes City	Improvements to Rebecca’s Trail	Bike/Ped	\$1 million	Dunes City	A	C	E	S		H				R
Dunes City	Connectivity Trail	Bike/Ped	\$3 million	Dunes City	A	C	E	S		H				R
Dunes City	Build a parking lot/parking garage in the historic Westlake part of town	Parking	\$300,000	Dunes City	A	C	E	S						
Dunes City	Dunes City sign on US101 is old and peeling	Road: Signage	\$100,000	Dunes City		C								R
Eugene	Beltline Arterial Bridge	Road: Expansion	\$100 million	ODOT, Eugene, Lane County		C		S						R
Eugene	Franklin Blvd Transformation	Road: Safety	\$30 million	Eugene	A	C		S		H	E	S		
Eugene	Replacement of W 11th Ave bridge over Amazon Creek, other seismic bridge retrofits	Road: Resilience	\$30 million	Eugene		C		S						R
Florence	Signal/intersection improvements at Munsel Lake Rd and US101	Road: Safety	\$1 million	ODOT	A		E	S	S	H	E	S	R	
Florence	Extension of Munsel Lake Rd west of US101 to Rhododendron Dr	Road: Expansion	\$10 million	Florence, development	A	C	E	S	S	H	E	S	R	
Florence	Install enhanced crossing treatments on US101 at 46th St and 42nd/43rd St	Bike/Ped	\$300,000	ODOT with support from Florence	A	C	E	S	S	H	E	S	R	

* **ACC**ess, **CON**nectivity, **EFF**iciency, **SAF**ety, **SEC**urity, **HEA**lth, **EQU**ity, **SUS**tainability, **RES**iliency
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Member	Description	Category	Cost	Responsible Entity	Area Strategy Themes*								
					Acc	Con	Eff	Saf	Sec	Hea	Equ	Sus	Res
Florence	Separated multi-use path Rhododendron Dr from 35th to Heceta Beach Rd and along Heceta Beach Rd from Rhododendron to US101	Bike/Ped	\$3 million	Florence, Lane County	A	C	E	S	S	H	E	S	R
Florence	Safety and intersection improvements on OR126 between the entrance to Three Rivers Casino and North Fork Rd	Road: Safety	\$3 million	ODOT, Confederated Tribes	A	C	E	S	S	H	E	S	R
Oakridge	Support improvement of OR58 with facilities for bicyclists and pedestrians	Road: Safety	\$30 million	ODOT	A	C	E	S		H	E	S	R
Oakridge	Improve city gateways, entrances, OR58, and other key roadways and multimodal facilities with aesthetic improvements that also provide utilitarian value, such as street trees, landscaping, and lighting	Road: Safety	\$10 million	Oakridge, ODOT		C	E	S	S	H	E	S	R
Oakridge	Enhance connectivity by opening unused alleys throughout Oakridge	Road: Connectivity	\$300,000	Oakridge	A	C	E	S			E	S	R
Oakridge	Conduct a study for the railroad to identify measures to reduce noise	Rail	\$100,000	Oakridge				S		H	E		R
Oakridge	Salmon Creek Pedestrian & Bicycle Railroad Bridge and Multi-Use Path Restoration Project from Beech to OIP Industrial Parkway	Bike/Ped	\$1 million	Oakridge	A	C	E	S		H	E		
Springfield	Franklin Blvd	Road: Safety	\$35 million	Springfield, ODOT	A	C	E	S			E		
Springfield	42nd St	Road: Safety	\$6 million	Springfield	A	C	E	S			E		
Springfield	bicycle & pedestrian projects	Bike/Ped	\$36 million	Springfield, Lane County, Willamalane	A	C	E	S		H	E	S	R
Veneta	OR126: Eugene to Veneta improvements to widen and add bike & ped facilities (West Fern Ridge Corridor Plan)	Road: Expansion	\$300 million	ODOT	A	C	E	S	S	H	E	S	R
Veneta	Jeans Rd/Territorial Hwy realignment	Road: Safety	\$10 million	Lane County, Veneta	A	C	E	S		H	E	S	R
Veneta	Elmira to Veneta multi-use path	Bike/Ped	\$6.3 million	Lane County, Veneta	A	C	E	S		H	E	S	

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Member	Description	Category	Cost	Responsible Entity	Area Strategy Themes*								
					Acc	Con	Eff	Saf	Sec	Hea	Equ	Sus	Res
Veneta	OR126 West/Huston Rd intersection improvements	Road: Safety	\$1 million	ODOT, Veneta	A	C	E	S	S	H	E	S	R
Veneta	E Hunter Rd urban upgrade	Road: Safety	\$3 million	Veneta	A	C	E	S		H	E	S	
Westfir	Reduced speed limit to 35mph from 45mph on Oakridge/Westfir Rd within city limits [policy / authority]	Road: Safety	n/a	Lane County				S					
Westfir	Sidewalks/crosswalks in uptown Westfir	Bike/Ped	< \$50,000	Lane County	A	C		S			E		
Confederated Tribes	Hazard Resilience on OR126 between Florence and Eugene	Road: Resilience	\$300 million	ODOT				S	S	H			R
Lane Transit District	ODOT needs to develop a formal policy structure around mobility management [policy / authority]	Transit	unknown	ODOT, transit districts, local/regional agencies	A	C				H	E	S	R
ODOT	OR126 West: Huston Rd to Lakeside Dr: 2 roundabouts, bike/ped facilities, 4 lanes	Road: Expansion	\$30 million	ODOT	A	C		S		H	E		
ODOT	OR569 (Beltline Hwy): Delta Hwy to River Rd improvements to improve safety, mobility	Road: Expansion	\$300 million	ODOT	A	C	E	S			E		R
ODOT	OR126 West: Eugene to Veneta improvements to widen and add bike & ped facilities	Road: Expansion	\$300 million	ODOT		C		S			E		R
ODOT	OR99/Oregon Ave intersection improvements to improve the efficiency	Road: Safety	\$3 million	ODOT		C	E	S			E		
ODOT	Local Arterial Bridge adjacent to OR569 (Beltline Hwy)	Road: Expansion	\$100 million	Eugene, Lane County, ODOT	A	C		S		H	E		
ODOT	OR126 East at Deerhorn: Add left turn lane	Road: Safety		ODOT									
ODOT	I-5/Coburg Bridge upgrade	Road: Interchange		ODOT									
ODOT	I-5: Willamette River to Goshen corridor study	Road: Expansion	\$300,000	ODOT									
ODOT	OR99: Creswell to Eugene corridor study	Road: Safety	\$300,000	ODOT, Lane County									

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Member	Description	Category	Cost	Responsible Entity	Area Strategy Themes*									
					Acc	Con	Eff	Saf	Sec	Hea	Equ	Sus	Res	
ODOT	OR99: Junction City refinement plan	Road: Safety	\$250,000	ODOT, Junction City										
ODOT	OR58: Oakridge refinement plan	Road: Safety	\$250,000	ODOT, Oakridge										
ODOT	OR126: Veneta refinement plan	Road: Safety	\$250,000	ODOT, Veneta										
ODOT	Feasibility and scoping studies selected from local Transportation System Plans	Road: Safety	\$75,000 each	ODOT, various										
Highway 126 East	The biggest need is to upgrade the highway to meet basic engineering standards for a safe, multimodal transportation facility. The lack of a minimum six-foot-wide paved shoulder is a major risk for all roadway users: there is no room for error for drivers, no place for guardrails against steep cliffs and the river, no space for people to walk or bike, no area for traffic enforcement.	Road: Safety	\$4 million per mile	ODOT				S						R
Bike/Ped	Within each community and between communities, create a bicycle and pedestrian plan for and/or include complete bicycle and pedestrian plans within Transportation System Plans	Bike/Ped	varies	communities, Lane County	A	C	E	S	S	H	E	S	R	
Bike/Ped	Rapidly build out complete networks of active transportation infrastructure within Lane County communities.	Bike/Ped	unknown	communities	A	C	E	S	S	H	E	S	R	
Bike/Ped	Build out a network of intracity bike connections and improve transit between communities	Bike/Ped	unknown	Lane County, LTD, ODOT	A	C		S			E	S	R	
Bike/Ped	Specific projects within communities	Bike/Ped	unknown	communities	A	C	E	S	S	H	E	S	R	
Bike/Ped	Equitable infrastructure development	Bike/Ped	unknown	all							E			
Bike/Ped	Public engagement & participation	Bike/Ped	unspecified											
Bike/Ped	Programmatic efforts	Bike/Ped	unspecified											
Bike/Ped	Regional approach to shared transportation	Bike/Ped	unspecified											
Environmental Land Use	Incentivize transportation-efficient land use decision-making	Land Use	net savings	ODOT, etc.	A		E							
Junction City														

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Member	Description	Category	Cost	Responsible Entity	Area Strategy Themes*								
					Acc	Con	Eff	Saf	Sec	Hea	Equ	Sus	Res
	Lowell												
	Port of Siuslaw												
	Central Lane MPO												
	(Trucking)												
	(Rail)												
	Disabilities (Eugene Organ)												

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Agenda Item 10

ODOT Statewide Intercity Transit Network Coordinator

Presenter

Jillian Trinkaus – ODOT Public Transportation Division

Action requested

No action required. For discussion only.

Summary

The Public Transportation Division (PTD) supports services and programs that provide citizens with transportation options, to help them live independently and participate in the economy. The Division provides grants, training, and technical assistance to transit districts and other service providers who provide public transportation services.

The Intercity Transit Section, within PTD, focuses on bus and rail services that connect cities within Oregon. The ODOT intercity transportation program is funded with Federal Transit Administration (FTA) 5311 formula grants, state funds, and other sources.

The program currently provides funding for three intercity transit services:

- POINT Intercity Bus Service – ODOT contracts with private bus companies to provide service on four routes: (1) Portland to Eugene, (2) Bend to Ontario, (3) Portland to Astoria, and (4) Klamath Falls to Brookings.
- Columbia Gorge Express
- Amtrak Cascades Passenger Rail

ODOT recently created a new Intercity Transit Network Coordinator position to help oversee this program. At the November 8 LaneACT meeting, the new coordinator (Jillian Trinkhaus) will provide an overview of the intercity transportation program. She will also explain her responsibilities and discuss her vision for the future of the program.

Additional information

- Public Transportation Division webpage: <https://www.oregon.gov/odot/rptd/pages/index.aspx>
- Public Transportation Programs: <https://www.oregon.gov/odot/RPTD/Pages/Funding-Overview.aspx>
From this webpage, expand the *Intercity Transportation* tab.

DRIVING TOWARD NEW OPPORTUNITIES IN INTERCITY BUS SERVICE IN OREGON

Jillian Trinkaus

Statewide Intercity Network Coordinator

LaneACT – November 8, 2023



AGENDA

- Current conditions
- New support from ODOT
- My work





RIDING
LTD

FARES &
PASSES

ABOUT
US



WE'RE HIRING!

APPLY NOW →

Current Transit Conditions

- Short staffed
- End of COVID funding & cost increases
- Supply chain issues
- A shift in travel patterns
- Concerns about safety
- Riders are returning

Transit Rides - Annual number of transit rides per Oregonian



Rides

40
30
20
10
0



	2016	2017	2018	2019	2020	2021	2022	2023
Actual	32.0	30.9	29.9	29.3	23.7	11.7	14.4	
Goal	32	32	32	32	32	32	32	32

AGENDA

- Current conditions
- New support from ODOT
- My work





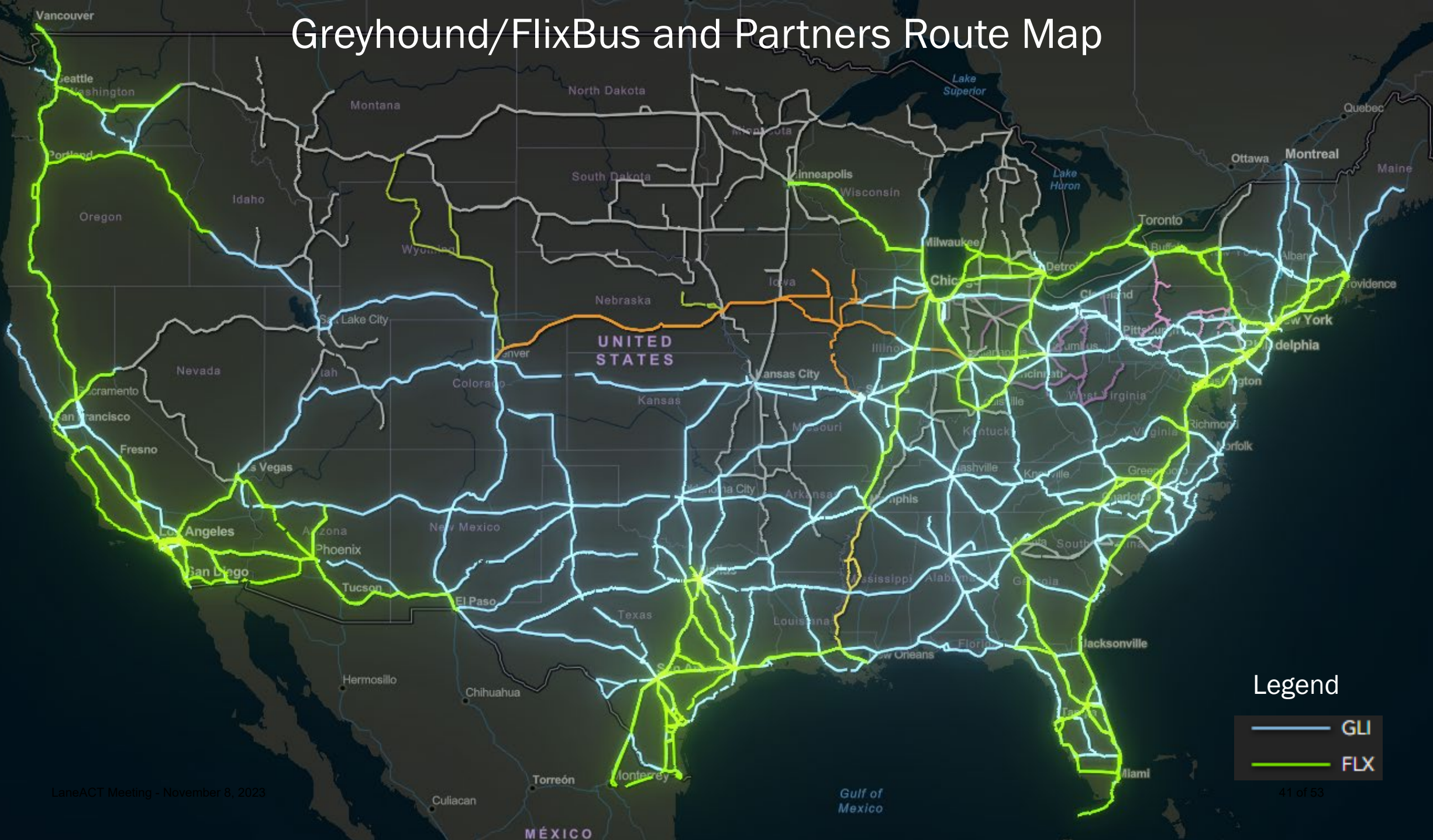
INCREASED SUPPORT FOR MULTIMODAL TRANSPORTATION

- Expansion of the Employee Commute Options (ECO) Rules
- Innovative Mobility Program (IMP) Manager and Coordinator
- Micromobility and First/Last Mile Program Coordinator
- Statewide Intercity Network Coordinator

STATEWIDE INTERCITY NETWORK COORDINATOR

- Work with RTCs, ATLS, ACTs, PTAC, MPOs, COGs, DOTs, NGOs, CBOs, transit agencies, bus companies, etc.
- The Transportation Network Report and the Key Transit Hub Report
- Intercity bus network
- Technology

Greyhound/FlixBus and Partners Route Map

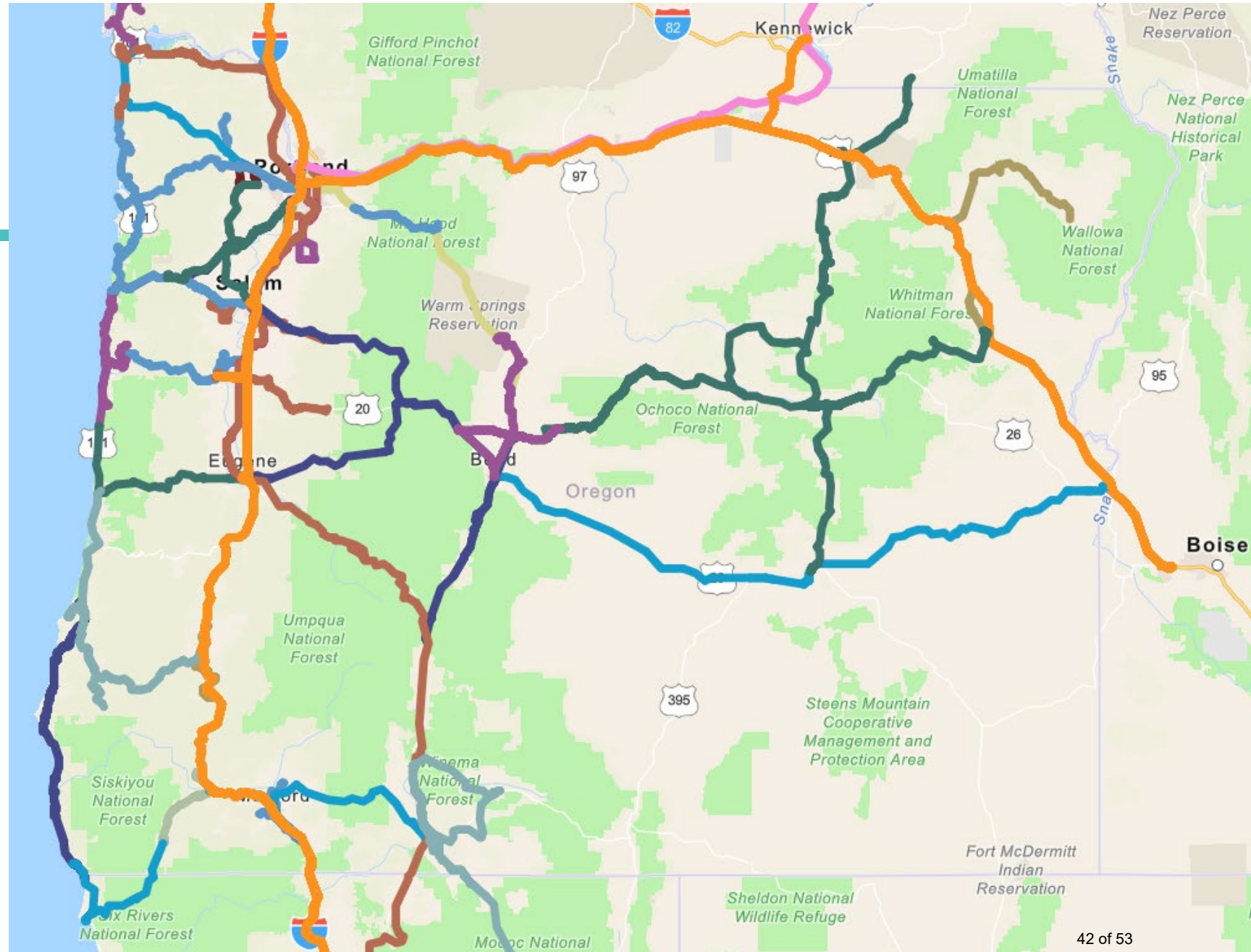


Legend

- GLI
- FLX

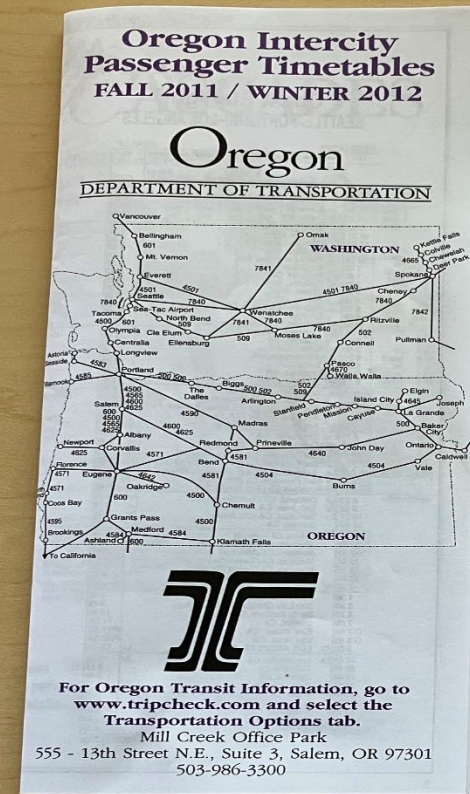
INTERCITY BUS NETWORK

- Not temporal



TECHNOLOGY

- Changing fast
- Opportunities
 - General Transit Feed Specification
 - GTFS-ride and GTFS-flex
 - Trip counting without Automatic Passenger Counters (APCs)
 - Streamlining Procurement
 - Intercity transit trip planning
 - Contactless fare payments
 - Interoperable fares
- Equity concerns



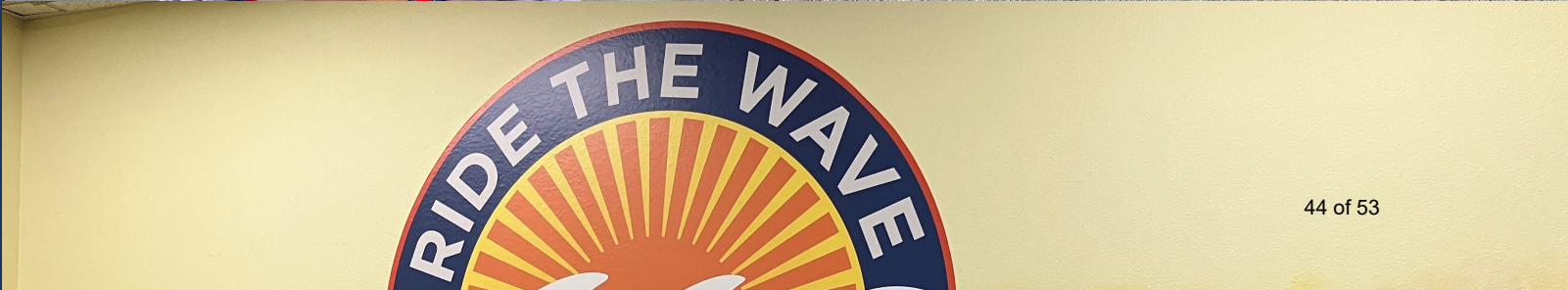
JILLIAN TRINKAUS

Jillian.Trinkaus@odot.oregon.gov

(971) 718-6139

[linkedin.com/in/jilliantrinkaus](https://www.linkedin.com/in/jilliantrinkaus)

Let's connect!



<p>October 11, 2023</p> <ul style="list-style-type: none"> • Establish Nominating Committee • Aviation Review Committee Appointment 	<p>November 8, 2023</p> <ul style="list-style-type: none"> • 27-30 STIP Engagement-recap • Statewide Intercity Network Coordinator-ODOT PTD • OR 126 East Highway Safety Study 	<p>December 13, 2023</p> <ul style="list-style-type: none"> • ODOT-DEI Training
<p>January 10, 2024</p> <ul style="list-style-type: none"> • Chair and Vice Chair Appointments • STIF-D Proposal Review • Member Priorities Process 	<p>February 14, 2024</p> <ul style="list-style-type: none"> • STIP • Sovereignty and Working with Tribes 	<p>March 13, 2024</p> <ul style="list-style-type: none"> • Member Priorities Process
<p>April 10, 2024</p> <ul style="list-style-type: none"> • Member Priorities Process 	<p>May 8, 2024</p> <ul style="list-style-type: none"> • Member Priorities Process 	<p>June 12, 2024</p> <ul style="list-style-type: none"> •
<p>July 10, 2024</p> <ul style="list-style-type: none"> • 	<p>August 14, 2024</p> <ul style="list-style-type: none"> • 	<p>September 11, 2024</p> <ul style="list-style-type: none"> •

The topics listed are tentative and subject to change.

Future potential topics (schedule to be determined)

- Advance regulations for autonomous vehicles

LaneACT Attendance 2022-2023

Stakeholder	JAN '22	FEB '22	MAR'22	APR '22	JUL'22	AUG'22	SEP'22	OCT'22	NOV'22	DEC'22	JAN'23	FEB'23	MAR'23	APR'23	MAY'23	JUN'23	JUL'23	AUG'23	SEP'23	OCT'23	
Coburg	X		X	X		A	A	A	A	X	X	X	X	X	A	X	X	X		X	
Cottage Grove	X		X	X		A	X	A	X	X	X	X	X	X	x	X	X	A		X	
Creswell	X		X	X		X	X	X	X	X	X	X	X	X	x	X	X	X		X	
Dunes City	X		X	X		A	A	A	A	A	A	A	X	A	A	X	A	A		A	
Eugene	X		X	X	N O M E E T I N G	X	X	X	X	A	X	X	A	X	A	X	X	X	N O M E E T I N G	X	
Florence	X		X	X		X	X	X	A	X	X	A	X	A	A	A	X	X			A
Junction City	X		X	A		X	A	X	X	A	A	X	X	X	X	x	X	X			X
Lowell	A		X	X		X	A	A	X	X	X	A	A	X	X	x	X	X			A
Oakridge	X		X	X		A	A	A	A	A	A	X	X	X	X	x	X	X			X
Springfield	X	R E C E S S	X	X		X	X	X	X	A	A	X	A	X	X	x	A	A			X
Veneta	X		X	X		X	X	X	X	X	X	X	X	X	X	x	X	X			X
Westfir	X		X	X		X	A	A	A	A	A	A	A	A	A	A	A	A			A
Lane County	X		X	X		X	X	X	A	X	X	A	A	A	X	X	X	X			A
Port of Siuslaw	X		A	A		X	X	X	X	X	A	A	X	A	X	A	A	X			A
Lane Transit District	X		X	X	X	X	X	X	X	A	X	X	A	X	X	x	X	X		A	
CTCLUSI	X			A	X	X	X	X	X	X	X	X	X	A	X	X	X	X		X	
ODOT Area 5	X			X	X	X	X	X	X	X	X	X	X	X	X	X	X	X		X	
Central Lane MPO	X		X	X	X	X	X	X	X	X	X	X	X	X	x	X	X		X		
Lane County TrAC	X		A	X	X	X	X	X	X	X	X	X	X	X	x	A	X		X		
CLMPO CAC - Vacant					X	X		X	X	X	X		X	X	x						
Highway 126 E	X		X	X		X	X	X	X	X	X	X	X	X	x	A	X			A	
DS Trucking - Vacant	X		X	A																	
DS Rail - Vacant	X		X	X																	
DS Bike/Ped					X	X	X	X	X	X	X	X	X	X	x	X	X			X	
DS Envir LU	X		X	X	X	X	X	X	X	X	X	X	X	X	x	X	X			X	
OS - Eugene Organ	X		X	X	X	X	A	X	A	X	X	A	A	A	A	X	A			A	
OS - VACANT	X		X	X																	
OS-VACANT	X		A	X																	
OS - Shelley Humble	X		A	X	X	X	X	X	X	X	X	X	X	X	x	X	X			A	
OS - NOT UTILIZED	A		A	A																	
TOTAL	26	No Meeting	22	24	No Meeting	20	18	16	19	14	17	21	15	22	17	18	20	20	No Meeting	14	

X=present

A=absent

Membership 2022-23
Last Update October 2023

Jurisdiction	Member	Email	Phone	Address	Term Start	Term End
Lane County						
Primary Rep	Ryan Ceniga Commissioner	Ryan.Ceniga@lanecountyor.gov	541.682.4203	125 E 8 th Avenue, PSB Eugene, OR 97401		
Alternate Rep	David Lovell Commissioner	David.Lovell@lanecountyor.gov				
Coburg						
Primary Rep 1	John Fox Councilor	councilorfox@ci.coburg.or.us	541.682.7850	PO Box 8316 Coburg OR 97408		
Primary Rep 2	Cathy Engebretson Councilor	councilorengbretson@ci.coburg.or.us	541.682.7850	PO Box 8316 Coburg OR 97408		
Alternate Rep	Nancy Bell Mayor	mayor@ci.coburg.or.us	541.682.7850	PO Box 8316 Coburg OR 97408		
Cottage Grove						
Primary Rep	Mike Fleck Councilor	councilorfleck@cottagegrove.org		923 S. U Street Cottage Grove OR 97424		
Alternate Rep	TBD					
Creswell						
Primary Rep	Shelly Clark Councilor	shclark@creswell-or.us	541.895.2531	PO Box 276 Creswell OR 97426		
Alternate Rep	Curtis Thomas City Planner	cthomas@creswell-or.us	541.895.2913	PO Box 276 Creswell OR 97426		
Dunes City						
Primary Rep	Robert Orr Councilor	robertvorr@gmail.com	541.997.3338	83541 Jensen Ln. Florence, OR 97439		
Alternate Rep	Jamie Mills City Recorder	recorder@dunescityor.com	541.997.3338	PO Box 97 Westlake OR 97493		
Eugene						
Primary Rep	Lucy Vinis Mayor	lvinis@eugene-or.gov	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	Bill Meyer Councilor	bill.meyer@ci.florence.or.us	541.997.8237	250 Hwy 101 Florence OR 97439		
Alternate Rep	Mike Miller Public Works Director	mike.miller@ci.florence.or.us	541.997.4106	250 Hwy 101 Florence OR 97439		
Junction City						
Primary Rep	Sidney Washburne Councilor	swashburne@cityofjc.com	541.998.2153	PO Box 250 Junction City OR 97448		
Alternate Rep	Sandi Thomas Councilor	sthamas@cityofjc.com	541.998.2153	PO Box 250 Junction City OR 97448		
Lowell						
Primary Rep	Don Bennett Mayor	donbennett47@q.com	541.937.2312	540 Sunridge Lane Lowell OR 97452		
Alternate Rep	TBD					
Oakridge						
Primary Rep	Bryan Cutchen Mayor	mayor@ci.oakridge.or.us	541.782.2258	PO Box 1410 Oakridge, OR 97463		
Alternate Rep	Rick Zylstra Community Services	rzylstra37@gmail.com				
Springfield						
Primary Rep	Beth Blackwell Councilor	bblackwell@springfield-or.gov		225 5 th Street Springfield OR 97477		
Alternate Rep	Sean VanGordon Mayor	svangordon@springfield-or.gov		225 5 th Street Springfield OR 97477		
Veneta						
Primary Rep	Keith Weiss Mayor	kweiss@ci.veneta.or.us	541.935.2191	PO Box 458 Veneta OR 97487		
Alternate Rep	Matt Michel City Planner	mmichel@ci.veneta.or.us	541.935.2191	PO Box 458 Veneta OR 97487		
Westfir						
Primary Rep	D'Lynn Williams Mayor	mayor@ci.westfir.or.us		47365 1 st Street Westfir OR 97492		
Alternate Rep	TBD					
Confederated Tribes of Coos, Lower Umpqua and Siuslaw						
Primary Rep	Doug Barrett	doug.barrett@ctclusi.org	541-888-7512	P.O. Box Florence, OR 97439		
Alternate Rep	Garrett Gray	ggray@ctclusi.org	541.888.9577	1245 Fulton Avenue Coos Bay OR 97420		

Port of Siuslaw						
Primary Rep	Bill Meyer Board Commissioner	See City of Florence	See Florence	100 Harbor Street Florence OR 97439		
Alternate Rep	David Huntington Manager	port@portofsiuslaw.com		100 Harbor Street Florence OR 97439		
Lane Transit District						
Primary Rep	Heather Murphy Board Member	Heather.murphy@ltd.org		PO Box 7070 Springfield OR 97475		
Alternate Rep	Jameson Auten General Manager	jameson.auten@ltd.org		PO Box 7070 Springfield OR 97475		
ODOT Area Manager						
Primary Rep	Vidal Francis Area 5 Manager	vidal.t.francis@odot.oregon.gov	541.726.5227	2080 Laura St. Springfield, OR 97477		
Alternate Rep	Bill Johnston Area 5 Planner	bill.w.johnston@odot.state.or.us	541.747.1354	2080 Laura St. Springfield, OR 97477		
Central Lane MPO						
Primary Rep	Paul Thompson Transportation and Infrastructure Program Manager	pthompson@lcog.org	541.682.4405	859 Willamette St., Suite 500 Eugene OR 97401		
Alternate Rep	Brenda Wilson Executive Director	bwilson@lcog.org	541.682.4395	859 Willamette St., Suite 500 Eugene OR 97401		
LC TrAC						
Primary Rep	John Marshall	jmarshall47@gmail.com		Email only.		
Alternate Rep						
Highway 126 East						
Primary Rep	Pete Petty	ppetty541@aol.com		49460 McKenzie Hwy Vida OR 97488		
Alternate Rep	Charles Tannenbaum	caroltan@q.com	541.736.8575	40882 McKenzie Hwy Springfield OR 97478		

Designated Stakeholders						
Trucking	VACANT					
Rail	VACANT					
Bicycle & Pedestrian	Sarah Mazze	mazze_s@4j.lane.edu	541.790.7492	1975 W. 8th Ave, Eugene OR 97402	Term start	Term Expires January 12, 2024
Alternate	Megan Shull	mshull@lcog.org	541-682-4023	859 Willamette St., Suite 500, Eugene	Term start	Term Expires January 12, 2024
Environmental Land Use	Rob Zako	rob@best-oregon.org	541.343.5201 (H) 541.606.0931 (W)		Term start	Term Expires June 30, 2024
Alternate	Brett Morgan	brett@friends.org	503.497.1000 x122		Term start	Term Expires June 30, 2024
Other Stakeholders						
Disability Community	Eugene Organ	eorgan@comcast.net	541.683.6556	2850 Pearl Street Eugene OR 97405	Term start	Term Expires July 14, 2025
Aviation	Shelley Humble	shumble@creswell-or.us	541.895.2913 (W) 541.953.9197 (C)	PO Box 276 Creswell OR 97405	Term start	Term Expires July 14, 2025
Other	VACANT					
Other	VACANT					

LaneACT Member Support Staff 2022-23
Last Update September 2023

Jurisdiction	Support Staff	Email
Lane County		
Coburg		
Cottage Grove		
Creswell		
Dunes City		
Eugene	Rob Innerfeld, <i>Transportation Planning Manager</i>	Rob.Innerfeld@ci.eugene.or.us
Florence		
Junction City		
Lowell		
Oakridge		
Springfield		
Veneta		
Westfir		
Confederated Tribes of Coos, Lower Umpqua, and Siuslaw		
Port of Siuslaw		
Lane Transit District		
ODOT Area Manager		
Central Lane MPO		
LC TrAC		
Highway 126 East		
Trucking		
Rail		
Bicycle & Pedestrian		
Environmental Land Use		
Disability Community		
Aviation		

LaneACT Steering Committee meeting summary

October 20, 2023

Attending

Shelley Humble, Chair

Rob Zako, Vice Chair

Vidal Francis, Area 5 Manager

Paul Thompson, LaneACT member (Central Lane MPO)

Bill Johnston, ODOT Area 5 Planner

Anais Mathez, LaneACT staff

Rob Inerfeld, City of Eugene Transportation Planning Manager

LaneACT member priorities – process, next steps (agenda item 1)

Anais suggested checking with the other ACTs to see how they identified their priorities. Bill mentioned that Amanda Peitz from ODOT is already looking into this. Paul suggested the LaneACT doesn't need to be constrained by what other ACT are doing.

Rob Zako agreed that it would be good to check with other ACTs. He commented that primary audience (for a LaneACT priority list) is the Legislature (the Joint Committee on Transportation), not the OTC. Vidal commented that it's not clear to him how the LaneACT should approach the Legislature. Rob Zako explained that he is on the Governor's transit advisory committee. OTC Chair Julie Brown is a member too. Paul noted that the 2024 Session is a "short session."

Shelley noted the LaneACT has developed priority lists in the past. These could be updated. Rob Zako suggested providing time on every agenda to talk about member priorities. Paul asked to allow time in the schedule (for developing LaneACT priorities) for the Central Lane MPO to identify their priorities. He referred to the LaneACT-CLMPO coordinating agreement.

12-month calendar and draft Lane ACT Work Plan (item 2)

Bill asked for time on the November LaneACT agenda to discuss and edit the draft LaneACT work plan. It needs to be finalized in December.

Member recruitment process (Item 3)

Rob Zako asked staff to initiate a member recruitment effort in November or December. At the least, an announcement should be posted on the LaneACT webpage. Rob Inerfeld (from Eugene) suggested including an announcement in the next edition of the City's InMotion newsletter.

Rob Zako thinks it's important to have as many voices at the table as possible, to inform the discussion about LaneACT priorities. Shelley seemed to think there hadn't been a recruitment effort since 2019. (There was a more recent effort in 2020.) Shelley noted that the trucking and rail positions have been vacant for several years.

Rob Zako suggested the LaneACT is required to fill all of the stakeholder positions identified in the Bylaws. Bill commented that it is very difficult to fill some positions. He suggested eliminating the trucking and rail positions, and not adding any new positions. Rob suggested adding a new position to represent shared micro-mobility interests. Bill suggested that existing members have a broad perspective on transportation needs and can adequately represent this new, specialized mode of transportation. Eugene for instance already accommodates shared bicycles and e-scooters.

November LaneACT agenda (item 4)

Rob asked for time on the November agenda (and future agendas) to discuss LaneACT priorities. He and Anais will decide what to share with group in terms of process and timeline. Bill noted that Vidal could provide some additional insight based on the direction he has received from ODOT management.

Rob asked Anais to rearrange the order of the topics on the draft agenda. He wants action items and items that require more discussion at the beginning of the agenda. He added that the LaneACT likes to discuss every item. They don't like to be talked at. Bill noted that meeting agendas allow time for the LaneACT to ask questions and discuss all items, even those that are for information only.

Rob Inerfeld suggested that Anais ask Jillian Trinkaus from ODOT to customize her intercity transit presentation for Lane County, rather than simply presenting a generic presentation.

Paul commented on other ODOT presentations. He would prefer to have the "source" individual present the material, rather than the Area Manager or Area Planner. Bill agreed that this would be ideal, but it's not always possible. It's not practical for ODOT managers and other topic specialist in Salem to personally present information to all 12 ACTs. They rely on Region staff to present information for them.

LaneACT member roster – follow up and action items (item 5)

Anais reported that she sent an email to members asking them to indicate when they began serving on the ACT.

ODOT Diversity, Equity and Inclusion (DEI) training (item 6.a)

This will be on the agenda for December. Erica McCalpine, Assistant Director for Social Equity, originally requested 1.5 hours for the training. She later told Vidal she could compress the training to 1 hour.

2024 Officer Nominating Committee – next steps (item 6.b)

Time will be provided on the November agenda for an update on this effort.

Member priorities process rollout (6.c)

This was already discussed. Refer to item 3.

Upcoming LaneACT and Steering Committee meeting scheduling (item 6.d)

Nothing further was discussed.