

Agenda

October 11, 2023

5:30 to 7:30 PM

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

- OTC meeting recap
- Member priority needs – next steps
- LaneACT officers, member recruitment, and Steering Committee

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 August 9 meeting
 - b. Appoint Shelley Humble to represent the LaneACT on the Aviation Review Committee
- 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. **Oregon Transportation Commission – meeting recap** **6:10**

Summary: Review and discuss the recent OTC and tri-state meetings that were held in Eugene.

Presenters: Vidal Francis – ODOT Area 5 Manager, Shelley Humble – LaneACT Chair, Rob Zako – LaneACT Vice-Chair

7. **LaneACT member priority needs – next steps** **6:20**

Summary: Discuss what would be involved in developing a list of priorities for the LaneACT as a whole (rather than individual communities).

Presenter: Rob Zako – LaneACT Vice-Chair

8. **2027–30 STIP development** **6:50**

Summary: ODOT staff will provide an overview of the timeline and process for developing the 2027-30 STIP.

Presenters: Vidal Francis – Area 5 Manager, Bill Johnston – Area 5 Planner

9. **LaneACT officers, member recruitment, and Steering Committee format** *(quorum required)* **7:05**

Summary: Discuss the process for nominating LaneACT officers for 2024. Also discuss member recruitment and the possible expansion of the Steering Committee.

Presenters: Vidal Francis – ODOT Area 5 Manager, Shelley Humble – LaneACT Chair

10. **Next Steps and 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
- Membership list (September 2023)
- LaneACT Steering Committee – summary of September 22 meeting
- Central Lane MPO meeting agendas and minutes – <https://www.lcog.org/bc-mpc>

Upcoming meetings

- October 20 – Steering Committee (11:00 to noon)
- November 8 – LaneACT (5:30 to 7:30 PM)
- 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

AUGUST 2023 -- M I N U T E S

Lane Area Commission on Transportation (LaneACT)
The meeting was held in a hybrid setting in Florence, Oregon

August 9, 2023
5:30 p.m.

PRESENT: Shelley Humble, Other Stakeholder, Chair
Rob Zako, Environmental Land Use Designated Stakeholder, Vice Chair
Cathy Engebretson for John Fox, Coburg
Shelly Clark and Curtis Thomas, Creswell
Rob Inerfeld for Lucy Vinis, Eugene
Sidney Washburne, Junction City
Bryan Cutchen, Oakridge
Matt Michel for Keith Weiss, Veneta
Heather Murphy and Jameson Auten, Lane Transit District (LTD)
Vidal Francis, Oregon Department of Transportation (ODOT)
Paul Thompson, Central Lane Metropolitan Planning Organization (MPO)
Doug Barrett and Garrett Grey, Confederated Tribes
Megan Shull, Bicycle & Pedestrian Designated Stakeholder
Bill Meyer, Florence, and Port of Siuslaw
John Marshall, Lane County Transportation Advisory Committee (LC TrAC)
Pete Petty, Highway 126 East
Eugene Organ, Other Stakeholder
Ryan Ceniga, Lane County
Drew Larson for Beth Blackwell, Springfield

ABSENT: Jamie Mills, Dune City; Westfir; Lowell; Cottage Grove; Bill Johnston, ODOT

OTHERS: Mark Bernard, ODOT; and Anais Mathez, 3J Consulting. City of Florence Public Works Director Mike Miller; Jillian Trinkaus, ODOT; Becky Taylor; 707-816-0022; Kayla Flootsmans, 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 and thanked the City of Florence for hosting.

2. Review Agenda – Additions or Deletions

Anais Mathez noted that there was nothing to report for items 9b and 9c and that they should be deleted from the agenda.

3. Consent Agenda

Ms. Humble noted an error to change “Senator Buyers” to “Senator Beyer”.

- **Approve Minutes from July 12, 2023 meeting**

Consensus: Approve the Minutes from the LaneACT July 12, 2023 meeting as corrected.

4. Comments from the Audience

No one wished to address the LaneACT members.

5. City of Florence transportation improvements

Public Works Director for the City of Florence, Mike Miller shared a presentation and spoke about projects in Florence.

Revision Florence

Mr. Miller first shared the costs of the project, which were \$7.4 million. The FURA and city contributed \$3.65 million, ODOT contributed \$2.55 million, and Lane County Contributed 41.2 million. The planning for this project started in 2016 and it was completed in 2020. They utilized ODOT’s paving project and ADA upgrades, improving streetscapes. Mr. Miller spoke about the gateway treatments done by the city after the project and shared construction photos. They included streetlights, banners, and flower baskets.

Airport Improvements

Mr. Miller shared that they focused on lighting improvements at the airport, with the project costing \$1,121,250.00 altogether. Construction began in 2018 and it was completed in 2019. They installed precision approach pathway indicator lights at both ends of the runway, as well as installing new median intensity runway LED lights. Mr. Miller shared that they utilized the CORE grant to help pave for the City’s 10% match, this brought the project down to \$11,000. It cost about \$360,303 to update the Automated Weather Observation Station (AWOS). The project began in October of 2021 and was finished and online by January of 2022. They replaced an aging AWOS system, which had been costly to continue repairs, the pandemic grants and assistants from FAA helped with this and other projects.

Safe Routes to School

Mr. Miller shared that this project was done in two phases. Phase 1 construction costs were \$530,000, with Safe Routes to School picking up about \$400,000 of it. Construction began in May of 2020 and finished in 2021. This project focused on sidewalk infill, connectors, and adding a rectangular rapid flash beacon. Phase 2 began in July of 2021 and was completed in 2022, costing \$584,000. This project was along Oak Street and focused on upgrading intersections to be ADA and fixing critical intersections. It started at the intersections of 21st street and moved to 34th street.

9th Street

Mr. Miller shared that design for this project began in 2019, construction started in April of 2021, and completion was in 2022. This project focused on updating a 16-inch waterline, while adding improvements to sanitary sewer and stormwater. Mr. Miller added that they finished this project with a grind inlay and also added ADA improvements. He also added that the timeline of this project was increased due to supply chain shortages. He added that they will be seal cutting the apron.

Upcoming 2023 Projects

August 2023-Airport Paving

Mr. Miller noted that they are touching up all hard surfaces at the airport, doing a crack and slurry seal of the runway and taxiway. The cost estimate for this project is \$1,024,386, they received a FAA grant in July 2023 and construction is to begin on August 21-28, 2023. Final striping will be done in Spring 2024.

Fall 2023-Estuary Trail

Mr. Miller shared that this project was part of a grant from the Oregon Parks and Rec Department. A trailhead and park will be constructed on Spruce Street. A crossing of Munsel Creek will be created, along with new sidewalks and a transition in an ADA accessible pathway. Doug Barrett asked if the city had consulted with the Tribes about the Munsel Creek connector and if they are excavating at all. Mr. Miller responded that they will be upland, although they have in their application that if they discover anything they will stop work and consult the local Tribes. Mr. Miller noted that this project will cost approximately \$502,400. The land use portion began in Spring of 2023, the project bid will begin in Summer of 2023, construction will begin this fall, and it will be completed in Spring of 2023.

Late Fall 2023-Rhododendron Realignment

Mr. Miller noted that this project will include utility improvements and replacements. It will be from the intersection of Wildwinds Drive to 35th Street. He included that they are continuing previous Rhododendron Drive sewer improvements and that they are replacing the existing asbestos cement water main with a new C900 from Marine Manor to Wildwinds Drive. They are working on a realignment project as well as intersection improvements. Rob Zako asked about the distance of the realignment. Mr. Miller noted that they will shift it approximately 10 to 13 feet. They will be creating an elevated multi-use path along the Rhododendron retaining wall. This section will be about 400 feet long. Mr. Miller noted that they are also making improvements at the intersection of New Hope Lane including adding a rapid flash beacon. They will be adding impervious asphalt and a larger bike lane along Wildwinds Drive. The cost estimate for this project is approximately \$7 million. They acquired right-of-way in Spring of 2023, they will be relocating utilities in Spring of 2023 to Summer of 2024, September and October 2023 will be the bidding and awarding process, and construction will begin November 2023 to November 2025.

Vidal Francis commented that he liked the way that they handled the creative financing of the airport lighting project. He asked if they had any challenges for creating the ramps themselves for the ADA update project, also noting the number of them that they had been on the tour earlier. Mr. Miller responded that they had to work closely with the contractor to check in about

tolerances and sloping. They did have to do some rework such as regrinding and removal of panels. He also noted that the prices of work products have dramatically risen and that they had to account for this inflation.

Mr. Francis also asked if the bidding contractor had any issues or concerns with time constraints and inflation of prices. Mr. Miller noted that due to FAA grant funding that they had to be very upfront about the initial costs, constraints, and timeline of the project. Mr. Francis asked about the fire at the airport. Mr. Miller noted that they believed it was started by a hot rock, starting a grassfire, and increased by the wind.

Councilor Clark asked if someone on their team had worked specifically in grant writing, noting that how many grants that they have received was impressive. Councilor Clark also asked about their funding processes that were not grants. Mr. Miller responded that their engineers help with the FAA grant writing and that the Safe Routes to School and recreation grants were written by public works staff through many hours and good timing. Their 9th street project was funded by utilities funding, their street utility fee, and wastewater/stormwater funding. Revision Florence was created by urban renewal dollars, city, and county funds, as well as ODOT funds. Councilor Clark also asked for a rough dollar estimate of their street utility fee and if there was pushback from the community surrounding this charge. Mr. Miller responded that their street utility fee started as a street lighting utility fee in 2007, which was about \$180,000 annually. This fee started as about \$3 a month. It then transitioned to a street maintenance fee in 2012 at \$5 a month. It is now about \$7.30 a month and will progress to \$10 a month. These fees help to pay back loans.

Ms. Humble noted that many other cities are starting to introduce a transportation utility fee to help fund projects.

6. LaneACT Presentation to OTC

Mr. Francis shared that the OTC staff are coming to Eugene for a meeting on September 14th. He noted that they had asked LaneACT to give a presentation about things happening in area 5. The presentation will be around 40 to 60 minutes with the topic being successes and challenges in transportation within the region. The OTC staff asked for 5-6 individuals to present. Mr. Francis shared that it will be himself, the chair, and three others if anyone was interested. The City of Veneta is currently interested in presenting. He has also reached out to Mayor Vinis. He noted that he is trying to get presenters from Lane County, City of Eugene, City of Springfield, and another LaneACT member. He then asked if anyone was interested. Councilor Clark expressed interest. Mr. Zako also noted that he would also like to be included in the presentation. Mr. Zako suggested that they have less speakers, while all sharing a similar message due to the short time of the presentation. Ms. Humble shared that she saw Mr. Zako's point but believes that having certain representatives speak to specific projects would be beneficial. She also noted that Mr. Zako could speak to overall priorities and themes. They both agreed that they should have themes and priorities identified and then use specific projects to speak to those themes and priorities. John Marshall agreed that they should consolidate priorities and project and relay it to the OTC.

Paul Thompson encouraged the group to speak as an ACT for as much time as possible due to prior experience with the OTC. Mr. Francis noted that he would like to highlight the diversity of LaneACT and that they should converse online about how they will deliver their messages to the OTC. Mr. Zako asked about the timeline. Mr. Francis responded that he would need something pulled together by Friday about the themes and topics that they are presenting on. Mr. Zako noted that presenters should meet virtually to go over the presentation within the next month and that Mr. Francis could send over a draft of the slides to the OTC by Friday. Ms. Humble added that they could share 1-2 slides on their top priorities for LaneACT and could spotlight priorities with presenters. Mr. Francis shared that the commission would like to see the successes of projects that they have been involved in, while highlighting that LaneACT still has a need for more projects.

Rob Inerfeld noted that he would like to see LTD as part of the presentation. Jameson Auten also noted that they are interested in taking part in this conversation. Mr. Thompson noted that he would like to see the NPO chair speak as well, as they represent the metropolitan area. He also mentioned that he would like to see this presentation be about united LaneACT themes and that there will be an ACT meeting the night before the September 14th meeting. This meeting could be used as a test for the presentation. Mr. Francis shared that on the 13th, they are doing an OTC tour that may overlap with the standing LaneACT meeting. Mr. Francis proposed cancelling the LaneACT September meeting so that members could participate in the OTC activities. Mr. Zako suggested having an offline meeting about scheduling meetings and added that including the NPO was a great idea. Ms. Humble suggested inviting everyone that wants to take part in the OTC presentation and slides to come to the Steering Committee meeting next Friday (the 18th) at 11:00 on zoom. Paul suggested that he would speak more to the NPO and that meeting on the 13th may be beneficial. Mr. Francis noted that he will check to see if an ACT meeting could commence without him present.

7. LaneACT Member Priority Needs

Mr. Zako shared that he has summarized all of the priorities that they have received so far. He then suggested that they check in with those who have not submitted yet. Drew Larson shared that Springfield will send them out by the end of next week. Mr. Thompson shared that the NPO will not send in priority needs as each jurisdiction that they represent will have already sent in their priorities. Mr. Zako shared that they need to check in with those who need to send anything. Ms. Humble shared that she will update priorities for the Creswell Airport. Eugene Organ shared that updating ADA standards should be a priority county-wide. Mr. Organ asked for assistance when creating priorities and Ms. Mathez noted that she would follow up with him. Pete Petty shared that he would like to report to the OTC on the successful launch of a safety study along Highway 126. He also mentioned that the OTC was also going to come to Leaburg for a special meeting when they are visiting the area. Mr. Zako reminded the committee that this topic was about defining priorities and not presenting. Mr. Petty shared that the Highway 126 group would be able to provide priorities in the next couple weeks.

Mr. Marshall asked about the Blue River Design Concept. Becky Taylor responded that she was the lead on that project. Mr. Marshall asked if the Highway 126 group was looped into the conversation. Ms. Taylor shared that she would loop in Mr. Petty to this project as it will help to

guide his list of priorities. Mr. Zako shared that needs and priorities will overlap but can be different for various groups. Mr. Zako shared that Mr. Francis should share a list of priorities for ODOT.

Councilor Meyer shared that Florence would revise priorities and work with their transportation system development plan to define priorities. Ms. Mathez noted that there is an online form, which she shared in the chat, and which was sent out in a reminder email last week. Councilor Washburne shared that Junction City had issues with their water system and that they had not worked on their priorities because of this unexpected issue. Ms. Humble noted that they will send out another email reminder.

8. Oregon State Legislature – Review 2023 Session

Kayla Hootsmans, ODOT Legislative Director, shared information on ODOT's budget and priority bills. Ms. Hootsmans shared that the packets included a copy of the legislative summary of bills that passed. She noted that there was a 12% increase over current service levels, this was due to codifying in positions from emergency board actions earlier in the biennia or adding on to fully implement the Federal IJA package. There were also positions relating to their small business program and equity and inclusion positions, as well as positions relating to the interstate bridge replacement project. Ms. Hootsmans added that ODOT was able to pass a DMV fee bill passed (HB 2100). This bill increases common driver fees to help recover the cost of service. The cost of services and fees study was used to help provide data for this bill. This revenue will help to cover DMV operation and maintenance costs directly.

She added that Senate Bill 1048 also passed, which established a small business development program. This measure directed ODOT to develop a small business development program that was based on a program that has been running in Florida. It is there to help increase the diversity of prime contractors and build up the pipeline of firms and skilled workers. A transportation omnibus bill was also this session that contained changes that housed a variety of technical elements and included changes to the Safe Routes to School Program. It has expanded the project radius from one mile to two miles, it has also placed high schools on par with k-8 schools, and it has increased flexibility for grant matches. They also secured a funding commitment from the legislature for Oregon's Interstate Bridge Replacement Program. The funding for this will be in multiple phases and will be grant based.

Ms. Hootsmans mentioned several bills that were passed in favor of ODOT. House Bill 2101, the local fund exchange bill, allows communities to swap federal service transportation dollars for ODOT dollars. House Bill 2793 establishes the jurisdictional transfer advisory committee. This committee will be putting together and reviewing jurisdictional transfer applications and will put forward recommendations to the legislature. House Bill 3409, the climate omnibus bill, included a green infrastructure grant program that will be run by DLCDC to look at projects to bring green infrastructure into areas. Lastly, the City of Springfield's Mill Street project did receive funding. Senate Bill 5506 did include an additional million dollars for ODOT's great streets program, working with communities whose main streets used are state highways, further improving these streets for communities.

Ms. Hootsmans noted that the 2025 session will have a large transportation focus. They had worked with the legislature to speak more about ODOT's deficits and how to holistically fund the transportation system moving forward, especially as the gas tax becomes less of a reliable funding source.

Mr. Zako asked if there were any bills that were passed by both chambers that the governor has vetoed that were related to transportation. Ms. Hootsmans responded that this has happened with a line item having to do with a streetcar study in Salem. This funding will not be received.

9. Announcements and Information Sharing

• Member Update- All

Mr. Barrett wanted to update LaneACT that their project for the Wait Ranch is underway, and that he would like to thank ODOT. He noted that they are turning about 100 acres back into wetlands in partnership with the Mackenzie Trust, Siuslaw Watershed, and the Tribes.

Councilor Engebretson shared that every Wednesday evening, the City of Coburg has concerts in the park and invited meeting attendees to come.

Mr. Auten shared that LTD is kicking off their communication assessment and community outreach. He noted that they are forming a steering committee and are currently taking applications. He noted that they are trying to better understand the communities that they serve, they are also doing communication and operations assessments.

Mr. Francis reminded the group that the OTC is coming out on September 12th through the 14th. The 14th is the OTC meeting, Mr. Francis invited members to participate in the meeting through attendance or commentary. He asked if members had an interest in participation in attendance and that they should contact himself or Ms. Mathez if so. The OTC will go through a multimodal tour in the area on the 13th.

Mr. Francis then mentioned additional ODOT projects that are expected to occur over the next 12 months. Projects included construction at Oregon 126d at 54th Street in Springfield. Signal enhancements will be going out for bid in September in Springfield and in the local sides of Lane County. There will be Oregon 99 Fiona Drive safety improvements and a paving project for bid in 2024 for Oregon 126 from Linn County to Old Mackenzie. He also noted construction on I-105 that has been limited to the side of the highway, this will occur on the weekend. Lastly, he noted that there will be more construction on I-5 between Goshen and Cottage Grove. He stated that people have been speeding in the construction zones and that they will now have active and static police cars in the area to reinforce speeding. Ms. Humble asked about the removal of rumble strips in the area. Mr. Francis noted that removal of the rumble strips will allow for a better flow of traffic on a pathway that people are more likely to follow. Lastly, Mr. Francis noted that they do have work proceeding on Beltline, more specifically near the Northwest Expressway. Some ramps will be closed for construction.

Mr. Marshall added that the Blue River Design Concept is underway, with three design concepts presented to the public recently. He noted that they had reviewed the results at their last meeting. He noted that their next meeting will be a public meeting about preferred alternatives. He spoke about the Community Powered Bicycle Project, an immersive community survey project that surveyed rural residents and priority populations about active transportation experiences as well as driver's experiences with pedestrians and bicyclists. They garnered over 3,500 responses.

Mr. Petty mentioned the 2730 STIP process and how this was on the calendar for the September meeting, and that if this meeting does not occur then there should be a time carved out to discuss this at the October meeting. He mentioned a meeting that he had attended earlier that talked about this process, noting how only 24 million will be provided for funding this year and that it is much less than previous years. He urged that LaneACT needs to discuss this issue and decide how to proceed. Ms. Humble agreed that this was an important topic to discuss.

Mr. Zako updated the group about work that his nonprofit, Better Eugene Springfield Transportation, was doing. He noted that they had received a grant from the American Public Transportation Association to do outreach along Franklin Boulevard past the University of Oregon. They have had two walking tours. Mayor Lucy Vinis, Lane County Public Health Director Jocelyn Warren, and many others had joined. He expressed how important it was to have a group walking tour by people who work within transportation. He also noted that they have had about 600 survey responses so far and that they were going to present these results to the public. He also noted that an assessment of River Road will be next.

10. Adjournment

Ms. Humble thanked LaneACT members for their participation and thanked the City of Florence for hosting this meeting. She reminded them the next Steering Committee meeting was scheduled for August 18th, 2023, at 11:00am. They will further discuss whether or not there will be a September 13th LaneACT meeting.

Ms. Humble adjourned the meeting.

(Recorded by Journie Gering)



Agenda Item 3b

Appointment of LaneACT Representative for Aviation Review Committee

Action requested

Re-appoint Shelley Humble to represent the LaneACT on the Aviation Review Committee (quorum required).

Summary

The Oregon Department of Aviation will begin the eighth cycle of the Critical Oregon Airport Relief (COAR) grants this fall. The application period will be October 9-27, 2023. Airport sponsors from across the state submit applications for consideration.

As per statute, the State Aviation Board requests the LaneACT appoint a representative for the ACT to be a member of the Aviation Review Committee (ARC). The ARC will be responsible to score the grant applications between now and the end of 2023 and convene at least once as an entire committee in early 2024 for making final recommendations to the State Aviation Board for grant awards.

LaneACT's previous representative was Shelley Humble. The LaneACT is requested to confirm representation by November 15, 2023.

Attachment

None.



Agenda Item 6

Oregon Transportation Commission – meeting recap

Presenters

Vidal Francis – ODOT Area 5 Manager

Shelley Humble – LaneACT Chair

Rob Zako – LaneACT Vice-Chair

Action requested

No action required. This item is for information and discussion only.

Summary

The Oregon Transportation Commission (OTC) held their September meeting in Eugene, on Wednesday and Thursday, September 13 and 14. The following day (Friday, September 15) the OTC hosted a special tri-state meeting with the transportation commissions from Washington and California.

At the OTC meeting on September 14, representatives from the LaneACT were invited to provide a presentation describing some of the successful transportation projects and programs that have been constructed and implemented in the LaneACT area. The presentation also described some of the challenges and needs, focusing on projects that are planned but not yet funded. Attached is a copy of the presentation.

At the LaneACT meeting on October 11, Vidal Francis, Shelley Humble, and Rob Zako will provide a summary of the discussion that took place at the meeting.

Attachment

LaneACT presentation to the OTC



LANE AREA COMMISSION ON TRANSPORTATION SUCSESSES & CHALLENGES

Shelley Humble, City of Creswell Airport Manager, Chair
Lucy Vinis, City of Eugene, Mayor
Keith Weiss, City of Veneta, Mayor
Becky Taylor, Lane County, Senior Transportation Planner
Shelly Clark, City of Creswell, Councilor
Vidal T. Francis, Area 5 Manager, ODOT

for the
Oregon Transportation Commission
September 14, 2023



1

Presentation Outline



- **City of Eugene** - Urban perspective
- **City of Veneta** - Suburb perspective - OR126
- **Lane County** - Master Bike Plan
- **City of Creswell** - Rural perspective
- **ODOT** - Beltline & OR126E Safety
- **Questions & Feedback**

2

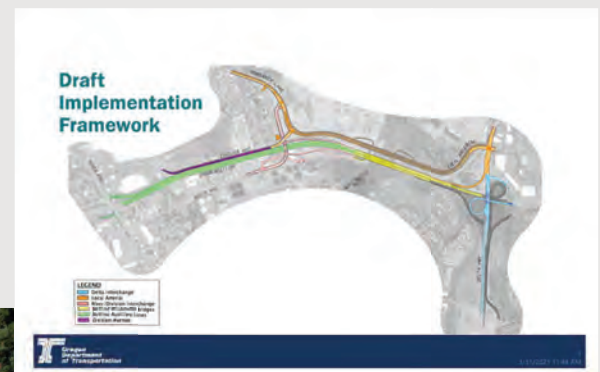
CITY OF EUGENE

Lucy Vinis, Mayor



Challenges and Opportunities

- Identifying funds for priority projects on state system, Beltline project in particular.
- Redesigning major roadways to make them safer for all travel modes.



Challenges and Opportunities

- Collaborate with LTD to continue development of the region’s Frequent Transit Network.
- Seismic upgrades to bridges – on both local and state system.



Successes

- Building three legs of EmX bus rapid transit system.
- Shared mobility – PeaceHealth Rides and Superpedestrian E-Scooters.



Successes

- Building out active transportation network – but a lot remains to be done.
- Regional collaboration on Safe Routes to School.



7



CITY OF VENETA

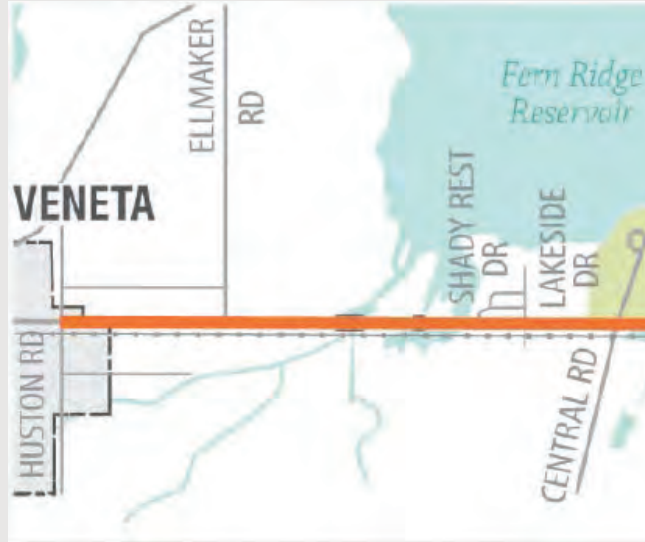
Keith Weiss, Mayor



8

OR126: Huston Rd to Lakeside

Success is a Journey through Challenges



Challenges:

Increasing traffic volume & accidents with limited emergency vehicle access



TABLE 4-5
INTERSECTION AND MAINLINE INFORMATION BY SEGMENT

| SEG | Segment Description | MP | Intersection Approach | 2001 V/C | 2025 V/C | Problem/Concern |
|----------|---|----------------------|-----------------------|------------|-----------|---------------------------|
| 7 | Veneta City Limits to Central Rd | 46.20 – 49.75 | | | | |
| 7a | Mainline | 46.20-46.92 | | 0.30 | 0.44 | |
| | Territorial Highway No. 200 | 46.92 | | 0.70 | 0.98 | Over Capacity |
| 7b | Mainline | 46.92-47.97 | | 0.66 | 0.74 | V/C _{max} = 0.80 |
| | Mainline (East of Veneta City Limits) | 47.97-49.75 | | 0.66* | 0.74-1.02 | High Traffic Volume |
| 8 | Central Rd to Beltline Hwy Jct. | 49.75 – 2.69 | | | | |
| | Central Road | 49.75 | SB Central | 0.23 | 1.61 | High Volume |
| | | | NB Central | 0.30 | 1.78 | High Volume |
| | Mainline | 49.75-52.10 | | 0.66-0.69* | 1.02-1.21 | High Traffic Volume |
| | Fisher Road | 52.10 | | 0.97 | 3.4 | High Volume |
| | Mainline | 52.10-52.69 | | 0.69* | 1.21-1.23 | High Traffic Volume |

*Due to the variability of the data, a 5% adjustment was allowed for in the v/c standards.



Project Overview

Safety Concerns

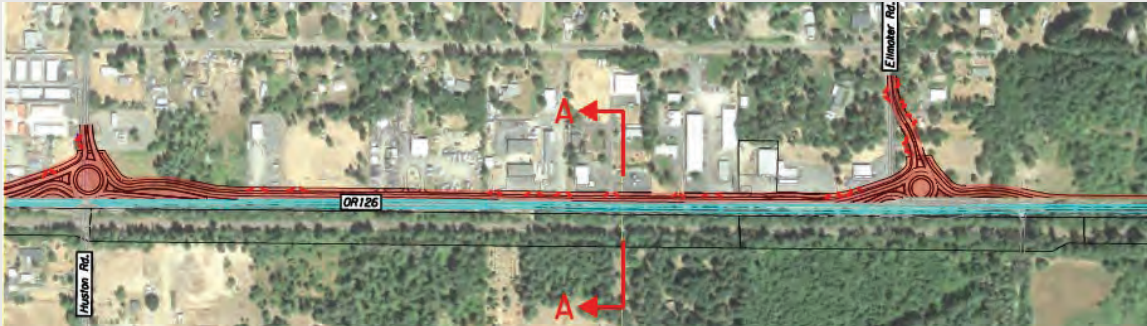
- 1998-2002: 13 crashes per year.
- 2005-2009: 25 crashes per year.
- 2014-2018: 42 crashes per year.



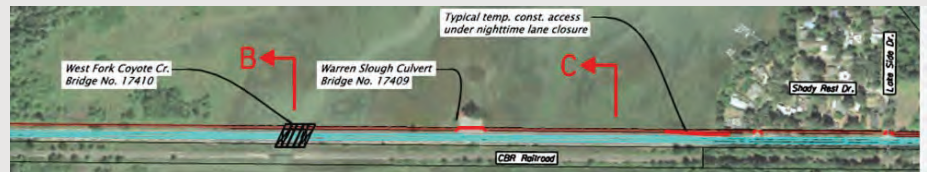
FIGURE 3 - TOTAL AND SERIOUS INJURY CRASH MAP

Regional Solution: Traffic Control and Shared-Use Path

- Roundabouts or signaling & widen 2-lane road to a 4-lane road



- Adjacent shared-use path



OR126: Huston Rd to Lakeside Success is a Journey through Challenges

Thank you for listening.

Mayor Keith Weiss
kweiss@ci.veneta.or.us



LANE COUNTY

Becky Taylor, Senior Transportation Planner



LANE COUNTY BICYCLE MASTER PLAN



Successes and Challenges

Oregon Transportation Commission
September 14, 2023

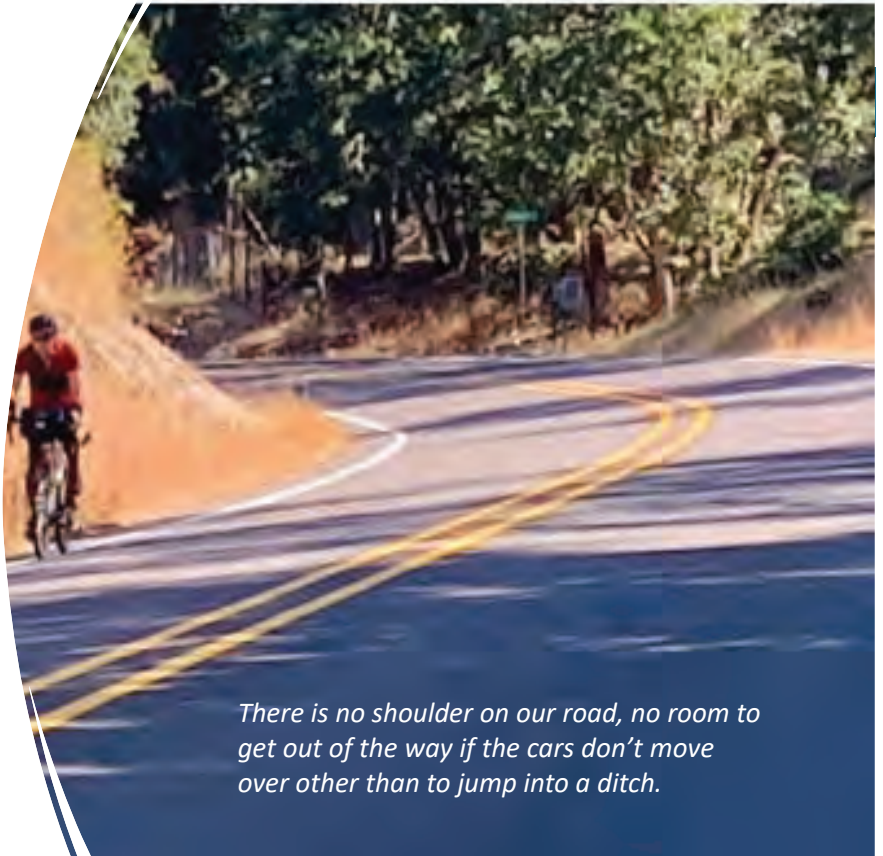
Vision Statement

Bicycling is a viable regional transportation option throughout Lane County for people of all ages and abilities, linking communities to destinations and services, and connecting where we live, work, and play.



Challenges

- **Physical:** Lacking infrastructure, namely paved shoulders
- **Regulatory:** 55 mph speed limit
- **Financial:** Lack of funding for shoulder widening



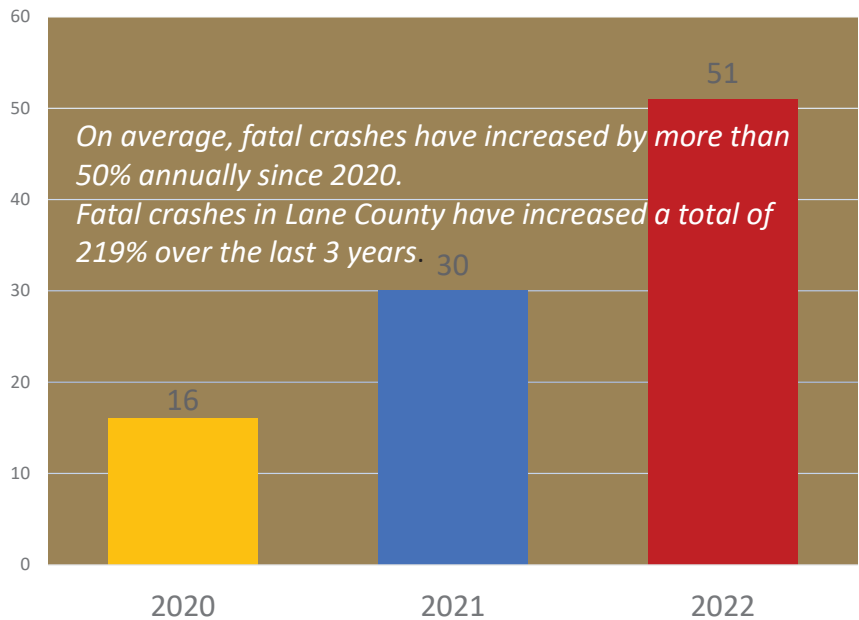
There is no shoulder on our road, no room to get out of the way if the cars don't move over other than to jump into a ditch.

Safety Solutions

Investing in shoulder widening improves safety for all roadway users

- Provides space for people to walk and bike separate from vehicle traffic
- Reduces roadway departure crashes which is the leading crash type in all fatal and serious-injury crashes in rural Lane County

LANE COUNTY CRASH FATALITIES



Thank you!

For more information
contact project manager:

Becky Taylor
becky.taylor@lanecountyor.gov
541-682-6932

CITY OF CRESWELL

Shelly Clark, Councilor



The City of Creswell

“A Tale of Two Roads”

Population: 5,641

Location: “About 13 Miles South of Eugene”

Transportation: Hobby Field, I-5, Highway 99

#1 Transportation Need Priority: “The Jog”



The City of Creswell

“A Tale of Two Roads”

Challenge: Receiving dollars or investment action for foreseen safety risks.

- Misaligned Lanes
- “Perpetual Potholes” or Pavement that needs resurfacing
- Poorly marked and hazardous crosswalks
- Broken traffic controls
- Broken/Non-Existent Sidewalks
- No ADA Curb Cutouts



The City of Creswell

“A Tale of Two Roads”

Success: Our location makes it easy to include us in larger projects.

- ADA Curb Cutouts
- Repaving the on/off ramps
- Crosswalk restriping
- Updated Railroad Crossing

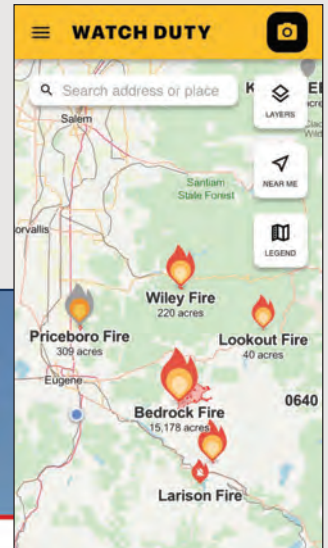


The City of Creswell

“A Tale of Two Roads”

Most of the communities represented by LaneACT are rural. Each community is managing competing priorities and struggle with the multi-year commitment to secure funding.

“We will be unable to give you a prioritized list of transportation needs right now because we are managing a water emergency.”



23

ODOT

Vidal T. Francis, Area 5 Manager



24

OR569 Beltline: Delta Hwy to River Rd

A story of incremental progress...

Challenges:

- Still a long way to go.

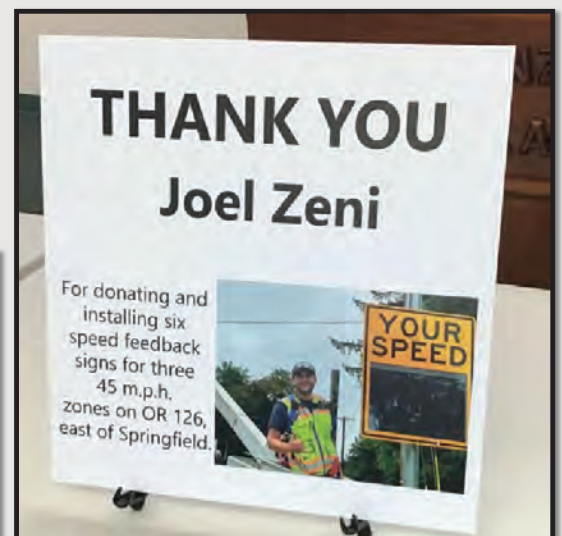
Successes:

- Initial phase of work completed.
- Lots of public support.
- Gearing up for the next phase of work.

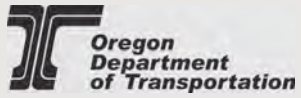


OR126 Safety Study

A community that cares...



QUESTIONS/FEEDBACK





Agenda Item 7

LaneACT Member Priority Needs

Presenter

Rob Zako – LaneACT Vice-Chair

Action requested

No action required. Discuss what would be involved in developing a list of priorities for the LaneACT as a whole (rather than individual communities). LaneACT members are asked to provide an update on their efforts to identify their priority needs.

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.

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 | |
| ROAD | | | | | | | | | | | | | | |
| ODOT | I-5: Willamette River to Goshen corridor study | Road: Expansion | \$300,000 | ODOT | | | | | | | | | | |
| 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 |
| Veneta, ODOT | 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 |
| Eugene, ODOT | Local Arterial Bridge adjacent to OR569 (Beltline Hwy) | Road: Expansion | \$100 million | Eugene, Lane County, ODOT | A | C | | S | | H | E | | | 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 |
| 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 |
| Coburg, ODOT | 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 |
| 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 |
| Creswell | Traffic controls for I-5 exit 182 northbound off-ramp | Road: Interchange | unspecified | ODOT | | | | | | | | | | |
| Oakridge | Enhance connectivity by opening unused alleys throughout Oakridge | Road: Connectivity | \$300,000 | Oakridge | A | C | E | S | | | E | S | | R |
| Confederated Tribes | Hazard Resilience on OR126 between Florence and Eugene | Road: Resilience | \$300 million | ODOT | | | | S | S | H | | | | R |

| Member | Description | Category | Cost | Responsible Entity | Area Strategy Themes* | | | | | | | | |
|------------------------|--|------------------|----------------------|---------------------|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|
| | | | | | Acc | Con | Eff | Saf | Sec | Hea | Equ | Sus | Res |
| Eugene | Replacement of W 11th Ave bridge over Amazon Creek, other seismic bridge retrofits | Road: Resilience | \$30 million | Eugene | | C | | S | | | | | R |
| 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 |
| Highway 126 East, ODOT | 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 |
| ODOT | OR99: Creswell to Eugene corridor study | Road: Safety | \$300,000 | ODOT, Lane County | | | | | | | | | |
| Springfield | Franklin Blvd | Road: Safety | \$35 million | Springfield, ODOT | A | C | E | S | | | E | | |
| Eugene | Franklin Blvd Transformation | Road: Safety | \$30 million | Eugene | A | C | | S | | H | E | S | |
| Oakridge, ODOT | Support improvement of OR58 with facilities for bicyclists and pedestrians | Road: Safety | \$30 million | ODOT | A | C | E | S | | H | E | S | R |
| Creswell | OR99: Full redesign and construction of "the jog" | Road: Safety | \$10 million | Creswell, ODOT | A | C | E | S | | | 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 |
| Veneta | Jeans Rd/Territorial Hwy realignment | Road: Safety | \$10 million | Lane County, Veneta | A | C | E | S | | H | E | S | R |
| Springfield | 42nd St | Road: Safety | \$6 million | Springfield | A | C | E | S | | | E | | |

| Member | Description | Category | Cost | Responsible Entity | Area Strategy Themes* | | | | | | | | |
|-----------------------|---|---------------|-------------|--|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|
| | | | | | Acc | Con | Eff | Saf | Sec | Hea | Equ | Sus | Res |
| Creswell | S 2nd St | Road: Safety | \$3 million | Creswell, LTD | A | C | E | 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 |
| Veneta | E Hunter Rd urban upgrade | Road: Safety | \$3 million | Veneta | A | C | E | S | | H | E | S | |
| ODOT | OR99/Oregon Ave intersection improvements to improve the efficiency | Road: Safety | \$3 million | ODOT | | C | E | S | | | E | | |
| 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 |
| Florence | Signal/intersection improvements at Munsel Lake Rd and US101 | Road: Safety | \$1 million | ODOT | A | | E | S | S | H | E | S | R |
| Veneta | OR126 West/Huston Rd intersection improvements | Road: Safety | \$1 million | ODOT, Veneta | A | C | E | S | S | H | E | S | R |
| ODOT | OR99: Junction City refinement plan | Road: Safety | \$250,000 | ODOT, Junction City | | | | | | | | | |
| Westfir | Reduced speed limit to 35mph from 45mph on Oakridge/Westfir Rd within city limits [policy / authority] | Road: Safety | n/a | Lane County | | | | S | | | | | |
| Dunes City | Dunes City sign on US101 is old and peeling | Road: Signage | \$100,000 | Dunes City | | C | | | | | | | 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 | | | | | |
| TRANSIT | | | | | | | | | | | | | |
| 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 |

| Member | Description | Category | Cost | Responsible Entity | Area Strategy Themes* | | | | | | | | |
|-----------------|---|----------|---------------|---------------------------------------|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|
| | | | | | Acc | Con | Eff | Saf | Sec | Hea | Equ | Sus | Res |
| BIKE/PED | | | | | | | | | | | | | |
| Springfield | bicycle & pedestrian projects | Bike/Ped | \$36 million | Springfield, Lane County, Willamalane | 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 | |
| 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 | 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 | | |
| Dunes City | Connectivity Trail | Bike/Ped | \$3 million | Dunes City | A | C | E | S | | H | | | R |
| 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 |
| Creswell | Sidewalks for S 10th St | Bike/Ped | \$1 million | Creswell | A | C | E | S | | | E | S | R |
| Dunes City | Improvements to Rebecca's Trail | Bike/Ped | \$1 million | Dunes City | A | C | E | S | | H | | | 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 | | |
| 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 | | | | | |
| 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 |
| Westfir | Sidewalks/crosswalks in uptown Westfir | Bike/Ped | < \$50,000 | Lane County | A | C | | S | | | E | | |

| Member | Description | Category | Cost | Responsible Entity | Area Strategy Themes* | | | | | | | | |
|------------------|---|----------|-------------|----------------------------|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|
| | | | | | Acc | Con | Eff | Saf | Sec | Hea | Equ | Sus | Res |
| 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 | | | | | | | | | | |
| AIRPORT | | | | | | | | | | | | | |
| 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 | |
| RAIL | | | | | | | | | | | | | |
| Oakridge | Conduct a study for the railroad to identify measures to reduce noise | Rail | \$100,000 | Oakridge | | | | S | | H | E | | R |
| LAND USE | | | | | | | | | | | | | |

| Member | Description | Category | Cost | Responsible Entity | Area Strategy Themes* | | | | | | | | |
|-----------------------------|---|----------|-------------|--------------------|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|
| | | | | | Acc | Con | Eff | Saf | Sec | Hea | Equ | Sus | Res |
| Environmental Land Use | Incentivize transportation-efficient land use decision-making | Land Use | net savings | ODOT, etc. | A | | E | | | | | | |
| (NOT SUBMITTED) | | | | | | | | | | | | | |
| Junction City | | | | | | | | | | | | | |
| Lowell | | | | | | | | | | | | | |
| Port of Siuslaw | | | | | | | | | | | | | |
| Central Lane MPO | | | | | | | | | | | | | |
| (Trucking) | | | | | | | | | | | | | |
| (Rail) | | | | | | | | | | | | | |
| Disabilities (Eugene Organ) | | | | | | | | | | | | | |



Agenda Item 8

2027-30 STIP development

Presenters

Vidal Francis – ODOT Area 5 Manager

Bill Johnston – Area 5 Transportation Planner

Action requested

No action required. This item is for information and discussion only.

Summary

ODOT has initiated the process to develop the 2027-30 Statewide Transportation Improvement Program, also known as the STIP. It will take over two years to complete. The Oregon Transportation Commission (OTC) will adopt the plan in 2026.

The Statewide Transportation Improvement Program (STIP) is the Oregon Department of Transportation's four-year capital improvement plan. It is used to formally allocate state and federal funds for specific design and construction projects, highway maintenance, public transportation, local government programs, and other programs.

The OTC and ODOT develop the STIP with input from various ODOT advisory committees, MPOs, local governments, and the public. The first round of engagement with the ACTs is happening now.

At the October 11 LaneACT meeting, ODOT Area 5 staff will provide a slide presentation prepared by ODOT management and STIP specialists in Salem. It provides an overview of the STIP, the process for developing the 2027-30 STIP, and the funding challenges. A copy of the presentation is attached.

Attachments and additional information

- Slide presentation – To view the presenter notes, place the cursor over the comment icon in the upper-left corner of the slide.
- Link to ODOT Statewide Transportation Improvement Program (STIP) webpage:
<https://www.oregon.gov/odot/STIP/Pages/index.aspx>



2027-2030 STIP Development

May 2023



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

**State-Funded
Multimodal
Grant
Programs:
STIF/CO**

**Maintaining &
Operating State
Highways**

**State Highway
Fund to Cities &
Counties**

**Revenue &
Administrative
Functions**



**2024 –
2027 STIP
Program
Funding
Categories**

FIX-IT

Projects that preserve or fix the state highway system– bridges, pavement, culverts, etc.

SAFETY

Projects focused on reducing fatal and serious injury crashes on Oregon’s roads

ENHANCE HIGHWAY

Highway projects that expand or enhance the state highway system

PUBLIC AND ACTIVE TRANSPORTATION

Bicycle, pedestrian, public transportation and transportation options projects & programs

LOCAL GOVERNMENT PROGRAMS

Funding to cities, counties, and others for priority projects

ADA CURB RAMPS

Construction of curb ramps to make sidewalks accessible for people experiencing a disability

OTHER FUNCTIONS

Workforce development, planning, data collection and other programs using federal money



'27-'30 STIP Timeline

- OTC discussions and public outreach in May through November
- OTC approves funding allocation in November
- Project scoping and selection in 2024-2025
- Public comment/OTC approval in 2026



Funding Challenges

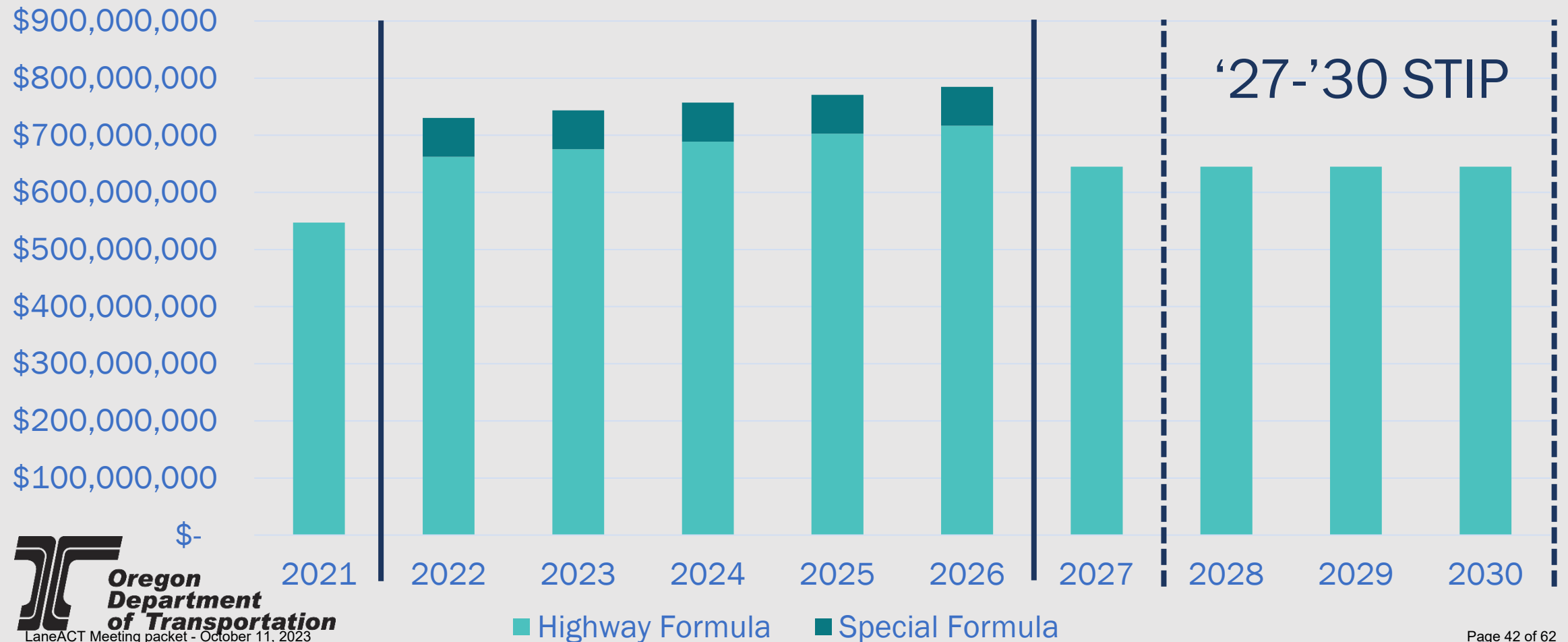
Reasons Funding in the '27-'30 STIP Will Be Limited

- Federal infrastructure bill expires in 2026
- State Highway Fund revenues are flat
- HB 2017 named projects will be complete
- Funds shifted from the STIP to cover ODOT's operations and maintenance shortfall
- ADA program costs will be at their peak
- Rapidly increasing construction costs





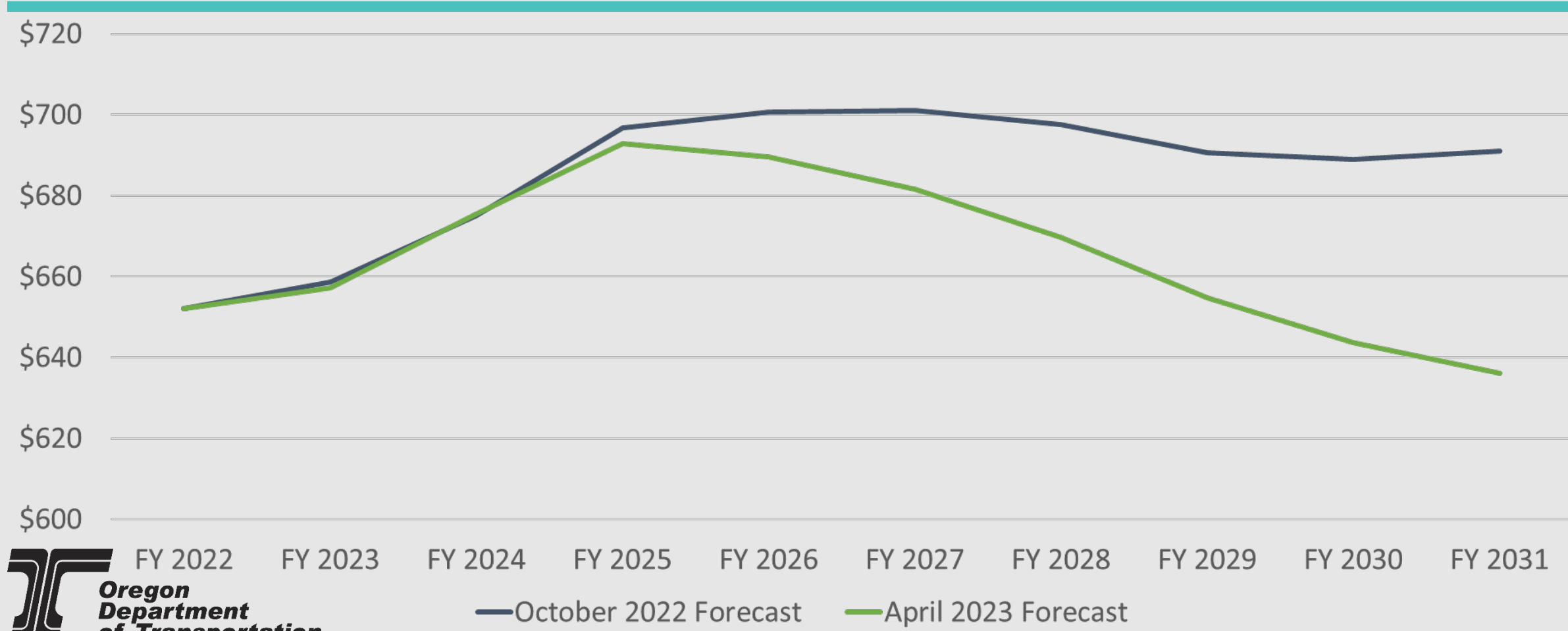
Oregon Federal Highway Formula Funding





Oregon Motor Fuels Tax Forecast Comparison

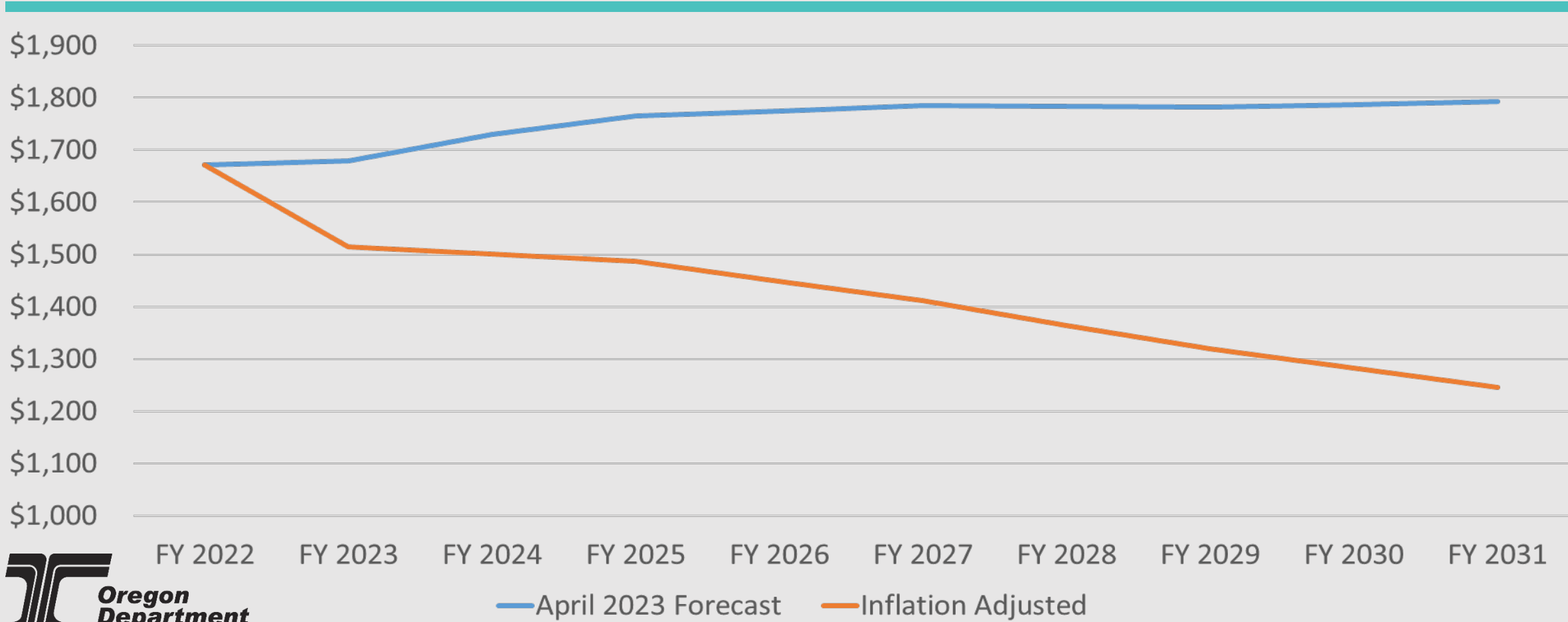
In millions of nominal dollars



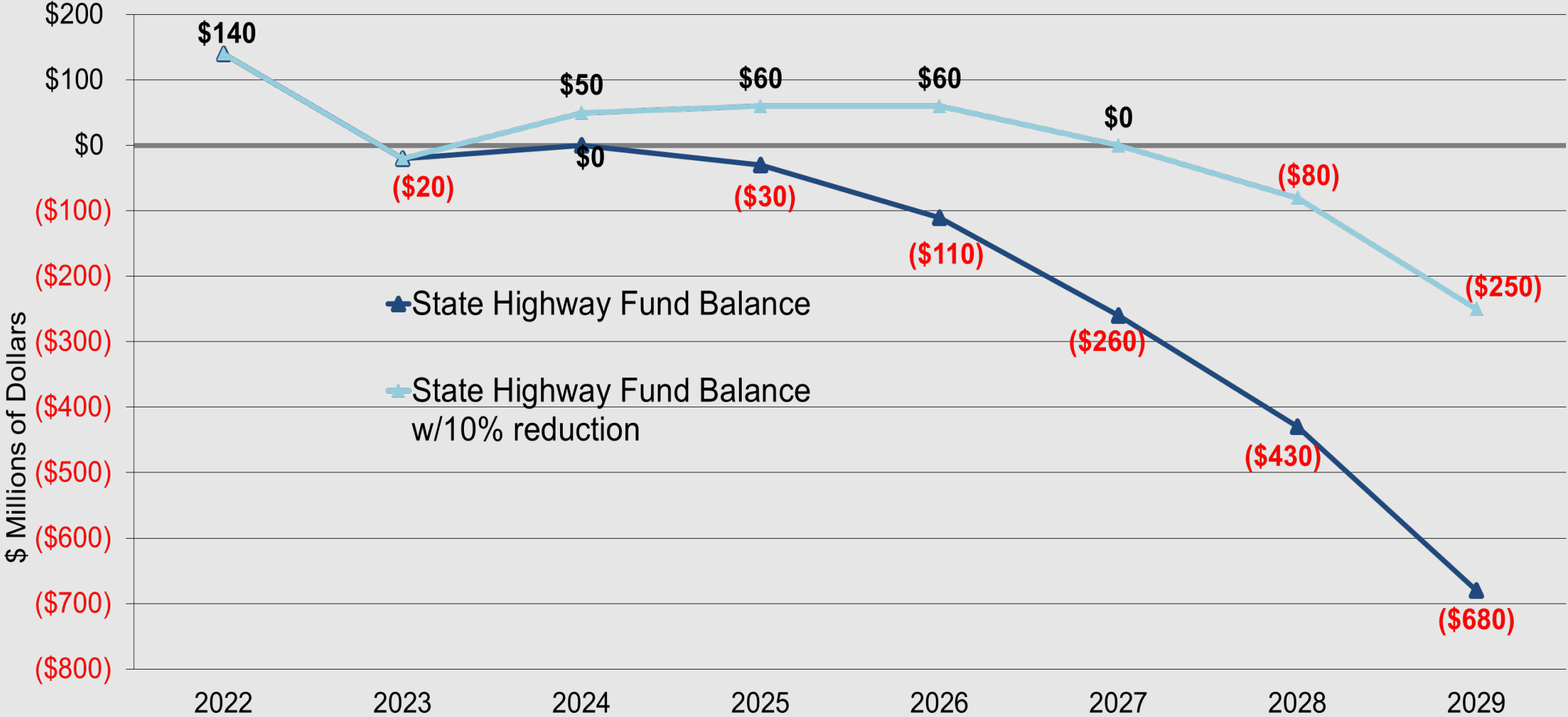


Total Gross State Highway Fund Forecast

In millions of nominal and inflation adjusted dollars; April 2023 forecast



State Highway Fund Cash Balance



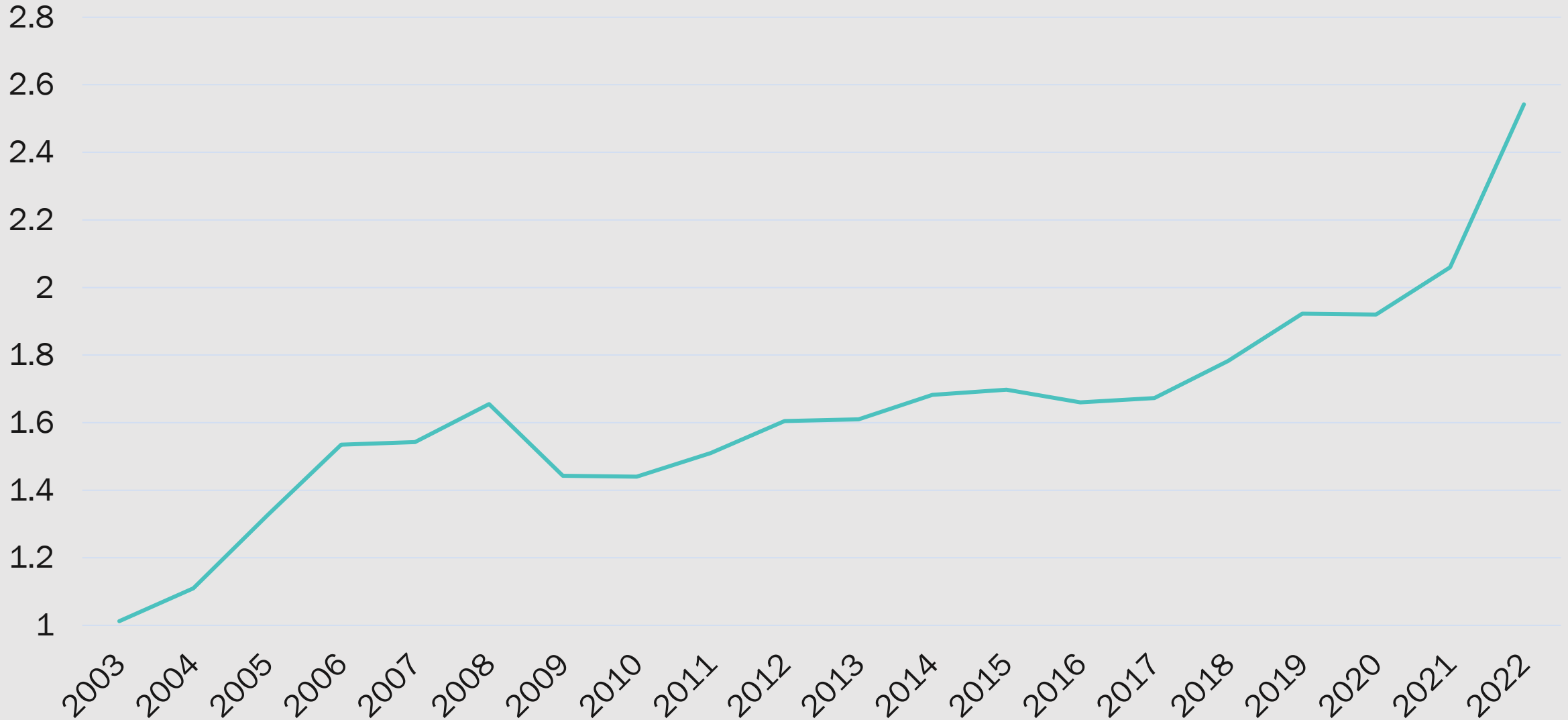


ADA Curb Ramp Program

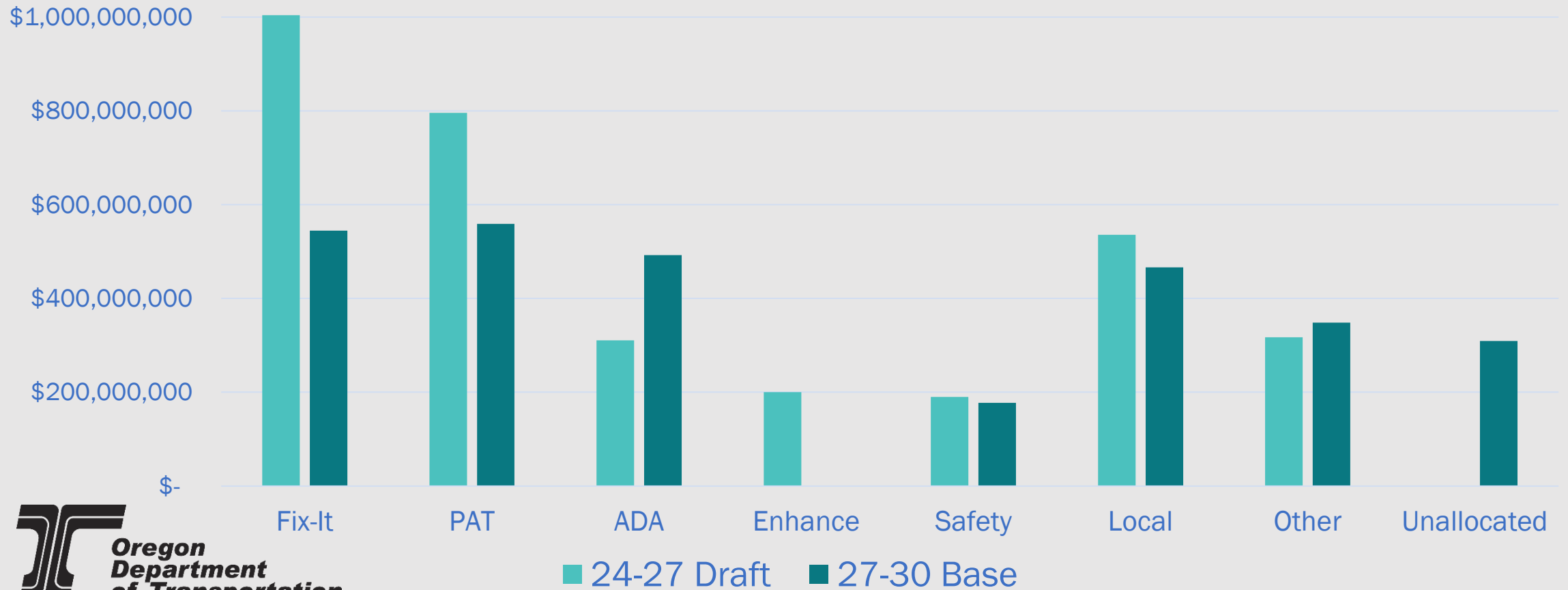
- ODOT has a responsibility to make the system accessible to people experiencing disabilities
- Peak of program costs will be in 2027-2030 STIP



FHWA National Highway Construction Cost Index



Required Funding by Category in the '24-'27 Draft STIP and '27-'30 Base STIP



Oregon Transportation Plan Funding Scenarios





Funding Priority Policy Direction:

Utilize the following considerations when setting priorities and making decisions to balance how needs are addressed *across all* tiers, emphasizing the top needs on down



Address fatalities and serious injuries
Maintain key assets, corridors, and lifeline routes
Add critical bikeways and walkways in high-need locations
Preserve current transit service

Reduce severity of crashes
Maintain the broader transportation system and assets
Complete the active transportation network
Improve efficiency, frequency, and reliability of transit
Make operational improvements to the existing system

Increase users' sense of safety
Expand transit services
Add new facilities, identified and prioritized

OTP Funding Scenarios – focus areas



Maintenance

Critical assets,
key corridors, and
lifeline routes



Safety

Fatalities and
serious injuries



Multimodal

Critical
connections in
high-need
locations



Timely Investments

Transportation
electrification



2027-2030 STIP Outreach

- ACT and advisory committee conversations
- MPO policy board discussions
- Online open house
- Public comment opportunities



Advisory Committee Feedback



Agenda Item 9

LaneACT officers, member recruitment, and Steering Committee format

Presenters

Vidal Francis – ODOT Area 5 Manager; Shelley Humble – LaneACT Chair

Action requested

- Establish a LaneACT Officer Nominating Committee. (*quorum required*)
- Discuss member recruitment.
- Discuss the possibility of expanding the membership of the LaneACT Steering Committee.

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 appointed in December 2022.

The one-year term of the LaneACT Ambassador (Lucy Vinis) also expires at the end of the year. Mayor Vinis was appointed in February 2023. However, the LaneACT Bylaws specify that the terms of the officers begin at the first meeting of the calendar year.

Other terms expiring soon include the Bicycle and Pedestrian partners (formerly referred to as stakeholders) – Sarah Mazze (primary representative) and Megan Shull (alternate representative). Their terms expire on January 12. LaneACT partners serve four-year terms.

In the past, LaneACT has formed a nominating committee to identify candidates to serve as officers. The Bylaws do not require this, but it has worked well in the past. If the LaneACT wishes to appoint a subcommittee for this purpose, they should do so at the October meeting.

Recruiting individuals to serve as LaneACT partners does not require a nominating committee. In the past, LaneACT staff have been responsible for this. The LaneACT Steering Committee, at their meeting on September 22, decided to include a discussion about member recruitment (at the October LaneACT meeting).

The Steering Committee would also like to discuss the possibility of expanding the Steering Committee, which is currently comprised of the Chair, Vice-Chair, and ODOT Area Manager. The LaneACT Bylaws allow for up to five additional LaneACT members (elected by the full ACT) to participate as members of the Steering Committee.

Attachments

None.

| | | |
|--|--|---|
| <p style="text-align: center;">October 11, 2023</p> <ul style="list-style-type: none"> • Establish Nominating Committee • Aviation Review Committee Appointment | <p style="text-align: center;">November 8, 2023</p> <ul style="list-style-type: none"> • Sovereignty and Working with Tribes | <p style="text-align: center;">December 13, 2023</p> <ul style="list-style-type: none"> • ODOT-DEI Training |
| <p style="text-align: center;">January 10, 2024</p> <ul style="list-style-type: none"> • Chair and Vice Chair Appointments • STIF-D Proposal Review | <p style="text-align: center;">February 14, 2024</p> <ul style="list-style-type: none"> • STIP | <p style="text-align: center;">March 13, 2024</p> <ul style="list-style-type: none"> • |
| <p style="text-align: center;">April 10, 2024</p> <ul style="list-style-type: none"> • | <p style="text-align: center;">May 8, 2024</p> <ul style="list-style-type: none"> • | <p style="text-align: center;">June 12, 2024</p> <ul style="list-style-type: none"> • |
| <p style="text-align: center;">July 10, 2024</p> <ul style="list-style-type: none"> • | <p style="text-align: center;">August 14, 2024</p> <ul style="list-style-type: none"> • | <p style="text-align: center;">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



Membership 2022-23
Last Update September 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 | TBD | | | | | |
| 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 | | |

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|--|--------------------------------------|--|--------------|--|--|--|
| 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 | stthomas@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 | dbarrett@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 | | |

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|---------------------------------|----------------|--|--------------------------------------|--|------------|----------------------------------|
| 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 | | |
| 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 – September 22, 2023

Meeting Notes

Attending

- Shelley Humble, Chair
- Rob Zako, Vice-Chair
- Vidal Francis, ODOT Area 5 Manager
- Paul Thompson, LaneACT member (Central Lane MPO)
- Bill Johnston, ODOT Area 5 Planner
- Anais Mathez, LaneACT staff
- Naomi Zwerdling, ODOT Region 2 Planning Manager

OTC September 14 meeting

- Shelley, Rob and Vidal offered their perspective on the LaneACT presentation to the OTC. Everyone thought the presentation went well and that it was well received by the OTC.
- The OTC complimented the LaneACT on their effort to identify the priority transportation projects for each community (and stakeholder interest). They challenged the LaneACT to develop a more refined list that represents the overall priorities for the LaneACT as a whole. They suggested the LaneACT engage with their state legislators, to make them aware of the LaneACT's top priorities.

LaneACT member priorities – next steps

- Begin outlining a process for identifying the top priorities. Consider categorizing projects by mode. Begin developing evaluation criteria.
- Ensure that all members are involved.
- Rob and Anais will meet to discuss how to present this topic to the LaneACT at the October meeting.

Aviation grant review committee

- Shelley indicated she is willing to continue to represent the LaneACT.
- The LaneACT will be asked to confirm her appointment at the October meeting, as part of the consent agenda.

LaneACT October 11 meeting agenda

- The Steering Committee made several adjustments to the draft agenda.
- They combined the OTC meeting recap and LaneACT presentation recap into a single item.
- Announcements and information sharing will occur at the beginning of the meeting.
- Time will be provided for an MPO update. A link will be provided to the most recent Metropolitan Policy Committee agendas and meeting minutes.

- Item summaries will indicate whether items require action, or if they are for information and discussion only.
- An additional item was added, at the end of the agenda, to discuss future agenda items.
- The LaneACT officer nominating discussion was expanded to include membership recruitment and leadership structure.

LaneACT distribution lists

- LaneACT staff will update the member roster to indicate when members began serving. The existing version of the roster indicates when terms expire (for those members the LaneACT appoints).

The meeting was adjourned at 12:05.