



Lane Area Commission on Transportation

2080 Laura Street; Springfield, OR 97477

Agenda

February 14, 2024

5:30 – 7:30 PM

This meeting will be conducted by video conference
(there is no in-person option this month)

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

- **2027-2030 STIP update + Great Streets 2.0 grant program**
- **ODOT Carbon Reduction Program – call for proposals**
- **Connect Oregon 2024**

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

- 1. Call to order** (welcome and introductions) **Quorum = 16** **5:30**
- 2. Review and approve agenda** (modifications may be proposed) **5:35**
- 3. Consent items (quorum required)** **5:40**
The following routine items will be approved in one action by consensus, without any discussion. If a member would like to discuss an item, that item will be removed from the consent agenda and considered separately.
 - Approve minutes from January 10 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*) **5:50**
- 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. **2027-2030 STIP update + Great Streets 2.0 grant program** **6:00**
Summary: ODOT will provide an update on the development of the next Statewide Transportation Improvement Program. It will include funding for more Great Streets projects. Local governments will be eligible to apply.
Presenter: Tova Peltz – Deputy Administrator, Delivery & Operations Division
Attachments: Summary memo and presentation (page 14)
7. **ODOT Carbon Reduction Program** **6:30**
Summary: ODOT is inviting funding proposals from local agencies for small urban and rural projects. Applications are due on May 31.
Presenter: Rye Baerg – ODOT Climate Office
Attachments: Summary memo and presentation (page 22)
8. **Connect Oregon 2024** **6:40**
Summary: Applications from public agencies and private companies are due in February. The LaneACT will review and rank local projects in May and June.
Presenter: John Boren – ODOT Freight Program Manager
Attachments: Summary memo and presentation (page 29)
9. **Lane County RAISE grant application** (*quorum required*) **7:00**
Summary: Lane County is applying for a federal RAISE grant to construct bicycle and pedestrian improvements on 30th Ave. They are requesting a letter of endorsement from the LaneACT.
Presenter: Becky Taylor – Lane County Senior Transportation Planner
Attachments: Summary memo, draft letter, presentation (page 37)
10. **Future topics** **7:20**
Summary: Refer to the list of future meetings and topics (attached).
Presenter: Anais Mathez – LaneACT staff

Additional attachments and other information (for information only)

- Future meetings and topics (page 48)
- LaneACT member roster (page 51)
- Monthly attendance report (page 54)
- Central Lane MPO meeting agendas and minutes – <https://www.lcog.org/bc-mpc>

Upcoming meetings

- February 22 (Thursday) – Steering Committee (1:00-2:30)
- March 13 (Wednesday) – LaneACT New Member Orientation (4:00 – 5:00)
- March 13 (Wednesday) – LaneACT (5:30 – 7:30)|
- March 21 (Thursday) – Steering Committee (1:00 – 2:30)
- April 10 (Wednesday) – LaneACT (5:30 – 7:30)

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

Mailing address: 2080 Laura St; Springfield, OR 97477

JANUARY 2024 -- M I N U T E S

Lane Area Commission on Transportation (LaneACT)
The meeting was conducted both in-person and online (hybrid format)

January 10, 2023
5:30 p.m.

PRESENT: Rob Zako, Environmental Land Use Designated Stakeholder, Vice Chair
Shelley Humble, Chair
Cathy Engebretson, Coburg
Mike Fleck, Cottage Grove
Curtis Thomas, Creswell
Lucy Vinis, Eugene
Bill Meyer, City of Florence and Port of Siuslaw
Bryan Cutchen, Oakridge
Keith Weiss and Matt Michel, Veneta
Becky Taylor and Ryan Ceniga, Lane County
Jameson Auten, Lane Transit District (LTD)
Doug Barrett and Garrett Grey, Confederated Tribes
Vidal Francis, Oregon Department of Transportation (ODOT)
Paul Thompson, Central Lane Metropolitan Planning Organization (MPO)
Sarah Mazze and Megan Shull, Bicycle & Pedestrian Designated Stakeholder
John Marshall, Lane County Transportation Advisory Committee (LC TrAC)
Eugene Organ, Other Stakeholder
Pete Petty, Highway 126 East

ABSENT: Dune City; Lowell; Westfir; Junction City; Springfield

OTHERS: Mark Bernard, ODOT; Anais Mathez, 3J Consulting; Bill Johnston, ODOT;
Naomi Zwerdling, ODOT

1. Call to order (Welcome and Introductions)

Chair Shelley Humble called the Lane Area Commission on Transportation (LaneACT) meeting to order at 5:30 pm.

2. Review agenda – additions or deletions

There were no additions or deletions to the agenda.

3. Consent items

• **Approve minutes from November 8, 2023, meeting**

Consensus: Approve the Minutes from the LaneACT November 8, 2023, meeting.

• **Approve minutes from December 13, 2023, meeting**

Consensus: Approve the Minutes from the LaneACT December 13, 2023, meeting.

4. Comments from the audience

No one wished to address the LaneACT members.

5. Announcements and information sharing

Mr. Francis shared that the OTC met on December 12th and the main topic of discussion was what they spoke about at the last meeting, providing a scale of discounts to those who will be impacted by tolling. They then had a workshop to discuss the Strategic Action Plan for 2024 and 2028. He also included some construction updates for 2024 as the construction season approaches. Lane County will be having an annual construction review period on January 25th. The City of Eugene, City of Springfield, Lane County, and more municipalities will be attending. He added that he can share this information about the meeting through email for those who wish to attend.

Some construction projects went for bid recently, two in Springfield, some single projects and enhancements, and OR 126 B 54th street in Springfield. This will add some new signals at the intersections, a turn lane, and some ADA curb ramps. Mr. Francis also just put out an RFP for the design work for this project to get a consultant on board for the next phase of development at Beltline Road. This includes widening the Delta overpass and adding signals to get off of the overpass. They are hoping to start this next phase by the beginning of next month. They have also been working with the City of Eugene and with Lane County on the local arterial and are meeting quarterly to have further discussions and that anyone can join if they wish to. Local weather has also begun to get bad and local maintenance teams have been working to solve these issues. Governor Kotek has worked to keep funding for ODOT Maintenance up for things like snow removal and debris removal. He also advised LaneACT members that if they see any maintenance that needs to be done to inform him and that he will coordinate maintenance. At the Steering Committee meeting they will be speaking about grant funding opportunities, the Carbon

Reduction Program, and Great Streets 2.0. These topics will provide great opportunities for information sharing. Mr. Francis also noted that January is Human Trafficking Awareness month and that called out the signage that appears along the interstate about human trafficking awareness, precaution, and resources. This signage is ODOT's way of reducing these challenges that occur along transportation systems.

Ms. Mathez noted that she was informed that some may not be seeing the reoccurring calendar invitation for this meeting for the second Wednesday or every month. She informed members to inform her if they are not seeing the reoccurring invitation on their outlook calendars. She added that if this is the case, she will have to update the calendar invitation and re-send it.

Mr. Thompson shared about the MPO policy board did not meet last week due to the holidays.

Mr. Petty wanted to express his gratitude to ODOT for the work they are doing to keep the highway clear of snow and debris. He noted the weather and wind near Highway 126 East have been rough recently. ODOT has done a good job of keeping the highway open and clear.

Ms. Mazze updated the LaneACT that this is her last meeting. She noted that it was a pleasure working with the members and that the next people coming in will do a great job.

Mr. Barrett noted that people should be careful if going to the coast and highlighted recent accidents that have occurred there.

Mr. Cutchen noted that they had a good holiday season in Oakridge and were happy to see some snowpack.

Mr. Thomas shared that they have a 17,000 square foot grocery store proposal in the City of Creswell and the current SDC's are \$550,000. He is currently looking at this as he believes that this is a problem. He noted that in Eugene it would be \$333,000. This is not a transportation project but is worth sharing.

Mr. Auten noted that LTD held their board retreat at the end of the year and that will be reaching out to members asking what they need LTD to be to better serve the community. He added that they had good voices already speak to this but that they are wanting more input and will be sharing more in the future.

Ms. Englebretson mentioned that the City of Coburg is adding an ad hoc committee to advise the City Council about traffic safety concerns.

Mr. Marshall noted that the next LaneACT meeting will include a presentation on the Blue River Design Concept. This project has gone through several draft concepts. The Oregon Solutions PMC Rebuild Blue River Work Group approved the alternative in September and in March there will be a public hearing. Those interested should contact Becky Taylor at Lane County. He noted

that at the next meeting they will also be discussing funding ideas and ODOT's proposed tolling and how tolling funds will be trickling down to cities and the county. They will discuss what the county can do to come up with additional funds.

Mr. Fleck noted how they had asked for an alternate for Cottage Grove at Monday's meeting. They decided to name their City Manager the alternate. The City Manager will start on the 22nd. Ms. Mathez asked Mr. Fleck to follow up with more information once the City Manager starts.

Chair Humble shared that this will be her last meeting as the Chair of LaneACT. She noted that in the back of the packet is the Code of Conduct and that they will be discussing it at February's meeting and that everyone should read it over and be prepared to have a discussion.

Mr. Francis noted that they are making a conscious effort to reach out to different jurisdictions in Lane County to have a conversation around the TSP and see who they can partner with. LaneACT members and staff will also be welcome to have more conversations about this.

6. LaneACT officer election

Chair Humble noted that it was suggested that the Nominating Committee meet again to look at the slate of officers. After much discussion the nominating committee came up with a new slate of officers. For Chair it would be Shelly Clark from Creswell, for Vice Chair it would be Keith Weiss from Veneta, and the Ambassador would be Rob Zako. The first step in the handout is to accept the formal recommendation of the officers from LaneACT. According to the LaneACT Foundational Policies and Procedures this is done by consensus. If consensus is not found, it would then be under Robert's Rules of Order and be the super majority. The Nominating Committee consisted of Mr. Francis, Chair Humble, Mr. Fleck, and Mr. Thompson.

Chair Humble then opened it up to the floor for any nominations. There were no nominations. Consensus for the nominations was reached.

Vice Chair Zako noted that he had a statement that he would like to read. He noted that the nominating process had not gone that smoothly. Councilor Clark of Creswell recently said that communication could be better and that regardless of the poor process it did lead to a good result. As he works more with Councilor Clark, he has realized that she has significant leadership experience and that she will make a great Chair. Mayor Weiss of Veneta has given many years of public service, although he did not see a role of leadership in the LaneACT, he has become quite the VIP. A couple months ago he was with members of congress, last month he had lunch with Governor Kotek. He has agreed to back up Councilor Clark as needed and will make a great Vice Chair. Mr. Zako added that for his own part, he is happy to serve as the Ambassador for 2024 and will do his best to convey LaneACT's priorities in meeting with the OTC, other ACTs, and so forth. Most importantly, Mr. Zako, Councilor Clark, and Mayor Weiss have met and agreed to work with each other. Regardless of who might wear which hat, the Nominating Committee has

recommended a strong team for 2024. He urged the ACT to elect these three officers in consensus.

Chair Humble thanked Vice Chair Zako. Mr. Weiss added that unfortunately Ms. Clark could not be at the meeting tonight and that if it was approved that he would take over the meeting. He noted that he was not at the Steering Committee meeting and wanted to thank Chair Humble for running the meeting tonight.

Chair Humble asked if there were any more comments and congratulated the new Chair, Vice Chair, and Ambassador. Mr. Weiss thanked Mr. Zako for his kind comments and support going forward.

7. LaneACT member appointments

Ms. Mathez shared that there are two action items for tonight's meeting. These items are to appoint their new bicycle and pedestrian representative and to appoint other at-large representatives. As a background, in October 2023 the LaneACT staff began a recruitment process to fill a variety of positions that were either currently vacant or had terms that were ending on January 1st of this year. This includes a trucking representative position that has been vacant for a while, a rail industry representative, a bicycle and pedestrian representative, and up to six other at-large representative positions. They posted an application form to the LaneACT website at the end of October and also had a newsletter that announced the recruitment process in the In Motion Newsletter that went out late November or early December. The application period closed today. They received three applications. They received an application from Megan Shull who has applied for the bicycle and pedestrian representative position, she is currently the alternate to Sarah Mazze. They also received applications from Brodie Hylton and Tiffany Edwards to serve as other at-large representatives. The applications are included in the meeting packets if members would like to review them.

Ms. Mathez suggested starting with the bicycle and pedestrian representative and asked if there was a motion to approve it. Chair Humble asked if they could approve all of the applications together or if they needed to do them separately as she believed that it would streamline the process. Mr. Thompson noted that he was going to suggest the same thing. A consensus to approve the applications and appointments was given by LaneACT members.

Ms. Mathez suggested that members should read through the applications and the memo that is in the packet as it provides good background information on the applicants as they are impressive community members. Mr. Francis reminded members that a discussion on compensation will be given at the orientation for new members.

8. LaneACT 2024-25 Work Plan

Mr. Johnston stated that this is the third Work Plan that they have put together and that he appreciates everyone's patience. He added that there is a record of changes that they have made to the Work Plan in the packet. After the discussion in December, the Steering Committee had further discussions about the document and Vice Chair Zako provided further refinements to the Work Plan. These changes have been endorsed by the Steering Committee and this appears as Version A in the packet. Mr. Johnston then made some additional refinements for Version B, also showing the track changes from the Steering Committee and Vice Chair Zako. Version C is a clean version with all of the changes accepted. He then asked if anyone had any questions or refinements.

Chair Humble asked if they would like to go through the sections or take the document as a whole. She also asked if anyone had any questions. Mr. Johnston noted that he could highlight some of the key changes that they made. Vice Chair Zako added that he is looking for something to say 'yes' to and that he would like to approve the final document. Mr. Johnston noted that Version C is the clean version and that it is the final document that will need LaneACT's approval.

Mr. Thompson had four minor revisions to Version C. He also added that he would have only liked to see Version C in the packet. On page 1 in Version C in the first paragraph under 'Overview', the first sentence ends by saying, "and provide input to the Oregon Transportation Commission or OTC to inform their decisions". He would like to see ODOT added to this list as LaneACT provides input to ODOT staff and programs. He would like to see the sentence changed to "discuss issues and provide input to the appropriate body" or to "other appropriate bodies". He wanted to make it clear that they are providing input to other organizations. He added that the second comment is in regard to proofreading and that it is on the second paragraph on page 1. This should list the name 'Oregon Department of Transportation (ODOT)' and other mentions of ODOT below can be marked as 'ODOT'. The third recommendation is that under 'Goals', five bullet points are listed. The first four are succinct and to the point, while the last should be changed to "advocate for these priority needs". Mr. Thompson's last comment included that somewhere under Goal 2 that the last bullet includes consideration for changing member terms. He added that he would like to see another bullet listed that notes that they should consider adopting a Code of Conduct.

Ms. Mazze said that they had some discussion about a year ago about possibly inviting legislators to LaneACT meetings. She then noted that she could not remember if they had confirmed this. She did not know where to include this but noted that it was an important thing to remember.

Vice Chair Zako agreed that shorter packets would be better. He noted that a couple of his original suggestions got lost and that in Section 3 'Lane Act Officers' should be replaced with who the current people are that have taken over the positions. He also supported Mr. Thompson's suggestion for Goal 2 about the Code of Conduct, especially in light of the fact that the contract has changed for staffing. A review of ODOT staffing and services should be added to Goal 2.

Mr. Thompson supported Ms. Mazze's comment and added that that it could go under Goal 1 or Goal 2. Under Goal 2, in regard to efficiency, a bullet could mention "strive to engage more with legislators and other decision makers outside of LaneACT". He also agreed with Vice Chair Zako about removing some of the narrative to make the document more streamlined. He mentioned that the second paragraph under Goal 3 could be more streamlined and not describe the origins of the goals.

Mr. Johnston documented these changes and will be watching the recording of this meeting as well when making these changes. Chair Humble repeated the notes that she had been taking back to the ACT about edits and changes to the Work Plan. Mr. Thompson reminded the ACT of his suggestion to add engagement with other legislators and decision makers outside of the LaneACT. Mr. Weiss asked if Mr. Johnston will share these corrections with ACT members in the next couple of days. Mr. Johnston added that he could proceed this way or that he could incorporate these suggestions and send the Work Plan off as a final copy. Mr. Francis reminded LaneACT that the OTC has requested the Work Plan and that they will need to send it out in a timely manner. Mr. Weiss agreed that they should be sending the document out soon and that they should not sacrifice the good for the perfect. Mr. Thompson agreed that Mr. Johnston should make the edits and send it out to Salem.

Chair Humble suggested that they do send the document to the OTC and also give a courtesy copy to LaneACT members. Mr. Johnston emphasized that this is an informal document that is not binding, that it can always be amended, and that it will also need to be updated every two years. Vice Chair Zako thanked Mr. Johnston for answering his question about the legal status of the document. He then reminded members that consensus occurs when everyone can live with the item agreed upon and that he agreed that sending the document to the OTC is a good next step. Mr. Fleck noted his frustration with how long this process has taken and observed that it seems to be a smaller subcommittee of people who are interested in the edits to the Work Plan. He would prefer a more streamlined process in the future. Mr. Johnston responded that he has used the ACT for things like this in the past and that he would not attempt something like this again. Chair Humble thanked Mr. Johnston and Mr. Francis for performing this process. There was consensus to send the Work Plan to the OTC.

9. Equity guidance for ODOT advisory committees

Ms. Brown, ODOT Equity and Civil Rights Program Manager, shared a presentation about Equity Guidance for ODOT Advisory Committees. This is related to House Bill 2985, which was effective January 1st of 2022. It directs ODOT to diversify its advisory committees to reflect racial, ethnic, and ability composition as determined by the most recent American Community Survey (ACS) data.

The objective of this Bill is also in alignment ODOT's Strategic Action Plan and their values of embracing equity and fostering a culture of inclusion. This Bill is set in place to utilize the viewpoints of those who reside in the communities that ODOT serves and who are likely to be

affected by ODOT's decisions. This Bill also works to address systematic barriers to ensure all Oregonians benefit from transportation services.

Ms. Brown shared a video about broadening perspectives and focusing on blind spots and group biases. This video examined how people gravitate to those they are most comfortable with and similar to. This can cause a lack of different perspectives. The video expressed that diverse groups of people offer better perspectives and information.

She then shared slides that identified the gaps in perspective that they might be missing. Ms. Brown noted that in May of 2023, in order to learn about the gaps in exiting equity and diversity, ODOT measured current committee diversity. This survey was volunteer based. She noted that there are opportunities to increase the number of women on advisory committees. She added that they also included Transgender and Non-Binary groups on the survey although there was not an ACS metric to compare this to. In regard to race and ethnicity demographics there are significant lags in representation of Asian, Black and African American, Hawaiian and Pacific Islanders, and Hispanic and Latinx groups. She added that they are exceeding in age representation but that they are currently lacking in representation of those who have a disability.

Ms. Brown acknowledged that there will be challenges with this Bill. These challenges include determining what diversity encompasses, how to properly perform equitable engagement, who to reach out to when committees have an opening, how to ensure tokenism and microaggressions do not occur, and how to ensure that diverse members are valued, and their voices honored. Ms. Brown then spoke about how ODOT is committed to better equipping advisory committee members to reflect ODOT and committee values, incorporating a social equity lens when decision making, and incorporating diversity, equity, and inclusion as guiding principles. She also spoke about current programs and practices that ODOT has, such as committee compensation options.

Lastly, Ms. Brown spoke about equity. She noted that equity acknowledges that not all people, or all communities, are starting from the same place. That equity is the effort to provide different levels of support based on an individual's or group's needs in order to achieve fairness in outcomes. Equity also actionably empowers communities most impacted by systematic oppression and requires redistribution of resources, power, and opportunity to those communities. She played a short video on intersectionality. This video illustrated how one's different identities can compound and affect social situations. She shared that intersectionality plays a role in advisory committee dynamics. She then asked if anyone had any comments or questions.

Ms. Vinis thanked Ms. Brown for that presentation and noted how her questions were answered. She noted how they are trying to create more equity and diversity in the City of Eugene and that a part of this is through providing compensation to those on equity panels. She also noted that having so many acronyms in this kind of work can be a huge barrier to those joining this kind of work. Using regular and basic language when communicating and taking notes can be very helpful. She asked the ACT to think about acronyms and when to use them or to use the actual

wording. Ms. Mazze added that it may be helpful to leave a form of the application open for this ACT to be made available to diverse groups. This could help to grow and diversify LaneACT. Ms. Brown responded that there have been other conversations about diversifying these groups. This could look like reaching out to community-based organizations. She added that asking about an applicant's interests can help to provide some insights into the diverse perspective that they may offer. Time can also be a factor. Finding times where the most amount of people can participate can be helpful to include. Chair Humble thanked Ms. Brown for this informative presentation. Ms. Brown reminded LaneACT that she is also here for continuous support when needed.

10. Future Topics

Ms. Mathez walked through future topics that are less defined in the calendar. These topics included a Connect Oregon presentation and a Carbon Reduction Program presentation as a funding stream. Both of these presentations should occur in the next two months or so. There is also the Oregon Highway 126 East Highway Safety Study presentation by Mr. Petty and Mr. Johnston. They are working to have this presentation as soon as possible. There is also the 2027 and 2030 STIP and the Great Streets 2.0 presentation. This will be a larger topic and presentation. Other discussion items include the Code of Conduct Template, the LaneACT Area Priorities, and also a discussion on the expansion of the Steering Committee.

These topics will be organized at the Steering Committee on January 19th from 11:00am to 12:00pm. Mr. Francs wanted to include that Mayor Weiss spoke last week about John Burns who is the CEO of the Port of Coos Bay. He would like to come and speak to LaneACT about the impacts that the Coos Bay Port and Rail have in the region.

Mr. Marshall included that at the previous meeting they spoke about the railroad overpass at Kushman and he brought up that ODOT had initiated a study on the railroad overpass in downtown Reedsport. He asked Mr. Francis to contact his counterpart in Region 3 and get some insights into how they could learn more about that as an advisory group. He added that this should be on the front burner as it is an existing safety issue. Mr. Francis agreed to do that.

Mr. Weiss noted that Mr. Burns may have some more information on this as well. He also added that while he appreciates the food that ODOT provides at these meetings that he would like to discuss how best to not waste the food that is not eaten. Chair Humble noted that this might be a good conversation for next month. Mr. Weiss thanked Sarah Mazze for her participation in the ACT and also thanked Chair Humble for her service. Mr. Thompson noted that a future topic should be a review of the bylaws. He also wanted to provide an update on the intermodal transfer facilities and how the facility that was built in Millersburg has shipped zero containers and has not been able to find any business to transfer from truck to rail. It is difficult to see this 35-million-dollar investment that they advocated going unused. He then asked Mr. Francis to get some updated from ODOT if they still have any involvement.

The next Steering Committee meeting is scheduled for January 19th, 2023, at 11:00am and the next LaneACT meeting will be February 14th, 2023, at 5:30pm. Chair Humble thanked LaneACT for having her as Chair for three years and noted how she looks forward to advocating for aviation in the background. She adjourned the meeting.

Agenda Item 6

2027-2030 STIP update + Great Streets 2.0 grant program

Presenter

Tova Peltz – Deputy Administrator, ODOT Delivery & Operations Division

Action requested

No action required. For information and discussion only.

Summary

Last year, in May, the Oregon Transportation Commission (OTC) and ODOT initiated the process to develop the 2027-30 Statewide Transportation Improvement Program (STIP). ODOT Area 5 staff provided an overview of the process at the October LaneACT meeting.

On November 9, the OTC approved the funding allocations recommended by ODOT. This determined how the \$2.9 billion in available funding will be distributed across the major funding categories.

The next step in the process is to select specific projects for funding. This will require two years to complete (2024-2025). The OTC will formally adopt the STIP in July 2026.

At the February 14 LaneACT meeting, ODOT staff from Salem will provide a presentation explaining the funding allocations in more detail. They will also describe the Great Streets grant program. \$70 million is allocated for this in the 2027-30 STIP. This is \$20 million more than the amount allocated in the 2024-27 STIP for the first Great Streets program.

The Great Streets program is designed to assist local governments in upgrading transportation corridors that also function as main streets. The first program (2022-2023) was limited to ODOT facilities. This new version of the program will be expanded to include facilities owned by local governments.

The details of the new program have not yet been finalized. The application and selection process will occur in 2025-2026.

Additional information

- Slide presentation, attached (7 pages, 2 slides per page)
- STIP webpage: <https://www.oregon.gov/odot/STIP/Pages/2027-2030-STIP.aspx>

2027-2030 STIP and Great Streets 2.0

Presentation to Area Commissions on Transportation

Amanda Pietz - Policy, Data and Analysis Division Administrator

Tova Peltz – Delivery and Operations Deputy Division Administrator

January 2024



Statewide Transportation Improvement Program (STIP)

What is the STIP?

Capital Program Funds

Federal (FHWA & FTA) & State Funds

Construction Projects on State & Local Roads

Public & Active Transportation Programs & Projects

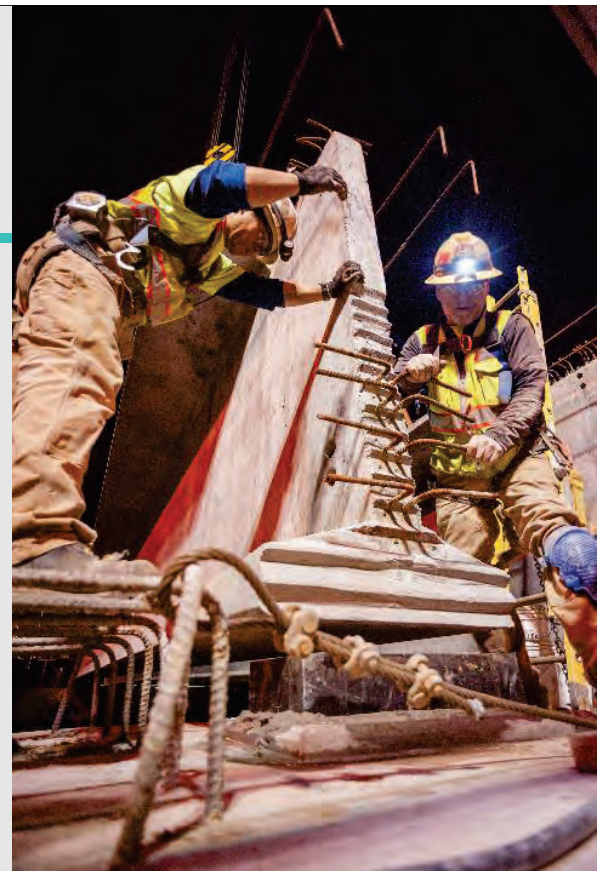
What is NOT in the STIP?

Maintaining & Operating State Highways

State Highway Fund to Cities & Counties

Revenue & Administrative Functions

State-Funded Multimodal Grant Programs: STIF/CO



STIP Funding Categories

FIX-IT Projects that preserve or fix the state highway system (pavement, bridges, culverts, etc.)
SAFETY Projects focused on reducing fatal and serious injury crashes
PUBLIC AND ACTIVE TRANSPORTATION Bicycle, pedestrian, public transportation and transportation options
LOCAL GOVERNMENT PROGRAMS Funding to cities, counties, and others for priority projects
ADA CURB RAMP DELIVERY PROGRAM Curb ramp construction for accessible sidewalks
OTHER FUNCTIONS Workforce development, planning, data collection and other programs using federal money
UNALLOCATED / FLEXIBLE Discretionary funds approved by the OTC

Public Feedback to Inform Allocation



- Strong support for Fix-It investments statewide, especially in rural areas
- Strong support for Public and Active Transportation investments, especially in urban areas
- Positive feedback on Great Streets to address multiple, community or corridor needs at once
- Support for comprehensive safety improvements
- Interest in investing in climate and environmental projects
- Concern about ensuring a fair regional distribution of funds and a desire to invest in regional and local priorities

OTC Allocation

Category	2021-2024 STIP	2024-2027 STIP	2027-2030 STIP
Fix-it	1,024,937,739	1,004,248,351	640,053,025
Public and Active Trans. (PAT)	750,000,000	800,000,000	583,824,096
ADA	90,500,000	310,660,686	625,000,000
Local	534,583,562	535,732,694	461,898,337
Safety	174,207,738	189,728,305	177,472,200
Enhance	711,580,261	200,000,000	-
Other	274,800,989	317,290,521	387,614,693
Unallocated	Distributed above	Distributed above	70,571,954
Total	3,560,610,289	3,357,660,557	2,946,434,305

Major Changes in the 2027-2030 STIP

- 40% reduction in Fix-It finding
- Doubling of ADA funding, but reduction of nearly 30% of PAT funding
- Zeroed out historic discretionary programs like Enhance and Mass Transit
- Reduced other historic discretionary programs like Elderly and Disabled
- Even with these major reductions, only able to maximize \$70M in unallocated funds

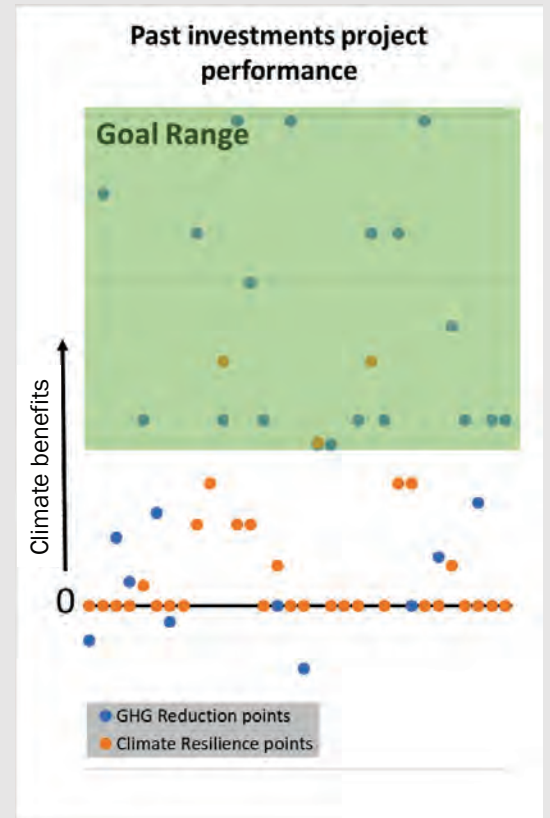
Projected Outcomes of 27-30 Funds

- Only paving interstates in this timeframe
- More bridges will be load rated
- Unable to address remaining bike/walk gaps
- Significant reduction in asset maintenance and preservation across all modes
- Reactive vs proactive investments



27-30 STIP: Work to Further Key Outcomes

- Ensuring climate, safety and equity lenses are applied
 - Creating processes and measuring to assure accountability to these outcomes
 - Reducing GHG emissions
 - Using cleaner materials and fuels in construction
 - Addressing the most unsafe locations
 - Supporting access to low cost transportation options, jobs, and services



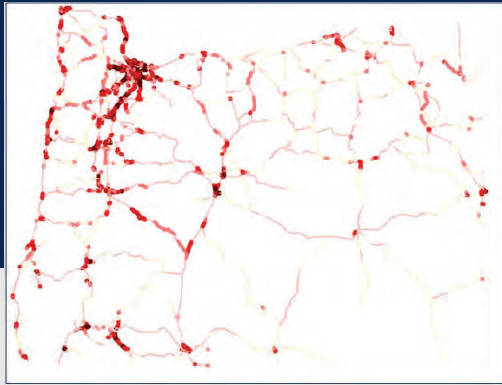
Unallocated: \$70M for "Great Streets 2.0"

Strategic funding to advance safety, climate and equity outcomes in a corridor or community

- **Builds** from past programs like STIP Leverage and evolves Great Streets to maximize dollars and support communities and holistic needs.
- **Opportunity** for complementary investments and save on overall costs
 - ADA updates
 - ARTS investments



Identify Opportunities to Address Multiple Needs



Be strategic: identify locations where multiple *top* priorities overlap

- Safety needs and risks
- Bicycle and Pedestrian needs
- Areas of high disparity (based on age, disability, income, race, etc)
- Climate adaptation and seismic
- Climate mitigation and electrification
- Operations (e.g. ITS) and preservation
- And other data layers



Investment Considerations

Eligibility

- Is an identified “hot spot” area
- Leverages other dollars

Potential Criteria

- Advances one or more: safety, equity, climate
- Has community support
- Meets project readiness threshold
- Is within cost limits
- Other potential project benefits

For example, while adding a curb ramp, may:

- Add an enhanced pedestrian crossing
- Restripe for safety or bikeways
- Fill in missing sidewalks

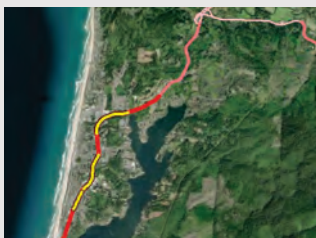
Strategic Outcomes Program Principles

- Identify where top priorities overlap across different program areas
- Advance safety, equity and/or climate outcomes
- Identify investment opportunities in urban and rural areas
- Recognize funding is limited and final projects selected may not cover all areas
- Leverage investments by addressing multiple needs at once, leading to efficiency and cost savings

Questions:

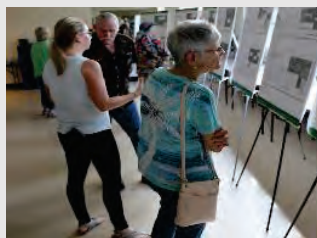
- As we operationalize these principles, what do we need to consider?
- Any thoughts on criteria or other considerations when selecting Great Streets 2.0 investments?

Next Steps



Hot spot mapping

Overlay multiple management systems to identify top priorities



Review and refine

Review 'hottest' locations to ensure correct sites were identified and iterate as needed



Narrow projects

Review hot spot opportunities with partners; apply criteria for GS 2.0 and reduce project list



Scope & select

Conduct desk and field scoping to refine criteria scores; prioritize; and select



Additional Thoughts?

Agenda Item 7

ODOT Carbon Reduction Program

Presenter

Rye Baerg – ODOT Climate Office

Action requested

No action required. For information only.

Summary

The 2021 Infrastructure Investment and Jobs ACT (IIJA), also referred to as the Bipartisan Infrastructure Law (BIL), created a new Carbon Reduction Program (CRP) to help communities reduce carbon emissions. Oregon will receive a total of \$82 million for fiscal years 2022-2026.

ODOT will select projects through a competitive grant process. There are three funding categories, for projects within: **(1)** Transportation Management Areas, with populations over 200,000; **(2)** Small Urban and Rural Areas, and **(3)** Statewide (statewide benefit).

ODOT has announced a second round of funding for 2024, for projects in the Small Urban and Rural funding category (population less than 200,000). Cities, counties, and tribal governments are eligible to apply. A local match of 10.27% is required. Applications will be accepted March 1 through May 31, 2024.

\$12 million is available for the 2024 grant program. This is the same amount that was allocated for the 2023 Small Urban and Rural program. ODOT has established a maximum allocation for each planning area. Some areas received their entire allocation in 2023.

Examples of eligible projects include public transit infrastructure projects, active transportation infrastructure projects, infrastructure-based intelligent transportation systems, and alternative fuel projects.

At the February 14 LaneACT meeting, Mr. Rye Baerg from the ODOT Climate Office will provide a presentation that explains the carbon reduction program and grant application process in more detail. A copy of the presentation is attached.

Additional information

- Slide presentation, attached (6 pages, 2 slides per page)
- <https://www.oregon.gov/odot/climate/pages/carbonreductionprogram.aspx>

ODOT CARBON REDUCTION PROGRAM

2024 Small Urban and Rural Call for Projects

RYE BAERG – ODOT CLIMATE OFFICE



1



OREGON CARBON REDUCTION PROGRAM

- BIL created a new Carbon Reduction Program (CRP) to reduce carbon emissions
- Oregon will receive a total of \$82 million for FY 2022-2026
- \$24 million available for Small Urban and Rural Areas
 - \$12 million in 2023
 - \$12 million in 2024

2



SMALL URBAN AND RURAL CALL FOR PROJECTS

- Urban and Rural areas with less than 200,000 residents
- March 1 - May 31, 2024
- ODOT will deliver projects for non-Certified Local Public Agencies
- Local match of 10.27%
- Area allotments apply
- ODOT Region Signature Required

3

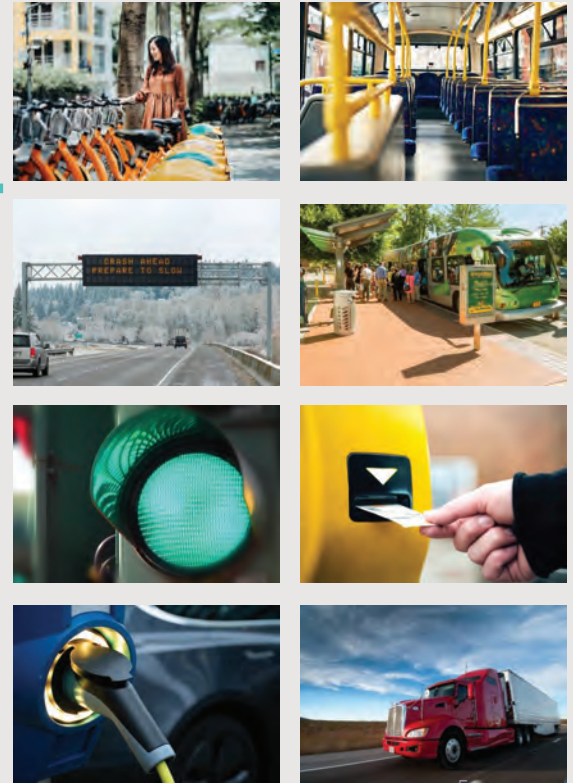
2024 SMALL URBAN AND RURAL FUNDING

Urbanized/Rural Area	Estimated FY 22-26 Available Funding
Albany Area	All funding allocated in 2023
Bend Area	All funding allocated in 2023
Corvallis Area	All funding allocated in 2023
Rogue Valley Area	\$1,606,183
Grants Pass Area	\$655,092
Population Areas 49,999-5000	\$5,912,335
Population Areas <5,000	\$3,760,759

*Dollar values are estimates and are subject to change.

4

STRATEGIES AND PRIORITIES



Vehicle and Fuel
Technology



Systems and
Operations



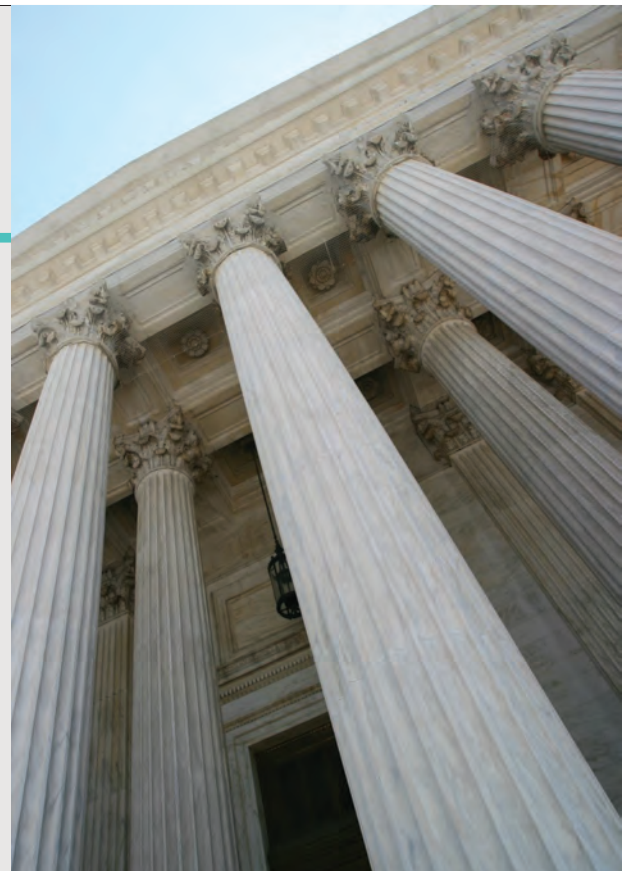
Transportation
Options



Pricing

EXAMPLE FEDERAL ELIGIBLE PROJECT TYPES

- Traffic monitoring, management, control facilities, and congestion management technologies
- Public transit projects
- Bike, pedestrian, and non-motorized facilities
- Infrastructure-based intelligent transportation systems
- Energy efficient street lighting and traffic control devices
- Congestion pricing, tolling and transportation demand management strategies
- Alternative fuel vehicle projects (public charging, hydrogen, natural gas and propane fueling)
- Diesel retrofits
- Projects that reduce truck impacts or port emissions, including port electrification



SMALL URBAN AND RURAL SELECTION CRITERIA



Climate Benefits (60)



Local Support and Engagement (10)



Equity (10)



Opportunities and Innovation (10)



Project Readiness (10)



SMALL URBAN AND RURAL EXAMPLE PROJECTS



- Solar streetlights



- Mobility Points with carsharing and bicycle sharing.



- Electric bus and charging equipment



NEXT STEPS

- Local Agency Listening Session
 - January 31, 2024 (2:00 PM – 3:00 PM)
- Informational Webinars
 - February 29, 2024 (11:00 AM - 12:00 PM)
 - March 13, 2024 (3:00 PM – 4:00 PM)
 - Recordings to be Available Online
- Climate Office available to assist with applications
 - Consultations encouraged!
- Applications due May 31, 2024



QUESTIONS



Contact Us



Rye.baerg@odot.oregon.gov



www.oregon.gov/odot/climate/Pages/default.aspx

Agenda Item 8

Connect Oregon 2024

Presenter

John Boren – ODOT Freight Program Manager

Action requested

No action required. For information only.

Summary

The State Legislature established the Connect Oregon program in 2005 to fund non-highway modes of transportation (aviation, rail, marine). This competitive grant program is administered by ODOT staff in Salem with assistance from other state agencies.

The program is funded with revenue from the State *Vehicle Dealer Privilege Tax*. No federal funds are used. The seven previous funding authorizations awarded \$463 million for 242 projects. The previous grant cycle (2021-22) awarded \$46 million for 21 projects. \$130 million in project funding was requested.

ODOT has announced a new Connect Oregon program for 2024-25. \$46 million is available, same as the previous grant cycle. Applications from eligible public agencies and private companies are due in February.

The ACTs have a role in ranking the funding proposals within their individual areas, and for the Region as a whole. The LaneACT will receive the applications in late April, after they have been reviewed by staff in Salem. The LaneACT will review and rank the Area 5 projects in May and June.

Representatives from the LaneACT will participate in a “Super ACT” meeting (Region 2 Review Committee) sometime in August to develop a combined ranking for all the proposals in Region 2. Statewide modal committees will also review and rank the proposals. The Oregon Transportation Commission (OTC) will make the final funding decision in October.

At the February 14 LaneACT meeting, the ODOT Freight Program Manager will provide a presentation explaining all of this in more detail. A copy of the presentation is attached.

Additional information

- Slide presentation, attached (7 pages, 2 slides per page)
- webpage: <https://www.oregon.gov/odot/programs/pages/connectoregon.aspx>



Connect Oregon

Program Overview

Presented by: John Boren – Freight Program Manager

January 3, 2024



Program Overview

Prior to current cycle

- Connect Oregon is an initiative established by the 2005 state legislature to invest in non-highway modes of transportation.
- 7 competitive cycles between 2005-22
 - Over \$463 million awarded
 - 242 projects awarded
- Most recent cycle ran from 2021-22
 - \$46 million in funds awarded - \$130 million requested

Program unique to Oregon – no federal Funding

Connect Oregon 8 Status

- Oregon Transportation Commission selected projects in May 2022
- 21 projects selected
 - 14 projects on schedule
 - 4 complete, closed out/pending close out
 - 2 expected complete before end of year
 - 1 canceled

Most projects to be completed by Summer 2025

3

Next Cycle Key Facts

Transportation projects eligible for funding

Rail, marine or aviation capital improvements

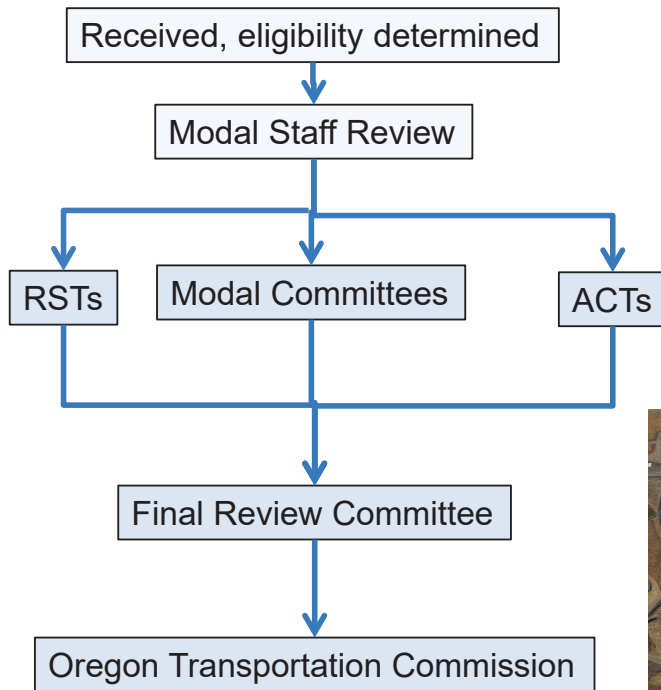
Projects chosen must show economic benefits to state; lower transportation costs

~\$46 million available for funding

Applications will be due late February 2024



Review process

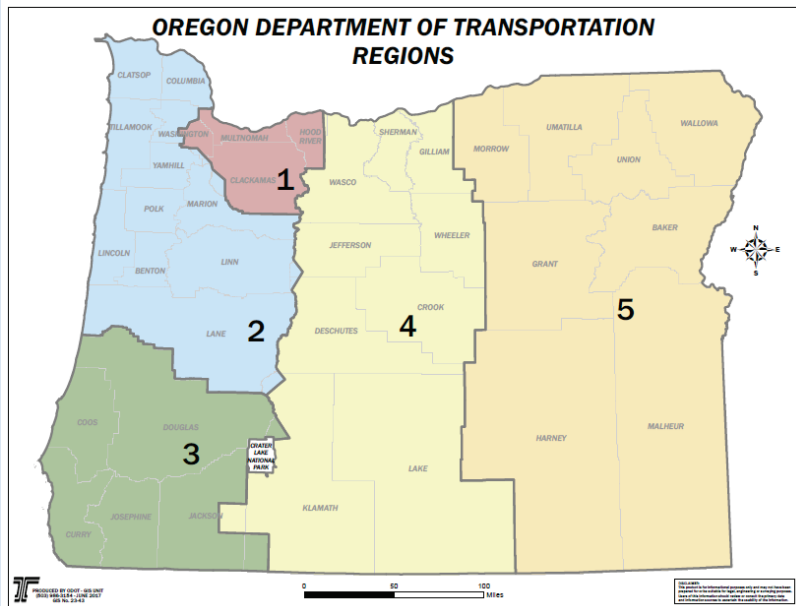


OTC anticipated to select projects in October 2024



Role of the Area Commissions on Transportation

- Provide rankings of projects within their ACT boundaries
- Then, as Region or “Super ACT” rank all projects within ODOT Region
- These rankings then are shared with the Final Review Committee



ACTs Ranking Projects



- Can receive presentations and have Q&A with applicants provided opportunity provided for all
- ACTS not beholden to staff scoring of applications
- Projects to be prioritized by ACTs view on their advancing statutory considerations



7

Decision Considerations

Statutory

- **Access to jobs/labor; reduced transportation costs***
- **Economic benefits to state***
- **Critical link for system***
- Required match
- **Readiness***
- Useful life
- Proximity to mining aggregate

***More weight in considerations in staff scoring**



NEW: Additional considerations for breaking ties among close scoring projects; geographic mix, equity and climate/GHG impacts



ACTs Ranking Projects, continued

- Each project should be weighed on its own merits and benefits
- ACT members should bring their local knowledge of how a project would fit into the broader system
- No minimum/maximum project size, or minimum/maximum \$ amount for a given City/County/Region



Final Rankings for a Region

- List from each Region is the result of deliberation of ACTs
- Example below shows where Region’s rankings differed from modal staff scoring:

APPLICANT	PROJECT NAME	TOTAL PROJECT COST	CO GRANT FUNDS REQUESTED	Total Statutory Consideration Score	Equity Consideration	Climate Consideration	Region Priority
ODOT	Project Selection, Administration, and Debt Service	\$ 500,000.00					
City of Bend	Bend Air Traffic Control Tower (Design and Construction)	\$ 7,500,000.00	\$ 4,875,000.00	103	SP	SP	1
Lake County	Lake County Rail Replacement	\$ 1,294,000.00	\$ 892,860.00	91	LP	LP	2
Klamath Northern Railway Company	Klamath Northern Railway Track Replacement	\$ 2,250,000.00	\$ 1,575,000.00	62	NP	LP	3
City of Madras	Erickson Aero Tanker Expansion Project	\$ 14,373,755.00	\$ 3,400,000.00	76	SP	SP	4
City of Klamath Falls	Klamath Falls Regional Airport Reconstruct Runway 7-25	\$ 10,826,000.00	\$ 550,000.00	99	SP	SP	5
Basin Fertilizer & Chemical Co., LLC	Basin Fertilizer & Chemical Co., LLC Siding Extension	\$ 2,688,930.00	\$ 1,344,465.00	79	LP	SP	6
Wilsonart LLC	Wilsonart Rail Expansion	\$ 1,410,000.00	\$ 987,000.00	54	NP	LP	7



Final Review Committee

- 1 representative from each Region with one alternate to serve on Final Review Committee
 - 9 total; 5 from Regions, 4 from Modal Committees (Aviation, Marine, Rail and Freight)
- Rankings from the Regions are then blended with Modal Committee ranking – must be normalized first
 - E.g. Ranking 4 out of 12 is a higher ranking than 4 of 8.
- Final Review Committee to take inputs from all ACTs/committees, focus on the projects near the “cut line”



Final Review Committee – Combined Example

APPLICANT	PROJECT NAME	Total Statutory Consideration Score	Aviation Priority	OFAC Priority	Rail Priority	Marine Priority	Region Priority	Space	Aviation Priority	OFAC Priority/	Rail Priority	Marine Priority	Region Priority	Committee Ranks Combined and Normalized	Combined Committee Rankings Starting Order -
			18	33	21	9	Varies								
Dominguez Family Enterprises	Juanita's Fine Foods Spur Track Replacement	101		1	1		1			0.00	0.00		0.00	0.000	1
Jackson County	Medford Airport East Side Heavy Duty Aircraft Apron Expansion	106	1	2			1		0.00	0.03			0.00	0.009	2
City of Eugene	Eugene Airport - Widening Taxiways Juliet & Lima to Air Cargo Apron	96	2	7			1		0.05	0.18			0.00	0.078	3
Wyoming Colorado Railroad, Inc.	Oregon Eastern Railroad 286k Upgrade Phase 2	99		8	2		1			0.21	0.05		0.00	0.087	4
City of Bend	Bend Air Traffic Control Tower (Design and Construction)	103	5				1		0.22				0.00	0.109	5
Pacific Recycling	Pacific Recycling Spur Track Expansion	101		6	5		2			0.15	0.19		0.07	0.138	6

Normalization Formula

$$X_{\text{normalized}} = \frac{(X - X_{\text{minimum}})}{(X_{\text{maximum}} - X_{\text{minimum}})}$$



Final Review Committee – Projects near cut line

- FRC to focus only on projects near the funding cut line
- Highest ranked projects totaling 2/3 of available funds won't be considered for removal for funding
- Lowest ranking projects totaling 1/3 of available funds just below the cut line could be moved up
- FRC is intended to put the final touches on the work already done by ACTs/Modal Committees – not put everything back on the table



13

Example of projects that FRC would discuss

PROJECT NAME	TOTAL PROJECT COST	CO GRANT FUNDS REQUESTED	Running Total \$
Project 13	\$ 9,826,000.00	\$ 3,000,000.00	\$25,699,027
Project 14	\$ 989,000.00	\$ 692,300.00	\$26,391,327
Project 15	\$ 4,692,000.00	\$ 250,000.00	\$26,641,327
Project 16	\$ 21,061,758.00	\$ 13,900,000.00	\$40,541,327
Project 17	\$ 3,000,000.00	\$ 2,100,000.00	\$42,641,327
Project 18	\$ 221,900.00	\$ 155,330.00	\$42,796,657
Project 19	\$ 7,277,778.00	\$ 727,778.00	\$43,524,435
Project 20	\$ 2,490,000.00	\$ 1,693,200.00	\$45,217,635
Project 21	\$ 1,400,000.00	\$ 980,000.00	\$46,197,635
Project 22	\$ 2,250,000.00	\$ 1,575,000.00	\$47,772,635
Project 23	\$ 14,373,755.00	\$ 3,400,000.00	\$51,172,635
Project 24	\$ 1,062,698.40	\$ 722,634.91	\$51,895,270
Project 25	\$ 3,964,000.00	\$ 1,775,000.00	\$53,670,270
Project 26	\$ 1,080,000.00	\$ 756,000.00	\$54,426,270
Project 27	\$ 145,000.00	\$ 100,000.00	\$54,526,270
Project 28	\$ 856,120.71	\$ 590,723.29	\$55,116,993
Project 29	\$ 10,134,612.00	\$ 7,094,228.00	\$62,211,221
Project 30	\$ 32,135,000.00	\$ 22,494,500.00	\$84,705,721



Agenda Item 9

Lane County RAISE grant application

Presenter

Becky Taylor – Lane County Senior Transportation Planner

Action requested (*quorum required*)

Authorize LaneACT staff to provide a letter of endorsement signed by the LaneACT Chair.

Summary

Lane County is applying for a federal grant. They are requesting a letter of support from the LaneACT. The LaneACT refers these as letters of endorsement.

The County is requesting funding to construct \$15 million in improvements along East 30th Avenue, near the City of Eugene. The improvements are described in a planning document prepared by the County titled: *30th Avenue Active Transportation Corridor Plan*.

The County is applying for funding through the USDOT *RAISE Discretionary Grant Program*. RAISE is an acronym for *Rebuilding American Infrastructure with Sustainability and Equity*.

At the February 14 LaneACT meeting, staff from Lane County will provide a presentation describing the project. A copy of the presentation is attached.

LaneACT staff recommend endorsing this project. Attached is a draft letter for the Chair's signature.

Attachments

- A. Draft letter of endorsement
- B. Slide presentation, attached (8 pages)



Lane Area Commission on Transportation

2080 Laura St | Springfield OR 97477 | (541) 744-8080

[date]

U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Attention: RAISE grant program manager

Re: Lane County 30th Avenue Active Transportation Corridor Plan

The Lane Area Commission on Transportation (LaneACT) is pleased to provide this letter endorsing Lane County's application for a USDOT RAISE grant (Rebuilding American Infrastructure with Sustainability and Equity).

The County is requesting funding to construct \$15 million in improvements along East 30th Avenue, near the City of Eugene. The improvements are described in a planning document prepared by the County titled: *30th Avenue Active Transportation Corridor Plan*.

The LaneACT supports the efforts of local governments to improve transportation facilities in their communities, which has a benefit to the region as whole. We endorse this grant application.

Thank you for your consideration.

Shelly Clark – LaneACT Chair
City Councilor, City of Creswell

copy:

Ryan Ceniga – Lane County Commissioner
Becky Taylor and Cassidy Mills – Lane County staff

30th Avenue Active Transportation Corridor Plan





Safety Project

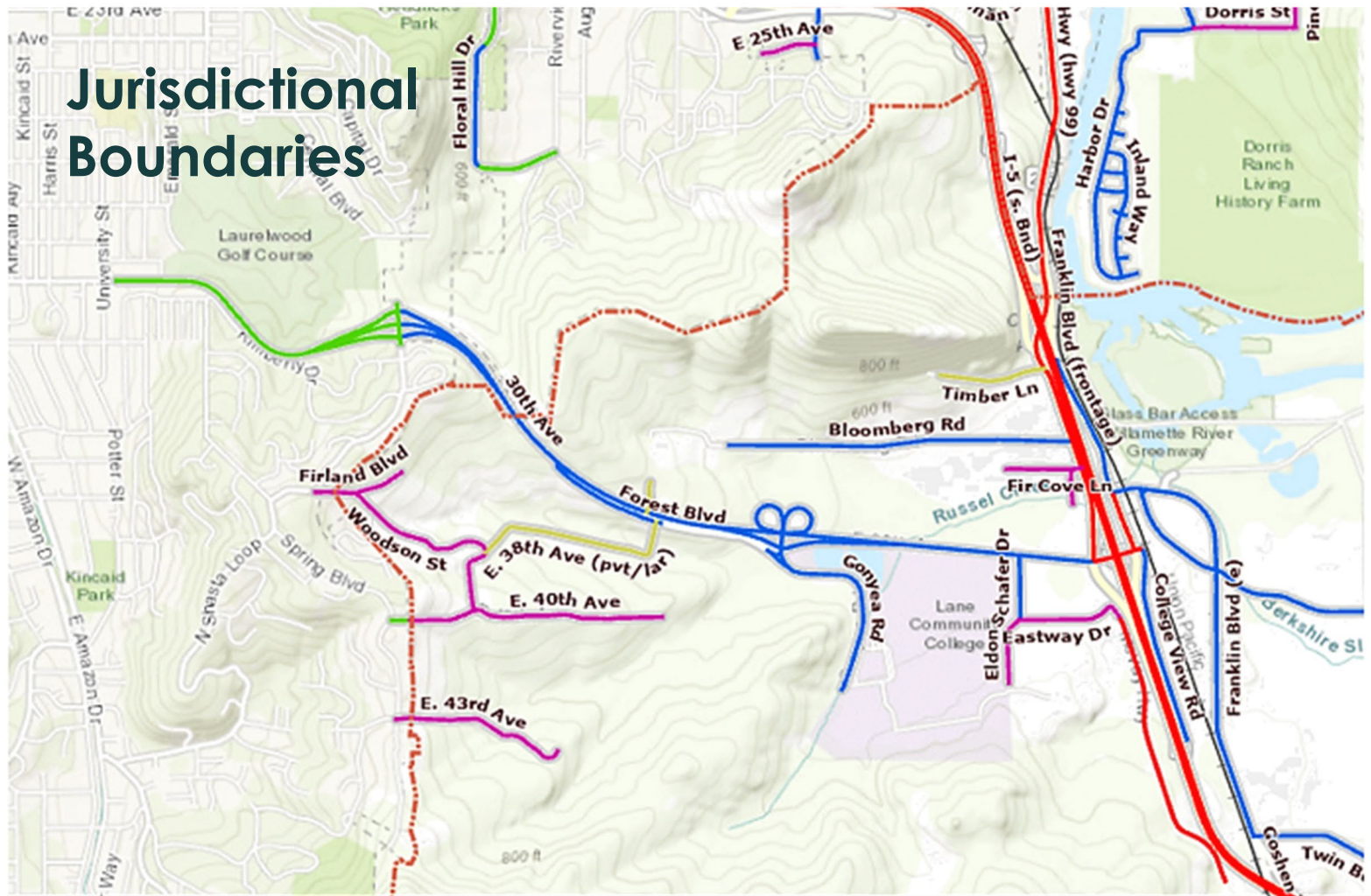
Roadway changes to improve safety for all roadway users








Project Focus



Jurisdictional Boundaries



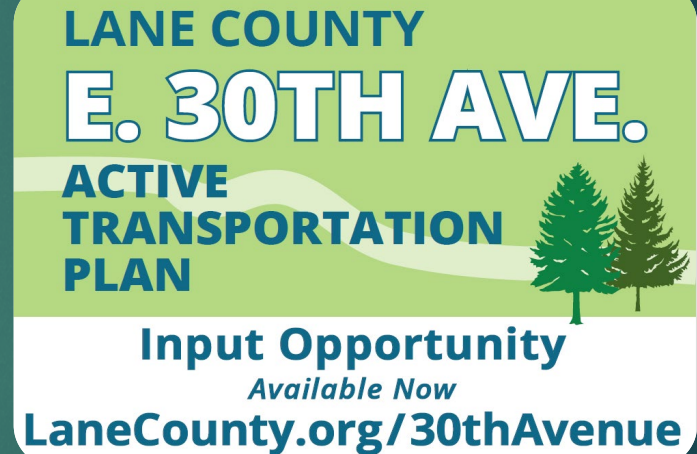
- | | | | | | |
|---|------------------------------------|---|-------------------|---|--|
|  | Eugene Urban Growth Boundary (UGB) |  | Lane County |  | Oregon Department of Transportation (ODOT) |
|  | City Street (Eugene / Springfield) |  | Local Access Road | | |





Public Involvement

- ▶ Stakeholder Interviews
- ▶ Focus Groups
- ▶ Public Meetings
- ▶ Neighborhood Presentations
- ▶ E-Updates / Interested Parties List
- ▶ Project Webpage
- ▶ Lawn Signs
- ▶ Spanish Media



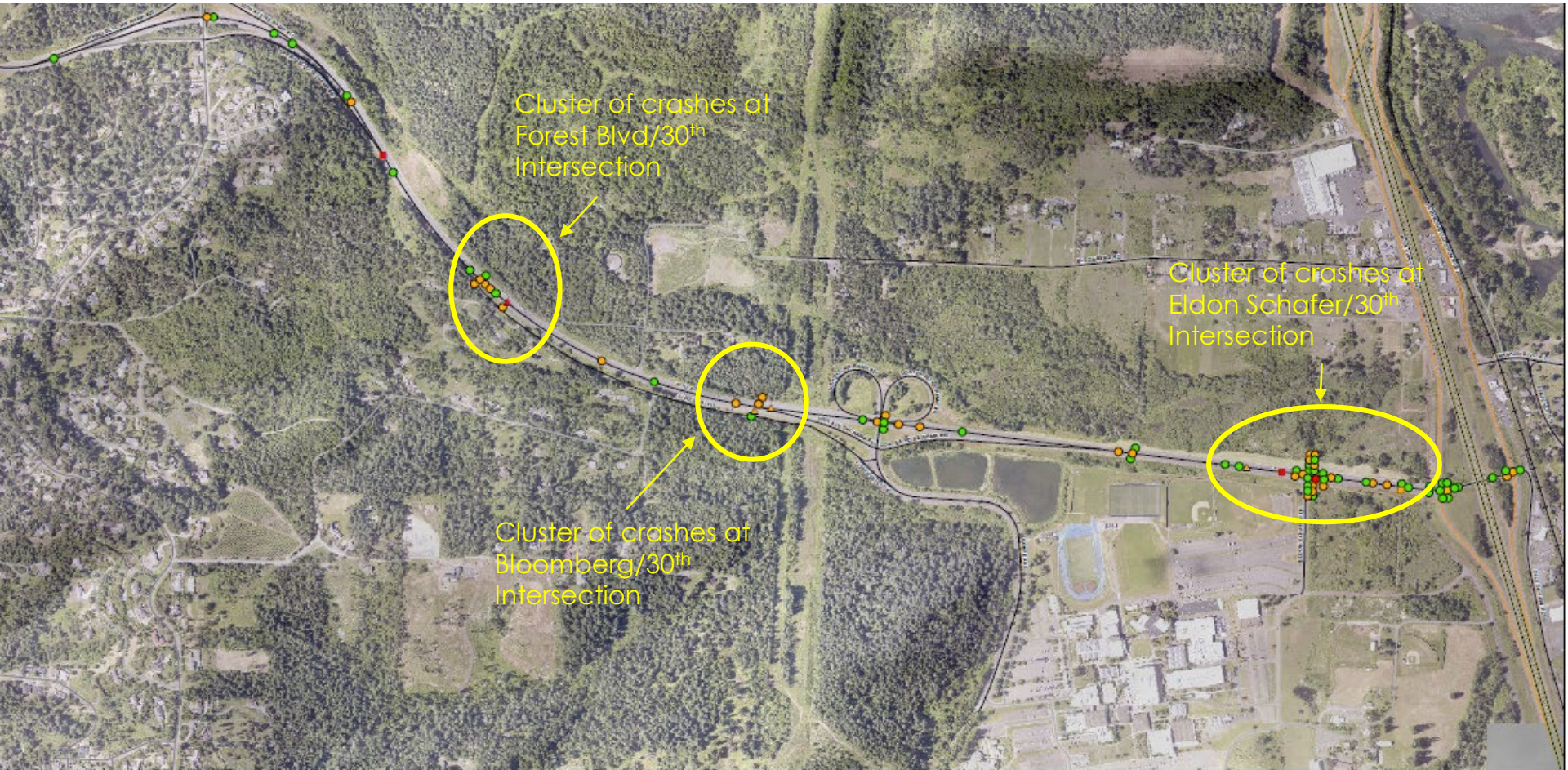
LANE COUNTY
E. 30TH AVE.
ACTIVE
TRANSPORTATION
PLAN

Input Opportunity
Available Now
LaneCounty.org/30thAvenue

The sign features a green background with a white wavy line and two tree silhouettes on the right side. The text is in white and blue. The sign is shown with a reflection below it.

Safety Problem

More people have died or been injured while walking and biking than any other road under Lane County's jurisdiction



Cluster of crashes at Forest Blvd/30th Intersection

Cluster of crashes at Eldon Schafer/30th Intersection

Cluster of crashes at Bloomberg/30th Intersection

The information on this map was derived from digital databases on the Lane County regional geographic information system. Care was taken in the creation of this map, but is provided "as is". Lane County does not warrant the accuracy, completeness or positional accuracy of the information shown on this map. Current plan designation, zoning, etc. for specific parcels should be confirmed with the appropriate agency. There are no warranties, expressed or implied, accompanying this product. However, notification of any errors will be.

Crash Locations	Crash Locations Involving Bicycles	Crash Locations Involving Pedestrians	Interstate Highway
● Fatal	▲ Fatal	● Fatal	— State Road
● Injury	▲ Injury	● Injury	— County Road
● Property Damage Only	▲ Property Damage Only	● Property Damage Only	— City Road
			— Private Road

Crash History: E. 30th Avenue
Between Spring Blvd and Eldon Schafer
2003 to 2019

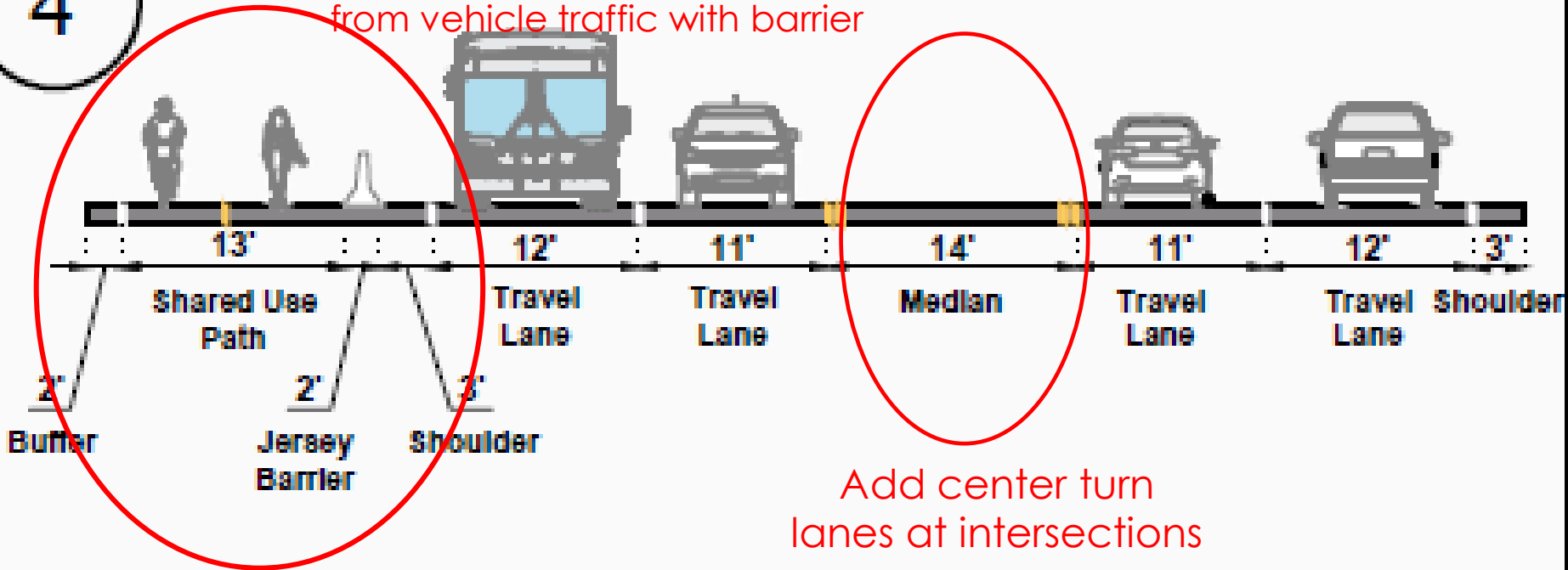
Lane County, Oregon
Lane County
LCPWGR/L

Drawn By: LCPWGR/L
Date: 2/24/2022
Revised: 2/24/2022

Reduce Crash Severity

4

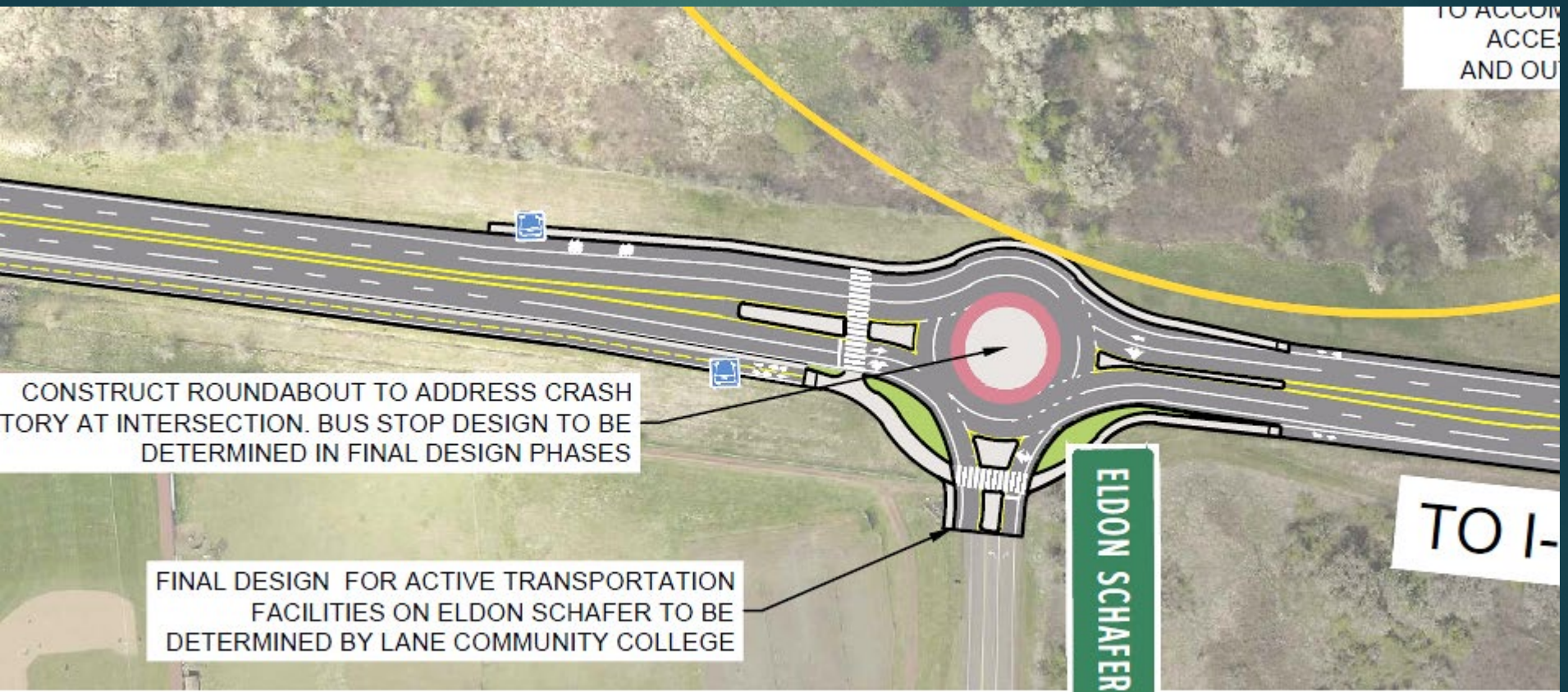
Wider space for people walking and biking protected from vehicle traffic with barrier



Add center turn lanes at intersections



Recommended Roundabout



TO ACCOM
ACCE
AND OU

CONSTRUCT ROUNDABOUT TO ADDRESS CRASH HISTORY AT INTERSECTION. BUS STOP DESIGN TO BE DETERMINED IN FINAL DESIGN PHASES

FINAL DESIGN FOR ACTIVE TRANSPORTATION FACILITIES ON ELDON SCHAFER TO BE DETERMINED BY LANE COMMUNITY COLLEGE

ELDON SCHAFER RD

TO I-

Transportation Equity

- ▶ An equitable transportation system supports transportation options that are affordable, sustainable, safe and accessible to all populations.



Future meetings and topics

Updated February 7, 2024

March 13, 2024

- **Port of Coos Bay** – 45 minutes; presenter: John Burns, CEO, Port of Coos Bay
 - John will describe planned improvements at the Port and along the rail line to Eugene.
 - **Flooding on OR 126 West at Cushman** – 30 min; presenter: Vidal Francis, ODOT
 - An update from the Area Manager explaining what ODOT is doing to address the seasonal flooding problem east of Florence, where the highway dips under the railroad overcrossing.
 - **OR 126 East Highway Safety Study** – 20 mins; presenters: Bill Johnston and Pete Petty
 - The final report was completed in January. Staff will provide a summary of the project.
-
- **New member orientation** – 45 minutes; presenter: Bill Johnston, LaneACT staff
 - This special discussion will occur prior to the regular meeting, from 4-5 PM.
 - The Chair and Vice Chair may participate if they have time.

April 10, 2024

- No meeting this month (tentative)

May 8, 2024

- **Connect Oregon 2024** – 60 mins; presenter: Anais Mathez, LaneACT staff
 - LaneACT-area applicants will provide presentations describing their projects.
- **LaneACT area priorities** – 30 minutes; presenter: Bill Johnston, LaneACT staff
 - The LaneACT needs to decide how to proceed. Staff will provide options for discussion.
 - A committee may or may not be necessary, depending on the scope of the effort.
 - Tentative: Assume a committee will be required and that it will be appointed at this meeting.
- **ODOT topic** (placeholder) – 15 mins; topic and presenter: TBD
 - ODOT ADA updates and progress in Lane County.
- **ODOT topic** (placeholder) – 15 mins; topic and presenter: TBD
 - ODOT is updating the Highway Plan and Rail Plan. ACT engagement will begin in 2024.

June 12, 2024

- **Connect Oregon 2024** – 60 mins; presenter: Anais Mathez, LaneACT staff
 - Discuss and rank LaneACT-area applications (funding proposals).
 - Appoint two members to represent the LaneACT at the Region 2 Review Committee.
- **ODOT topic** (placeholder) – 30 mins; topic and presenter: TBD
 - ODOT is updating the Highway Plan and Rail Plan. ACT engagement will begin in 2024.
- (reserved)

July 10, 2024

- **Summer recess**
 - The LaneACT usually takes a break, either in July or August
 - The OTC will be meeting in Florence on July 11.

August 14, 2024

- **LaneACT area priorities** – 30 minutes; presenter: Bill Johnston, LaneACT staff
 - Present the committee’s recommendation for review, discussion, and refinement.
- **ODOT topic** (placeholder) – 30 mins; topic and presenter: TBD
 - ODOT is updating the Highway Plan and Rail Plan. ACT engagement will begin in 2024.
- (reserved)

September 11, 2024

- **LaneACT area priorities** – 30 minutes; presenter: Bill Johnston, LaneACT staff
 - Continued discussion from previous meeting. Review and approve final document.
- **LaneACT Bylaws** – 30 minutes; presenter: Bill Johnston, LaneACT staff
 - The bylaws need to be updated This would be a preliminary discussion to agree on the process and scope of the update. A committee will need to be appointed.
 - The updated bylaws will include a new code of conduct. This could be adopted separately, earlier in the year, if there is interest and support from the members.
- **2027-2030 STIP update** (placeholder) – 20 min; presenter: TBD

October 9, 2024

- No meeting this month (tentative)

November 13, 2024

- **Appoint representative to the Aviation Review Committee** (consent item)
- **Appoint officer nominating committee**
- **LaneACT Bylaws** – 30 minutes; presenter: Bill Johnston, LaneACT staff
 - Present the committee’s recommendation for review and discussion.
- (reserved)

December 11, 2024

- **Elect officers**
- **LaneACT Bylaws** – 30 minutes; presenter: Bill Johnston, LaneACT staff
 - Adopt final revised version.
- (reserved)

January 8, 2025

- **Winter recess**
 - It’s a hardship on staff to prepare for meetings in January. The holidays create a conflict.

(continued)

Topics from the LaneACT work plan

The following topics are identified in the LaneACT work plan. This is not a complete list. Some topics in the work plan have already been addressed. Some of the ODOT topics included in the work plan are not clearly defined. ODOT will provide more specific direction in the future.

A. Topics identified by ODOT (refer to the work plan for a complete list)

- **2027–2030 STIP development** (ODOT topic, included in LaneACT work plan)
 - The OTC will provide additional opportunities for the ACTs to provide input in 2024.
- **Transportation Safety Action Plan** (ODOT topic, included in LaneACT work plan)
 - Next update on this plan to begin in late 2024
- **Issues of statewide interest** (ODOT topic, included in LaneACT work plan)
 - (e.g., revenue and funding discussions, legislation, etc.)

B. Additional topics identified by the LaneACT (refer to the work plan for a complete list)

- **Develop a list of priority projects for the LaneACT area** – Refer to Section 4, Goal 1.
 - This effort will begin in early 2024. It will take approximately four meetings to complete.
- **Update the LaneACT bylaws** – Refer to Section 4, Goal 2.
 - This effort will begin in late 2024. It will take approximately three meetings to complete. A subcommittee will probably be formed to work through the details.
- **Update the LaneACT Public Participation Plan** – Refer to Section 4, Goal 3.
 - This effort will begin in 2025, after the bylaws have been updated. It will take approximately two meetings to complete.
- **Legislative updates** – Receive regular updates during the legislative session.
- **Grant opportunities** – Inform LaneACT members about state and federal grant opportunities.
 - This will occur at various times during the year as grants are announced.
- **Local transportation successes and challenges** – Allow time during LaneACT meetings for members to describe noteworthy transportation-related planning and construction projects in their communities.

Other possible topics

- **The role of the LaneACT Steering Committee** – 20 mins; Vidal Francis, LaneACT (and ODOT) staff
 - An informal discussion to clarify the role of the Steering Committee.
- **The role of the LaneACT staff** – 20 mins; Bill Johnston, LaneACT (and ODOT) staff
 - An informal discussion to clarify the role of staff.

LaneACT member roster

updated January 2023

jurisdiction	member	email	phone	address	term start	term end
Lane County						
primary	Ryan Ceniga Commissioner	Ryan.Ceniga@lanecountyor.gov	541.682.4203	125 E 8th Ave; Eugene OR 97401		none
alternate	David Lovell Commissioner	David.Loveall@lanecountyor.gov				none
Coburg						
primary (1)	John Fox Councilor	councilorfox@ci.coburg.or.us	541.682.7850	PO Box 8316; Coburg OR 97408		none
primary (2)	Cathy Engebretson Councilor	councilorengbretson@ci.coburg.or.us	541.682.7850	PO Box 8316; Coburg OR 97408		none
alternate	Nancy Bell Mayor	mayor@ci.coburg.or.us	541.682.7850	PO Box 8316; Coburg OR 97408		none
Cottage Grove						
primary	Mike Fleck Councilor	councilorfleck@cottagegrove.org		923 S U St; Cottage Grove OR 97424		none
alternate	(vacant)					
Creswell						
primary	Shelly Clark Councilor	shclark@creswell-or.us	541.895.2531	PO Box 276; Creswell OR 97426	01/01/2021	12/31/2024
alternate	Curtis Thomas City Planner	cthomas@creswell-or.us	541.895.2913	PO Box 276; Creswell OR 97426		none
Dunes City						
primary	Robert Orr Councilor	robertvorr@gmail.com	541.997.3338	83541 Jensen Ln; Florence OR 97439		none
alternate	Jamie Mills City Recorder	recorder@dunescityor.com	541.997.3338	PO Box 97; Westlake OR 97493		none
Eugene						
primary	Lucy Vinis Mayor	lvinis@eugene-or.gov	541.682.8347	125 E 8th Ave; Eugene OR 97401		none
alternate	Alan Zelenka Councilor	alan.zelenka@ci.eugene.or.us	541.682.8343	125 E 8th Ave; Eugene OR 97401		none
Florence						
primary	Bill Meyer Councilor	bill.meyer@ci.florence.or.us	541.997.8237	250 Hwy 101; Florence OR 97439		none
alternate	Mike Miller Public Works Director	mike.miller@ci.florence.or.us	541.997.4106	250 Hwy 101; Florence OR 97439		none
Junction City						
primary	Sidney Washburne Councilor	swashburne@cityofjc.com	541.998.2153	PO Box 250; Junction City OR 97448		none
alternate	Sandi Thomas Councilor	stthomas@cityofjc.com	541.998.2153	PO Box 250; Junction City OR 97448		none
Lowell						
primary	Don Bennett Mayor	donbennett47@q.com	541.937.2312	540 Sunridge Ln; Lowell OR 97452		none
alternate	(vacant)					
Oakridge						
primary	Bryan Cutchen Mayor	mayor@ci.oakridge.or.us	541.782.2258	PO Box 1410; Oakridge OR 97463		none
alternate	Rick Zylstra Planning Director	rzylstra37@gmail.com		PO Box 1410; Oakridge OR 97463		none
Springfield						
primary	Beth Blackwell Councilor	bblackwell@springfield-or.gov		225 5th St; Springfield OR 97477		none
alternate	Sean VanGordon Mayor	svangordon@springfield-or.gov		225 5th St; Springfield OR 97477		[page break]

jurisdiction	member	email	phone	address	term start	term end
Veneta						
primary	Keith Weiss Mayor	kweiss@ci.veneta.or.us	541.935.2191	PO Box 458; Veneta OR 97487	01/01/2021	
alternate	Alexa Bensen City Councilor	abenson@ci.veneta.or.us				
Westfir						
primary	D'Lynn Williams Mayor	mayor@ci.westfir.or.us		47365 1st St; Westfir OR 97492		none
alternate	(vacant)					
Confederated Tribes of Coos, Lower Umpqua and Siuslaw						
primary	Doug Barrett	doug.barrett@ctclusi.org	541.888.7512	P.O. Box 2000; Florence OR 97439		none
alternate	Garrett Gray	ggray@ctclusi.org	541.888.9577	1245 Fulton Ave; Coos Bay OR 97420		none
Port of Siuslaw						
primary	Bill Meyer Commissioner	(see City of Florence)	(see Florence)	100 Harbor St; Florence OR 97439		none
alternate	David Huntington Manager	port@portofsiuslaw.com		100 Harbor St; Florence OR 97439		none
Lane Transit District						
primary	Heather Murphy Board Member	Heather.murphy@ltd.org		PO Box 7070; Springfield OR 97475		none
alternate	Jameson Auten General Manager	jameson.auten@ltd.org		PO Box 7070; Springfield OR 97475		none
ODOT Area Manager						
primary	Vidal Francis Area 5 Manager	vidal.t.francis@odot.oregon.gov	541.726.5227	2080 Laura St; Springfield OR 97477		none
alternate	Bill Johnston Area 5 Planner	bill.w.johnston@odot.state.or.us	541.747.1354	2080 Laura St; Springfield OR 97477		none
Central Lane MPO						
primary	Paul Thompson Transp. Manager	pthompson@lcog.org	541.682.4405	859 Willamette St Suite 500; Eugene OR 97401	2009	(no end date)
alternate	Brenda Wilson Executive Director	bwilson@lcog.org	541.682.4395	859 Willamette St Suite 500; Eugene OR 97401		(no end date)
LC TrAC						
primary	John Marshall	jmarshall47@gmail.com		(email only)		none
alternate	(vacant)					
Highway 126 East						
primary	Pete Petty (area resident)	ppetty541@aol.com		49460 McKenzie Hwy; Vida OR 97488		none
alternate	Charles Tannenbaum (area resident)	caroltan@q.com	541.736.8575	40882 McKenzie Hwy; Springfield OR 97478		none
Designated representatives (special interest)						
trucking	(vacant)					
rail	(vacant)					
bicycle & pedestrian	Megan Shull LCOG SRTS	mshull@lcog.org	541.682.4023	859 Willamette St Suite 500; Eugene OR 97401	1/10/2024	01/10/2028
alternate	Jack Blashchishen Springfield PS	jack.blashchishen@springfield.k12.or.us	(541) 228.0699		1/10/2024	01/10/2028
environmental & land use	Rob Zako BEST	rob@best-oregon.org	541.606.0931		06/30/2020	06/30/2024
alternate	Brett Morgan Friends of Oregon 1000	brett@friends.org	503.497.1000 (ext 122)		06/30/2020	06/30/2024
Other representatives (special interest)						
disability community	Eugene Organ (area resident)	eorgan@comcast.net	541.683.6556	2850 Pearl St; Eugene OR 97405	07/14/2020	07/14/2024
aviation	Shelley Humble Creswell airport	shumble@creswell-or.us	541.895.2913 (w) 541.953.9197 (c)	PO Box 276; Creswell OR 97405	07/14/2020	07/14/2024
micro-mobility	Brodie Hylton Cascadia Mobility	brodieh@cascadiamobility.org	503.481.0418	455 W 1st Ave; Eugene OR 97401	1/10/2024	1/10/2028

jurisdiction	member	email	phone	address	term start	term end
economic development	Tiffany Edwards Chamber of Commerce	tiffanye@eugenechamber.com	541.678.3370	1401 Willamette Street; Eugene OR 97401	1/10/2024	1/10/2028

LaneACT Member Support Staff

updated January 2023

Jurisdiction	Support Staff	Email
Lane County	Becky Taylor Sasha Vartanian	becky.taylor@lanecountyor.gov ; sasha.vartanian@lanecountyor.gov ;
Eugene	Rob Innerfeld	rob.inerfeld@ci.eugene.or.us
Veneta	Matt Michel	mmichel@ci.veneta.or.us

LaneACT Attendance 2023-2024

Stakeholder	JAN'23	FEB'23	MAR'23	APR'23	MAY'23	JUN'23	JUL'23	AUG'23	SEP'23	OCT'23	NOV'23	DEC'23	JAN'24
Coburg	X	X	X	X	A	X	X	X	No Meeting	X	X	X	X
Cottage Grove	X	X	X	X	X	X	X	A		X	X	X	X
Creswell	X	X	X	X	X	X	X	X		X	X	X	X
Dunes City	A	A	X	A	A	X	A	A		A	A	A	A
Eugene	X	X	A	X	A	X	X	X		X	A	X	X
Florence	X	X	A	X	A	A	X	X		A	X	X	X
Junction City	A	X	X	X	X	X	X	X		X	X	X	A
Lowell	X	A	A	X	X	X	X	A		A	A	A	A
Oakridge	A	X	X	X	X	X	X	X		X	X	X	X
Springfield	A	X	A	X	X	A	A	X		X	X	X	A
Veneta	X	X	X	X	X	X	X	X		X	X	X	X
Westfir	A	A	A	A	A	A	A	A		A	A	A	A
Lane County	A	A	A	X	X	X	X	X		A	X	X	X
Port of Siuslaw	A	X	A	X	A	A	X	X		A	X	X	X
Lane Transit District	X	X	A	X	X	X	X	X		A	A	X	X
CTCLUSI	X	X	A	X	X	X	X	X		X	X	X	X
ODOT Area 5	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
Lane County TrAC	X	X	X	X	X	A	X	X		X	X	X	X
CLMPO CAC - VACANT	X		X	X	X								
Highway 126 E	X	X	X	X	X	A	X	X		A	A	A	X
DS Trucking - VACANT													
DS Rail - VACANT													
DS Bike/Ped	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
OS - Eugene Organ	X	X	A	A	A	X	A	X		A	X	X	X
OS - VACANT													
OS-VACANT													
OS - Shelley Humble	X	X	X	X	X	X	X	X	A	X	X	X	
OS-VACANT													
TOTAL	17	21	15	22	17	18	20	20		14	17	20	19

X=present
A=absent