

Meeting Agenda

April 10, 2024

5:30 – 7:00 PM

This meeting will be conducted by videoconference only
(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

- **LaneACT transportation funding priorities**

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 March 13 meeting (page 3)
- 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**
 - Announcements from the Chair – Shelly Clark
 - ODOT update – Vidal Francis
 - Central Lane Metropolitan Policy Committee update – Paul Thompson
 - Summary of April 8 ACT chairs meeting in Salem – Shelly, Keith, Vidal

e. Member updates – all

6. LaneACT transportation funding priorities (*quorum required*) 6:00

Action requested:

1. Agree on a process to identify priorities.
2. Discuss preliminary list of priorities prepared by staff.

The LaneACT needs to complete this task by June in order to present the ACT's preferences to the Oregon Legislature Joint Committee on Transportation who will be meeting in Eugene on June 28 (tentatively).

Presenters: Steering Committee – Shelly Clark, Keith Weiss, Vidal Francis; Rob Zako – LaneACT member (and Ambassador)

Attachments: Summary memo and other attachments (page 14)

7. Future topics 6:50

Summary: Refer to the list of future meetings and topics (attached).

Presenter: Bill Johnston – LaneACT staff

Additional attachments and other information (for information only)

- Future meetings and topics (page 39)
- LaneACT member roster (page 42)
- Monthly attendance report (page 45)
- Central Lane MPO meeting agendas and minutes – <https://www.lcog.org/bc-mpc>

Upcoming meetings

- April 18 (Thursday) – Steering Committee (1:00 – 2:30)
- May 8 (Wednesday) – LaneACT (5:30 – 7:30)
- May 16 (Thursday) – Steering Committee (1:00 – 2:30)
- June 12 (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

MARCH 2024 -- M I N U T E S

Lane Area Commission on Transportation (LaneACT)
The meeting was conducted online

March 13, 2024
5:30 p.m.

PRESENT:

Shelly Clark, Chair, Creswell
Keith Weiss, Vice Chair, Veneta
Curtis Thomas, Creswell
Mike Fleck, Cottage Grove
Bill Meyer, Florence and Port of Siuslaw
Cathy Englebretson, Coburg
Bryan Cutchen, Oakridge
Matt Michel and Alexa Bensen Veneta
Ryan Ceniga and Becky Taylor, Lane County
Vidal Francis, Oregon Department of Transportation (ODOT)
Paul Thompson, Central Lane Metropolitan Planning Organization (MPO)
Doug Barrett and Garrett Grey, Confederated Tribes
Megan Shull and Jack Blashchishen, Bicycle & Pedestrian Designated Stakeholder
John Marshall, Lane County Transportation Advisory Committee (LC TrAC)
Pete Petty, Highway 126 East
Lucy Vinis, Eugene
Beth Blackwell, Springfield
Tiffany Edwards, Other Stakeholder
Shelley Humble, Other Stakeholder
Rob Zako, Other Stakeholder
Brodie Hylton, Other Stakeholder
Eugene Organ, Other Stakeholder

ABSENT: Dune City; Lowell; Westfir; Junction City; Lane Transit District

OTHERS: Anais Mathez, 3J Consulting; Bill Johnston, ODOT;
Naomi Zwerdling, ODOT; John Burns, Port of Coos Bay

1. Call to order (Welcome and Introductions)

Chair Shelly Clark 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 February 14, 2024, meeting**

Consensus: Approve the Minutes from the LaneACT February 14, 2024, meeting.

4. Comments from the audience

No one wished to address the LaneACT members.

5. Announcements and information sharing

ODOT update

Mr. Francis welcomed new members and mentioned the new member orientation that occurred before the LaneACT meeting. Governor Kotek and the Oregon Transportation Commission (OTC) directed to stop work on the regional pricing program. This is the tolling program in the Portland region. The recent public comments around tolling have caused this program to be postponed. The agency is beginning to wind down this work. This is also occurring in Washington. There was a large grant that was issued to two projects in the Portland region. This first project is the Broadway main street and supporting connections this is surrounding I-5 and the other project is the I-5 Rose Quarter project. These projects combined have received \$450 million to keep these projects moving. This grant was for reconnecting communities. This is a state transportation legislative package that is coming. They do have a tentative schedule where they will be coming to different locations. The loose date is June 28th, this may change. ODOT will continue to update the different regions on this. This involves the transportation committee going to different regions across Oregon to hear transportation concerns. Maintenance and operation will be discussed for transportation activities.

Mr. Zako noted that this issue with tolling has thrown the OTC in disarray. Whatever plans they have had have been shelved. He noted that this date may change due to these jurisdictional changes. He noted that LaneACT could invite the OTC to come to them if this date is shelved.

Ms. Vinis agreed that this was a good idea and wanted to discuss more logistics of what this could be like. The speaker of the house is a Lane County delegate, and this could be a good opportunity to speak more to them and weigh in. Mr. Zako noted that if there is a delay to the date this could mean that the OTC will not be having conversations in Salen and could then go to other regions to discuss issues with local ACTs. He was unsure about how to specifically structure the meeting.

Chair Clark added that this could be a good topic to bring to the next Steering Committee meeting. Julie Brown is the new speaker of the house. He asked Ms. Edwards if she knew more about this. Mr. Francis added that they can discuss logistics at the Steering Committee meeting. OTC member Lee Beyer is not in the same decision-making position that he was in before, but he is having a lot of conversations with the public, he could be a useful person to contact. Ms. Humble noted that ODOT needs to follow a different protocol than LaneACT.

LaneACT staff update

Ms. Mathez had no staff updates at this time.

Central Lane Metropolitan Policy Committee update

Mr. Thompson summarized the policy board meeting. At the MPO policy board meeting on March 7th, there were some administrative actions and a proposal for funding for a number of projects in the metropolitan area using some federal distribution funding. This was from the pot of money that comes to them annually. A proposal for use of the funding is open for public comment currently. This is on the website (theMPO.org), there you can view proposed projects. They also hear an update about the Climate Friendly and Equitable Communities (CFEC) work. They have kicked off this work with staff and the consultant team. They are addressing the rules to complete scenario planning work for the MPO that was originally done in 2015. They set targets and strategies to reduce green house gas emissions. The MPO policy board acts as a governing body and signs off on those new considerations. At the meeting they also had an update on broadband planning throughout Lane County. A couple of years ago the MPO provided \$800,000 in funding to kick off a long-term county wide strategic plan for providing broadband, especially to rural areas. This work is proceeding quite well.

He also spoke about the tolling issue. The governor did not direct a complete pause to all tolling in the state. She directed an end to a very specific portion of that program, which is an end to the Regional Mobility Pricing Project. This was only targeted at putting mobility pricing or tolling on I-5 or I-205 in the Portland Area. The tolling for the replacement of the Columbia River Bridge between Oregon and Washington is proceeding, the tolling plan for the Abernathy Bridge on 205 between West Linn and Oregon City also likely to proceed although it may be paused until the 2025 legislature. ODOT has been working for quite some time on the old program and administrative rules. ODOT has put together the administrative rules to govern tolling throughout the state. These rules examine if it should be used in the Portland area or if it should come to other areas. These tolling administrative rules are very helpful, and ODOT is still planning to

release the draft of these plans on April 1st and have a thirty-day public comment through the end of April. He then added that the MPO policy board was very interested in having a presentation on these rules and added that LaneACT could also have a presentation if they are interested in it.

Ms. Vinis noted that she was not familiar with the tolling issues, and it is not clear why the governor put a pause to it. She was also curious about how this relates to ODOT's financial situation. Tolling was a proposed way to get more funds, so does ending it reduce revenue? Mr. Thompson responded that there are potentially serious implications to ODOT's dire financial situation and was unsure about the severity of the impact of reducing tolling. While the tolling was directed at the two bridges, the other tolling was directed towards congestion pricing with the Portland Metropolitan Area. That funding going away will limit ODOT's ability to address the maintenance of those facilities, it also may cause ODOT to backfill funds or take funds from other areas to maintain them. The reason for the Governor to do this is due to fierce opposition, and that the benefits do not outweigh the costs and the obstacles. The MPO does want to weigh in on these statewide toll rules that are coming in April, the LaneACT could also do so, but this would mean a change to the agenda. The Joint Committee on Transportation (JTC) will be coming to Lane County and did so in 2016 in advance of HB 2017. They wanted to get a sense of what the needs were around the state. They also worked with subcommittees before the 2017 session started. They asked for input on priorities. Mr. Thompson's subcommittee weighed in on one priority which was the Beltline and the bridge on Beltline. It will be helpful for LaneACT to give them the top three priority projects when they visit. This will be useful and impactful. He added that going through the LaneACT priorities list may be good to do sooner rather than later in the fall.

Chair Clark noted that there was some interest in the Tolling Rulemaking. Mr. Zako suggested that they discuss matting in April at the Steering Committee meeting. Mr. Marshall showed interest in reviewing these rules. Mr. Johnston noted that the Steering Committee will meet next week whether or not there is a meeting in April, and they can discuss having that meeting in April there. Ms. Vinis also encouraged a meeting in April to discuss tolling, she also suggested some time on the agenda to discuss their priorities. Vice Chair Weiss shared that he did not believe that there is a time crunch on this issue. Ms. Humble concurred with Ms. Vinis and agreed that time is of the essence. If they are going to come and visit LaneACT in June or July, then it may be good to dedicate time in April to discussing their priorities. She is also interested in tolling. Mr. Thompson wanted to clarify that there is a time element on the toll policies, the public comment period is from April 1st to April 30th. After this time, they will not be able to weigh in. They schedule to act on the toll policies on April 30th. The project priorities for the 2025 legislative session are already being discussed by the JTC, other jurisdictions, and legislators. The sooner LaneACT can take a position and have priorities, the better. The best thing to do is to repeat priorities to the JTC multiple times so that they remember and actually write the bill.

Mr. Johnston wanted to clarify that it is not clear what the outcome will be. They have spoken about not specifically identifying priorities. They could identify funding priorities with example projects, his group has talked about wanting to avoid pitting jurisdictions against each other in the past. He wanted to note that it is not clear that they will develop a specific list of the top three projects, although they might. This group does have an existing priority list that they write a few years ago. When the JTC came here in 2017, LaneACT was able to have a discussion with them about priorities. He noted that they have time to work on these priorities before the JTC comes.

Mr. Zako noted that there are some concerns about staff capacity and issues with making big. He noted that they will need to bite the bullet, and if they don't their decisions will be deemed irrelevant.

Chair Clark asked the ACT to recommend to the Steering Committee if they would like to meet in April. She asked if this would be an impactful use of their time. She called for a vote to meet in April. There was a consensus to meet in April.

Member updates

Vice Chair Weiss introduced Alexa Benson as the new alternate for Veneta. She has less knowledge about transportation but is a quick learner. She has a doctorate degree and a master's degree in opera. She will be an important asset to LaneACT.

Ms. Humble shared that they are tentatively set to have their FAA Flight Safety Check, this will happen as early as next week. The airport will be providing an open house that will be open to the public. They are hoping to close the runway for an hour so that the public can walk on the new runway and see what the project looks like. They will also be doing a ribbon cutting for the wastewater treatment plant. This will occur at the end of March or the first part of April. She will inform the ACT when this date will be for the open house.

Mr. Zako shared that Monday is National Transit Employee Appreciation Day. There will be an event at Springfield Station at 11:15am. Vice Chair Lee Beyer as well as James Manning, Mayor Sean Gordon from Springfield, Mauri Nickelson, and Frank Evans from the City of Eugene will be there. He added that he will share the event information with Ms. Mathez to disperse to members.

Mr. Cutchen shared that in Oakridge, congress was kind to them and directed funding to a nonprofit in town, the Trails Alliance. They got \$506,000 in grant money to work on the Clover Patch Connector and to work on Fir Bursh connection trails for fluid. They also got half a million to continue work on their community center.

6. Port of Coos Bay- planned improvements

John Burns shared a presentation on the Pacific Coast Intermodal port. Over 50 percent of the Coos Bay Rail Line runs through Lane County. Without that connectivity, Coos Bay Port would

not be able to secure a place in the state and the country when it comes to commercial enterprises. He phrased this project as building a Port of the Future. The Pacific Coast Intermodal Port (PCIP) will be a very large project occurring on the coast. There has not been a significant container port that has been built on the west coast since 1964. This is significant because the trade patterns between Asia and the U.S. have significantly changed in that amount of time. Many ports along the west coast have constraints when it comes to container shipping and capacity, this is why the Port of Coos Bay is being proposed as an alternative.

Container traffic is expected to grow significantly on the Pacific Coast in coming years, it is expected to grow at a 7 percent increase. COVID 19 had a significant impact on container shipping on the west coast. Labor shortages and the Chinese economy have also been impacting container shipping. The Coos Bay project is currently a green field, and not old infrastructure that will be to be updated. This project will lessen pressure on current domestic and international freight logistics and will boast environmental benefits. It takes nine additional days to get freight to Savannah, Georgia than it does to get to Coos Bay, Oregon. Moving through the Panama Canal is also a higher cost. Drought conditions also impact the canal as it takes more water to move freight through it. There are currently seven pinch points throughout the world that limit maritime container traffic.

Coos Bay is an ideal location for this project because it includes three critical elements. Coos Bay contains an existing rail line that connects to a Class 1 rail system. It is an old infrastructure but is currently being updated. Large amounts of money will be put into this rail line when this project begins. Coos Bay has a naturally deep channel that is maintained annually by the U.S. Army Corps of Engineers. There is currently 37 feet of water in their channel. They have been working with the Army Corps of Engineers to deepen and widen the channel for the first eight miles of the channel. This channel, with a six-foot tidal influence will allow them to bring in some of the largest container ships possible. Coos Bay also contains hundreds of acres that undeveloped land that is zoned as industrial. These acres are right on the navigation channel.

There will be an intermodal terminal, a navigation terminal, and a rail line. The intermodal terminal will be built on the North Spit on land that is owned by the Oregon International Port of Coos Bay. They will deepen and widen this channel to accommodate this new terminal. It will be constructed by North Point Development. They currently have two inhibitors to that channel that are the Highway 101 bridge and the railroad bridge. This way they cannot bring ships into the upper bay. The terminal will be located only six miles away from the open ocean. The container facility will contain two berths with eleven cranes for container vessels. Each will carry up to 13,000 TEU (twenty-foot equivalent unit) of cargo. It will be a direct ship-to-rail, rail-to-ship terminal. There are currently no complete intermodal ports in the U.S. This Port will be fitted with electric power plug-ins that will power ships at the berth (cold ironing). When ships are at the berths, they will not be emitting fumes and will be running on electricity. Renewable energy sources will be used for cargo handling equipment, vehicle charging, and onshore power in the future.

The navigation channel will be a total of eight miles. Work on the channel will include dredging to accommodate cargo ships and the creation of a vessel-turning basin. The width of the channel will go from 300 feet to 450 feet. The turning basins will allow ships to easily turn around and move out to sea. The Army Corps of Engineers will maintain the channel and the Port of Coos Bay is responsible for construction. There will be protective measure for the North Jetty

The rail line will go through Coos, Douglas, and Lane County. The City of Eugene will serve as a connector to other transportation routes such as the Union Pacific railroad and I-5. The site for the intermodal terminal is less than a mile from a spur of the Coos Bay Rail Line on the North Spit. Much work will need to be done on this rail line, as it currently has 121 water crossings. These crossings include 75 timber bridges and 3 swing span bridges that go across the Coos Bay Estuary, Siuslaw, and Umpqua. This work will include replacing the track and ties so that the track can meet Class 2 (25mph) and Class 3 (40mph) track standards. They will also be increasing the height of 9 tunnels along the line for double-stack containers. They will be adding 7 sidings as well to allow trans to pass one another. Currently they have about one train moving south and one moving north per day, this project would dramatically increase this form of traffic. They estimate seeing about six trains on the line per day, in addition to the single train that is serving existing customers.

Benefits of the project include 1.5 million TEUs per year that will be travelling from Coos Bay, and about 800 thousand that will be inbound to Coos Bay. It will serve as a new gateway for import containers from Asian markets. It will also provide more opportunities for exporting agricultural and forest products. There will be approximately 3,500 construction jobs that will be created over a five-year period. There will also be approximately 8,000 new long-term jobs in Coos, Douglas, and Lane County. This accounts for both direct and indirect employment opportunities.

This project is projected to cost about \$1.7 billion. This cost estimate is currently rising and is expected to grow to \$2.5 billion after further analysis. They applied for mega grants two years in a row and were unsuccessful. While they did not get the grants, they did get good feedback and support for the Biden Administration and White House. The Department of Transportation and State of Oregon also support this project. A task force has been delegated for this project through the White House. They are working with the task force, the Department of Transportation, Federal Delegation, the State of Oregon, the Governor's Office, North Point, and the Port of Coos Bay to come up with appropriate funding mechanisms. They are also working with the Build America Bureau for a railroad infrastructure fund loan. They will also be looking to the Department of Transportation for their available funding. North Point will also be bringing a significant amount of money upfront to this project as well.

Vice Chair Weiss asked if they had received grant money to work on their bridge projects along the rail. Mr. Burns noted that they received about \$40 million to rehabilitate some steel bridges along the line. They have attended to about 10 steel bridges that are up around Wildcat Creek. They have also been working on all three of those swing span bridges that were mentioned and just completed the rebuild of the Von Viaduct to create more support. They also rebuilt a bridge

in Coos Bay. They also received a \$10 million grant to update railroad ties, and they have been in the process of updating them. The Cushman Trestle was also mentioned, and Mr. Burns included that they would have to update miles of tracks to accommodate it.

Mr. Francis asked if they were just doing repairs to the swing bridges to make them more operable. Mr. Burns responded that this was correct. He also added that they will be including a demonstration of the capacities of the bridge. Mr. Francis also asked if there were any thoughts about expanding the rail lines to other cities. They will not be expanding to other cities at this time because of the current project's size.

Mr. Barrett noted his concerns for the widening of the bay because this would remove the eel grass, a vital part of the herring habitat. A lack of herring will also impact local salmon populations. He does not want to see the salmon and lamprey population to disappear. He also noted that at Cushman, they have a caustic flood problem. This causes issues with ambulances getting through this area when tides are high. Going under the trestle in these areas is also a concern for firefighters. He also included that it would be great to have the tribes at these meetings and invite them.

Mr. Ceniga voiced concerns about having to cross UP lines, green hill, and some other places. There are concerns about traffic backing up. Mr. Burns noted that they are currently researching crossings and at-grade separations. They just finished a year and a half study on Reedsport. They are tending to those different elements of the rail line and will develop more solutions as they move along.

Ms. Englebretson asked if they had any timeline estimates for the various phases. Mr. Burns responded that they have ballpark estimates, and that money is the main reason for not having a direct timeline. Permitting will also take several years, once permitting is approved they anticipate that construction will take about three years. There will be different applicants and contractors doing this work. Once everything gets buttoned down, they will start with less TEUs and build up to that.

Ms. Vinis asked if the UP yard would need to be expanded if there will be more volume in it. Mr. Burns responded that it would need to be expanded and it will be about \$83 million in work to be done to the UP yard to accommodate additional traffic. Ms. Vinis asked if they will also need infrastructure to put containers on trucks. Mr. Burns responded that this may occur here, but things will pay out more when they address distribution. There are certain organizations that are interested in building a distribution facility.

Vice Chair Weiss asked if there was interest in having a potential tour of sites and facilities. He noted that he had spoken with someone who would provide a bus for transport for the tour. Mr. Burns added that he would like to provide a tour and that he would leave the timing up to LaneACT members.

Chair Clark thanked Mr. Burns for the presentation.

7. Flooding on OR 126 West at Cushman

Mr. Francis presented on the flooding issues on Cushman. He noted that Coos Bay Rail crosses Cushman and to the left there is one of the swing bridges previously discussed. Challenges for this area include heavy rains and king tines that flood the low point at Cushman. This area, under the trestle, floods yearly. Traffic can be affected from three to four hours. There is limited vertical clearance due to the trestle. When the rains and high tides are combined, there is nowhere for the water to go. The detour is several hours on unimproved surfaces.

They analyzed four alternatives to see what can be done. Cost figures are included but have changed over the years. The first alternative is to build a wall and pump system. This would include installing a flood barrier wall, improving drainage, and installing pumps. The walls would need to extend very far. The second alternative is to create an emergency bypass berm that would go through the trestle structure. This solution was deemed unfeasible. The third alternative was a gated one-level gravel road bypass. They would build an auxiliary roadway on the north side. It would be gated when not in use. This road would be a one lane road that would be used only when the flooding occurs. The fourth alternative is to raise the bridge and the road. The bridge would be raised by 2 feet and the road would be raised by 1.7 feet. This has a very large cost figure.

They currently submitted a FLAP Grant and are currently having conversations with ODOT Rail Support to have this project on the 27-30 STIP. They are also looking into a Protect Grant for this project. They will need to rescope this project because costs have since changed. They will also need to partner with the railroad and have conversations with Coos Bay Rail Line.

Mr. Marshall noted that this is a safety issue, as Mr. Barrett has also stated. People need to cross in times of emergency. He asked if ODOT will come up with an answer soon. Mr. Francis noted that the alternative they are considering is the gravel bypass road. This would allow for one lane of traffic to safely pass. They had conversations with Coos Bay Rail last year.

Mr. Cutchen asked if when they applied for the FLAP Grant if they had to choose an alternative. Mr. Francis noted that they did choose alternative 1, adding in a wall and utilizing water pumps when applying for this grant.

Mr. Johnston did want to clarify that this does only occurs two to three times a year during the winter, and while he did not want to diminish safety concerns, highways around the country are closed due to weather conditions all the time. Mr. Francis added that these alternatives did not account for larger hazard events and that they did look at providing a larger bypass although costs can be much higher.

Mr. Ceniga asked about issues with the bypass and the train tracks, noting that this may cause other traffic issues. Mr. Francis responded that most rail companies do not like crossings and that

they need to have more conversations with Coos Bay Rail about these limitations. This would be a gravel road that is fenced for use, it would also be flagged.

Chair Clark thanked them for the presentation and introduced the next presentation.

8. OR 126 East Highway Safety Study

Mr. Johnston presented the Oregon Highway 126 East Highway Safety Study. The study area covers 66 miles of 126 East. It goes through a number of unincorporated rural communities. They had two open houses; one was virtual, and the other was in person. They had a stakeholder advisory committee which consisted of business owners, residents, first responders, and regional agencies. They worked with DKS to perform a detailed safety evaluation, crash data analysis, and field work. They developed and refined safety solutions. They looked at hotspots, systemic problems and solutions, and looked at small communities.

This study was a study of the corridor's safety performance and possible countermeasures. This was not a formal plan, only a study. The baseline analysis considered critical crash rates, equivalent property damage only scores, ODOT SPIS sites, and concentrations of fatal and serious injury crashes. They also combined these studies with qualitative input and identified nine safety focus areas. This included three segments and six intersections.

They performed a predictive analysis to compare the number of crashes along the corridor and compared it to crashes across the country on similar facilities. This accounts for natural variation and randomness of crash events.

There are nine safety focus areas, many are concentrated along areas where people in these smaller communities. One focus area was Deerhorn Road. Safety risks included a high risk of westbound rear ends as vehicles wait to turn left. Some solutions consisted of low-cost signing and striping visibility upgrades and installing a through-route activated warning system that would cause lights to flash. They also thought about adding in turn lanes. There were interests in larger solutions for this area such as a bridge replacement and a roundabout.

Near the Leaburg Dam there is a high risk of fixed objects, such as trees and rocks, and head-on crashes due to the narrow bridge and curves in the road. Some solutions included widening the shoulders and installing edge line rumble strips. Another solution was to provide low-cost signing and striping visibility upgrades. The Holden Creek lane West Entrance had risks of eastbound rear ends and vehicles slowing down and a risk of high-severity roadway departure. Some solutions included installing a turn lane, increasing sight triangle, signing, and striping, and installing ditch drainage areas.

The Holden Creek Lane East Entrance included safety risks of poor visibility, transit stops, and fatal injury crash history. Solutions included installing intersection lighting and implementing signing and striping. Safety risks for the Ross Lane and Johnson Creek Road included intersections with serious injury crash history. Some solutions included increasing the sight

triangle, installing intersection lighting, and signing and striping. Risks for Goodpasture Road included high speeds and a one-lane covered bridge that creates low visibility. Solutions included installing actuated flashing beacons triggered by approaching vehicles and signing and striping. The Bena and Kay Dorris Park Segment saw a risk of high-severity roadway departure crashes due to narrow shoulders and steep terrain. Solutions included installing a guardrail, widening shoulders and installing rumble strips, and tapering pavement edges and flattening slopes. Some low-cost solutions included creating wider edge lines and roadside markers. It would cost \$3 million to widen the shoulders and add guardrails.

They also created a small community toolbox which outlines safety solutions that are appropriate for rural towns and unincorporated communities. This can be developed as a resource for ODOT and other communities. A major part of this process is to develop visual cues and signage when entering a community. Small communities could form local improvement districts to fund these improvements.

They have finished the report in January 2024 and ODOT will take it into consideration. They currently do not have funding, although Lane County may provide some funding for safety improvements from the small community toolbox. He concluded that individuals can always make safer choices when walking, biking, or driving. Mr. Petty thanked ODOT and Mr. Johnston for this project. He became a stakeholder after witnessing an accident at the Deerhorn intersection and realized that they had a problem. He also included that he liked the idea for the roundabout and thanked ODOT and Lane County for their commitment to the project. Ms. Taylor also wanted to thank ODOT for this project. She attended stakeholder, Public, and project management meetings. She also got the chance to speak directly to residents and wanted to highlight their commitment to the project. She also wanted to address how this project will be helpful when identifying funding mechanisms in the future.

Mr. Johnston thanked Mr. Petty and Ms. Taylor and noted how this project was successful due to the relationship between ODOT, Lane County, and committed citizens of the area. Mr. Petty included that a citizen even installed some of his own speed detection devices.

9. Future Topics

Chair Clark added that future agenda topics are included in members packets and that members should refer to that. She noted that the next Steering Committee meeting is next Thursday 21st at 1:00pm and noted that anyone can come to this meeting. She also added that it should like they will be meeting in April and that it will most likely occur on Zoom. Chair Clark adjourned the meeting at 7:30pm.

Agenda Item 6

LaneACT transportation funding priorities**Presenters**

LaneACT Steering Committee – Shelly Clark, Keith Weiss, Vidal Francis

Rob Zako – LaneACT member (and Ambassador)

Action requested (quorum required)

1. Agree on a process to identify the LaneACT priorities. Refer to Attachment A.
2. Discuss preliminary list of priorities prepared by staff. Refer to Attachment E.

Summary

The Oregon Legislature Joint Committee on Transportation (JCT) has scheduled a series of meetings in various locations around the state. They refer to it as a “listening tour.”

The purpose of the meetings is to provide an opportunity for representatives from local governments to inform the JCT about the transportation needs in their areas. The JCT will consider this information in developing a transportation funding package to present to the Legislature next year.

The JCT is tentatively planning on meeting in Eugene on June 28. This will be an opportunity for the members of the LaneACT to describe the needs in this area.

The jurisdictions and stakeholders have already identified their individual priorities. This effort was completed last year. The next step is to review and rank the projects.

Given the compressed timeframe, the LaneACT will need to be efficient. There is not enough time to form a committee, as staff originally recommended. The objective of the April meeting is to agree on a process. (Refer to Attachment A.) Portions of the May and June meetings will be used to review and rank the projects.

To assist, staff has developed a draft proposal for the members to consider, discuss and refine. (Refer to Attachment E.) The previously identified projects have been separated into different categories. This allows for a more objective comparison because projects are only compared to other similar projects.

Attachments

- A. Proposed process – 3 pages (page 15)
- B. Previous LaneACT priority lists (2019, 2022) – 3 pages (page 18)
- C. Funding received in 2017 (HB 2017) – 2 pages (page 22)
- D. LaneACT member priority needs (2023) – 10 pages (page 23)
- E. LaneACT priorities (2024) – 6 pages (page 33)

Process to identify the LaneACT's funding priorities

At the meeting on April 10, the members will be asked to agree on a process for identifying the LaneACT's top transportation funding priorities. The Steering Committee recommends the following approach.

1. **Refer to the member priority needs list** – The list of member priority needs compiled in 2023 will be used as a starting point. Refer to Attachment D.
2. **Sort into categories** – The projects included in the list will be sorted into categories, to allow for easier comparison. It will also help reduce conflicts (between members who may be advocating for their projects) because projects will be compared to other similar projects. A proposed list of categories is provided in Tables A, B and C (below). These categories are different than the categories shown in the member priority needs list (Attachment D). The rationale for using these categories is provided in the notes at bottom of the table.
3. **Adjust or define additional categories if necessary** – It may be necessary to define additional categories if there are too many projects in any one category, or to allow for some other type of comparison.
4. **Rank the projects within categories** – This may be easier for some categories than others. There may be an immediate consensus among the members that one project should clearly be the top priority. Other categories may be more difficult. It may be necessary to define some criteria. For instance, the members could consider which projects advance the most “themes” as identified in the LaneACT Area Strategy Report that was developed in 2021. The member priority needs list (Attachment D) includes this information.
5. **Staff will develop a draft proposal** – LaneACT staff will develop a draft proposal for the members to consider, discuss and refine. (Refer to Attachment E.)
6. **Consider not ranking projects (option)** – It may not be possible to rank the projects, even within a single category. It may be too contentious (controversial). If so, the members could decide not to rank the projects. They could simply present them as examples of the types of projects they would like to see funded, in no particular order. This may be sufficient for the JCT's purpose in gathering information.

It's not clear how much weight the Joint Committee on Transportation (JCT) will give to the ACT's recommendations. They will be asking ODOT for their recommendations separately. The JCT only selected one project the LaneACT recommended in 2016. (Refer to

attachments B and C.) It may not be worth the LaneACT's effort to spend a great deal of time on this, especially if it creates conflict between members.

7. **A comprehensive ranking is not necessary** – It is not necessary to identify the top priority projects, among all the projects in all the categories. The JCT has not asked for this. They may prefer to know what the priorities are for each category, because they may only be interested in certain types of projects.
8. **Timeframe** – Time will be provided at the May 8 and June 12 meetings for the members to review and rank the projects. The final rankings (if the projects are ranked) need to be agreed on at the June meeting, in advance of the meeting with JCT on June 28.

The list can be refined later if necessary. This will not be the only opportunity for the LaneACT to present its funding priorities to the JCT or others. The LaneACT could provide an updated list to the JCT later in the year. Their listening tour extends through August. They will probably not begin developing their recommendations until September at the earliest.

9. **Coordination with the Central Lane MPO** – Because of the compressed timeframe for completing this task, it may be challenging for the LaneACT to coordinate with the Central Lane MPO (CLMPO). If the LaneACT completes their review and rankings at the May 8 meeting (which is possible), this would allow the CLMPO to consider the LaneACT's rankings at their June 6 meeting. The CLMPO may or may not rank the projects (within the MPO area) differently than the LaneACT. If necessary, the LaneACT could adjust their rankings at the June 12 meeting. LaneACT member Paul Thompson who represents the CLMPO may have other suggestions.

The *LaneACT/CLMPO Coordination Protocols*, adopted by the LaneACT in 2012, requires the LaneACT to coordinate with the CLMPO. Technically, this policy only applies when the LaneACT is developing recommendations for STIP project funding to present to the OTC. It doesn't necessarily apply to less formal recommendations like those the LaneACT is currently developing to present to the Joint Commission on Transportation (JCT). In either case (whether this policy applies or not) it is in the interest of both the LaneACT and the CLMPO to coordinate their recommendations.

(continued)

Table A – Projects on state highways

- A1. Major corridor and interchange improvements** – more than \$30 million
- A2. Minor corridor improvements** – less than \$30 million
- A3. Intersection improvements** – to address safety or congestions concerns
- A4. Bicycle & pedestrian projects** – either on street or off-street (within ODOT right of way)
- A5. Plans & studies** – facility plans, environmental studies

Table B – Projects on local roads

- B1. Large projects** – major improvements, more than \$30 million
- B2. Small projects** – minor improvements, less than \$30 million
- B3. Bicycle & pedestrian projects (on street)** – bicycle lanes, sidewalks, crosswalks
- B4. Bicycle & pedestrian projects (off street)** – separated shared-use paths
- B5. Plans and studies** – facility plans, environmental studies, design development

Table C – Airport and rail projects

- C1. Airport projects**
- C2. Rail projects**

Notes

The rationale for these categories is as follows:

1. The Steering Committee recommends separating (a) improvements to state highways from (b) projects on city streets and county roads. The JCT is probably most interested in funding improvements to the state highway system. This was the case in 2016. Refer to Attachment C. Comingling state and local projects could confuse (or annoy) the JCT if they're only interested in projects on state highways. They could also be left with the impression that the LaneACT doesn't fully support improving state highways, which could lead them to direct funding to other areas.
2. The Steering Committee also recommends separating high-cost projects from lower-cost projects. Funding is limited. The JCT may want to fund several lower-cost projects rather than one large project.

Previous LaneACT priority lists

The following is a description of the documents included in this attachment.

1. Funding needs for major projects in the LaneACT area (December 2018) – 1 page

This list was developed in response to a request from the Oregon Transportation Commission (OTC) at a meeting held in Lebanon on November 16, 2018. It was based on a previous list that was developed by LaneACT staff (and reviewed by the LaneACT) in 2016 for discussions with the Oregon Legislature Joint Committee on Transportation Preservation & Modernization. They developed the framework for HB 2017, which was enacted in 2017.

2. ODOT Area 5 highway improvements – Projects to prioritize for future funding opportunities (January 2022) – 1 page

This list was developed by the ODOT Area 5 Manager (Frannie Brindle). It was presented to the LaneACT for discussion at the January 2022 meeting. The LaneACT subsequently endorsed the list at the February meeting without any changes.

The list was prepared in response to the \$1.2 billion Infrastructure Investment and Jobs Act (IIJA) that was approved by Congress and signed by the President in 2021. The LaneACT wanted to be prepared to advocate for projects in the LaneACT area in case the Legislature, the OTC, or ODOT asked for input from the ACTs.

The Lane Council of Governments (LCOG) Metropolitan Policy Committee (MPC) approved a slightly modified version of the list at their meeting on January 6, 2022. The MPC did not change the priority ranking of the projects. They did separate them into three categories: (1) Tier 1 projects (the top 4 projects), (2) Tier 2 projects (the two OR 126 West projects), and (3) projects not ranked by the Central Lane MPO (Creswell OR 99 intersection improvements). They did not rank the Creswell project because it is not within the MPO boundary.

The LaneACT coordinated with the MPC in developing this list, consistent with the *LaneACT/CMPO Coordination Protocols* adopted in 2012. Technically, this policy only applies when the LaneACT is developing recommendations for STIP project funding to present to the OTC. It doesn't necessarily apply to less formal recommendations like those the LaneACT is currently developing to present to the Joint Commission on Transportation (JCT). In either case (whether this policy applies or not) it is in the interest of both the LaneACT and the CLMPO to coordinate their recommendations.



Lane Area Commission on Transportation

859 Willamette Street, Suite 500, Eugene, Oregon 97401-2910
541.682.4283 (office)

Funding needs for major projects in the LaneACT area

December 2018

- OR126: Eugene to Veneta – \$400M (widen from 2 to 4 lanes)
- Beltline Highway improvements (Eugene) – \$350M (upgrades to improve safety, mobility)
- OR126E improvements (Springfield) – \$150M (includes interchanges at E. Main, 52nd, 42nd)
- OR126B Main Street (Springfield) – \$70M (transit and safety improvements)
- I-5 (Eugene, 5 miles south to Goshen) – \$65M (widen to 3 lanes, upgrade 30th Ave x-change)
- Franklin Boulevard (Springfield) – \$40M (reconstruct former state highway to better accommodate pedestrians, bicycles and transit)
- Coburg interchange – \$30M (new overpass and ramps)
- Upgrade bus corridors (Eugene) – \$200M (LTD *Moving Ahead* project. Upgrades to accommodate high-capacity bus service on up to five corridors)
- Eugene train station – \$30M (new passenger platform and rail siding to separate passenger trains from freight trains)
- Franklin Boulevard (Eugene) – \$28 M (reconstruct former state highway to better accommodate pedestrians, bicycles and transit)

Notes

1. At the Nov 16, 2018 OTC meeting in Lebanon the LaneACT identified \$788 M in unmet needs, beyond the \$80 M in projects funded through HB 2017. The OTC asked for a list of specific projects. LaneACT staff subsequently provided this list to the OTC in December.
2. The list is based on a previous list that was developed by LaneACT staff in 2016 for discussions with the Oregon State Legislature *Joint Committee on Transportation Preservation & Modernization*, which developed the framework for HB 2017.
3. The total amounts to \$1.63 B. The \$788 M referred to at the OTC was based on the preliminary list of projects compiled in 2016. The \$1.63 B is a more accurate reflection of the need for funding in the LaneACT area.
4. The list only accounts for major projects. There are many smaller projects that also need funded, including projects identified in local Transportation System Plans.
5. The LaneACT has not formally endorsed these as their top funding priorities, and they are not listed in order of priority. All of the projects are identified in locally-adopted plans. The LaneACT may revisit and revise this list in the future.
6. This list was included in the January 9 and April 10, 2019 LaneACT agenda packets. It was reformatted by LaneACT staff (Bill Johnston, ODOT) on May 9, 2019.

ODOT Area 5 highway improvements – Projects to prioritize for future funding opportunities

Project reference, formal name, and current status (phase of development)	Project elements	Projected cost	LaneACT strategic investment priorities (and other benefits)
Beltline Phase 1 – OR 569 (Beltline): Delta to River Road. North Delta improvements. Status: NEPA and concept design completed	This will complete the Delta interchange project. Replace original bridge over Beltline. Upgrade Delta (north of Beltline).	PE: \$1.25 CN: \$28M	Safety, local connectivity, equity (pedestrian improvements). This will complete the Delta interchange upgrade.
Beltline Phase 2 – OR 569 (Beltline): Delta to River Road. Phase 2: Local arterial bridge. Status: NEPA and concept design completed.	New arterial bridge (river crossing) with bicycle lanes and sidewalks. New WB on-ramp to Beltline.	PE: \$6M CN: \$119M	Regional system improvement, local connectivity, resilience (bridge), equity (bike, ped, transit). Congestion relief.
Coburg – I-5 @Coburg interchange. Status: Concept design completed.	Replace existing bridge over I-5. Provide sidewalks and bike lanes. Accommodate utilities on overcrossing. Ramp improvements. New access road.	PE: \$3M CN: \$30M	Local connectivity, equity (bicycle and pedestrian), resilience, regional economic development.
Springfield – OR 126B: Springfield Main Street Facility Plan. Phase 1: 32 nd Street to 42 nd Street. Status: Facility plan pending (2022)	(1A) Roundabout at 32 nd St, (1B) Raised median between 32 nd and 42 nd St, (1C) Roundabout at 42 nd St	\$26M (PE+CN)	Safety, connectivity, equity. The project will address safety concerns and upgrade an important urban corridor.
126 West 1 – OR 126W: Terry St to Greenhill Rd (within UGB). Status: NEPA and concept design pending.	Widen to 4 lanes with median, shoulders, and separated bike path.	\$25M (PE+CN)	Safety, regional system improvement, local connectivity
126 West 2 – OR 126W: Eugene to Veneta. Phase 1: Intersection improvements at Greenhill Rd, Fischer Road, Central, Huston. Status: NEPA and concept design pending.	Roundabouts or other intersection improvements, traffic calming, operational improvements (signals, detectors, signs)	\$40M (PE+CN)	Safety, regional system improvement
Creswell – OR 99: Oregon Ave. intersection improvements. Status: feasibility study in progress.	Intersection improvements at Mill St. and Front St. Includes signal, pedestrian crossing, ADA upgrades.	\$3M (PE+CN)	Safety, operational improvement, urban upgrade

Notes

1. This list of projects was compiled by Frannie Brindle, ODOT Area 5 Manager.
2. PE = project design and right of way acquisition. CN = construction phase.

Revised January 4, 2022

Agenda Item 6: LaneACT transportation funding priorities – Attachment C

Funding received in 2017

Included in this attachment is a one-page summary of the funding the Legislature allocated to the LaneACT area in 2017 through HB 2017.

Note the following:

- Most of the funding was allocated to the state highway system. Most of that funding was for jurisdictional transfers (from ODOT to local governments).
- Only two ODOT projects were funded: (1) \$7.2 million for a passing lane on OR 58, and (2) \$3 million for the OR 126 West environmental impact study.
- The OR 126 West project was identified by the LaneACT as a priority. The OR 58 passing lane project was identified by ODOT.
- Funding was not provided for any specific local projects. Instead, the local governments received additional funding through a formula distribution.

Lane

Area Commission on Transportation

HB 2017 ALLOCATION



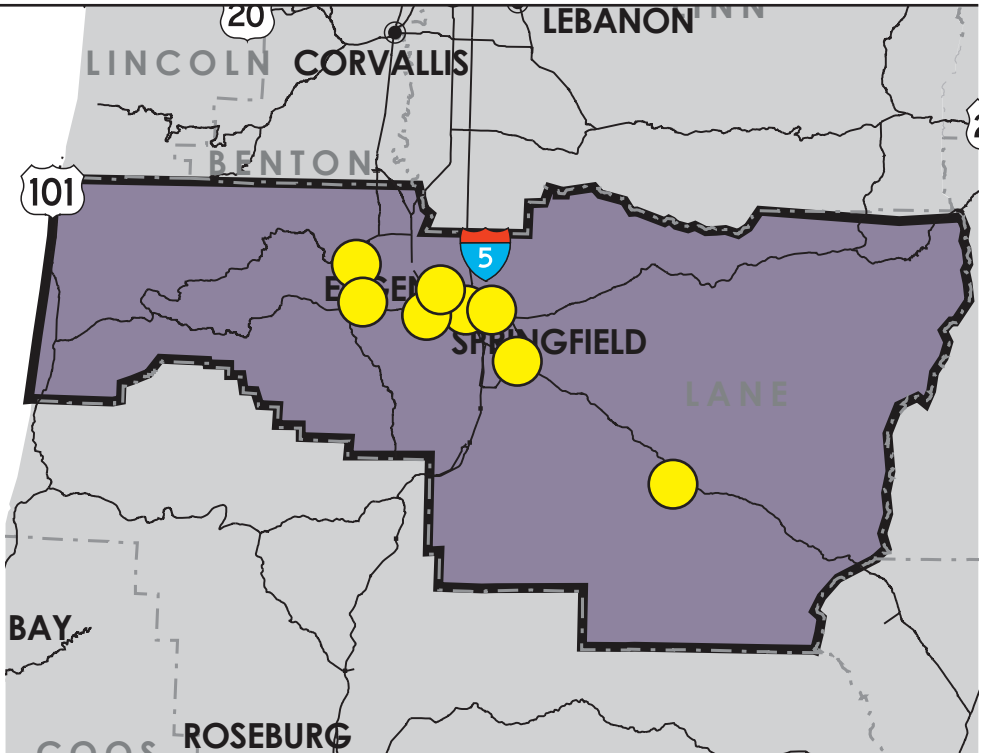
Cities

Coburg:	\$24 K
Cottage Grove:	\$228 K
Creswell:	\$124 K
Dunes City:	\$30 K
Eugene:	\$3.8 M
Florence:	\$200 K
Junction City:	\$139 K
Lowell:	\$24 K
Oakridge:	\$75 K
Springfield:	\$1.4 M
Veneta:	\$110 K
Westfir:	\$6 K

County

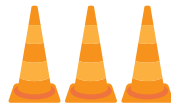
Lane County: **\$8.2 M**

10 year annual average



Safe Routes to School

\$10 M per year statewide
increasing to \$15 M per year in 2023.



Projects

OR 58, add passing lanes west of Oakridge **\$7.2 M**

OR 126 Florence - Eugene Highway environmental impact study **\$3 M**

Territorial Highway in Lane County jurisdictional transfer **\$30 M**

Pacific Highway West, OR 99 (from Beltline to Washington Street and Walnut Street to I-5) jurisdictional transfer **\$5 M**

42nd Street in Springfield jurisdictional transfer **\$12 M**



Transit

10 year annual average

Lane Transit District: **\$8.3 M**
Confederated Tribes of Coos, Lower Umpqua and Siuslaw: **\$100 K**

STATEWIDE: \$130 M per year



Bicycle & Pedestrian

\$1.2 M per year statewide

LaneACT member priority needs (2023)

The following is a description of the documents included in this attachment.

1. LaneACT Member Priority Needs: By Category – 6 pages

This document lists the transportation funding priorities identified by each of the LaneACT members. It was compiled by LaneACT member Rob Zako last year. It was included in the packet for the October 11 meeting.

2. LaneACT “hopes and fears” – 3 pages

Rob Zako led a discussion at the meeting (in October 2023) to help the members decide how to proceed in developing a list of priorities for the LaneACT as a whole. The discussion provided an opportunity for the members to express their “hopes and fears.” No decisions were made. This was not a formal action item.

Included in this attachment is an excerpt from the October 11 2023 meeting minutes that summarizes the discussion. This was the last time the LaneACT discussed this topic.

LaneACT Member Priority Needs: By Category

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

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

Member	Description	Category	Cost	Responsible Entity	Area Strategy Themes*								
					Acc	Con	Eff	Saf	Sec	Hea	Equ	Sus	Res
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

* **ACC**ess, **CON**nectivity, **EFF**iciency, **SAF**ety, **SEC**urity, **HEAL**th, **EQU**ity, **SUS**tainability, **RES**iliency

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			

* **ACC**ess, **CON**nectivity, **EFF**iciency, **SAF**ety, **SEC**urity, **HEAL**th, **EQU**ity, **SUS**tainability, **RES**iliency

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													

* **ACC**ess, **CON**nectivity, **EFF**iciency, **SAF**ety, **SEC**urity, **HEAL**th, **EQU**ity, **SUS**tainability, **RES**iliency

Member	Description	Category	Cost	Responsible Entity	Area Strategy Themes*									
					Acc	Con	Eff	Saf	Sec	Hea	Equ	Sus	Res	
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
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						

* **ACC**ess, **CON**nectivity, **EFF**iciency, **SAF**ety, **SEC**urity, **HEA**lth, **EQU**ity, **SUS**tainability, **RES**iliency

Member	Description	Category	Cost	Responsible Entity	Area Strategy Themes*								
					Acc	Con	Eff	Saf	Sec	Hea	Equ	Sus	Res
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		
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	

* **ACC**ess, **CON**nectivity, **EFF**iciency, **SAF**ety, **SEC**urity, **HEAL**th, **EQU**ity, **SUS**tainability, **RES**iliency

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

* **ACC**ess, **CON**nectivity, **EFF**iciency, **SAF**ety, **SEC**urity, **HEAL**th, **EQU**ity, **SUS**tainability, **RES**iliency

7. LaneACT Member Priority Needs- next steps

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Mr. Zako asked the ACT if they think that these positions could be filled next year.

Ms. Mazze noted that it would be worthwhile to do some targeted outreach to interest groups while looking to fill ACT positions. This would help to supplement missing input.

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

Agenda Item 6: LaneACT transportation funding priorities – Attachment E

LaneACT transportation funding priorities (2024)

Included in this attachment is a 5-page table. It lists the transportation funding needs (projects) identified by each individual member of the LaneACT in 2023.

The projects have been separated into categories. These categories are different than the categories shown in the 2023 member priority needs list (Attachment D).

The purpose of the table (worksheet) is to assist the LaneACT in identifying the funding priorities for the LaneACT as a whole. The LaneACT will have an opportunity to present and discuss these priorities with the Oregon Legislature Joint Committee on Transportation (JCT) when they meet in Eugene in June (tentatively).

LaneACT staff developed this document using the process described in Attachment A. It is intended to provide a starting point and to help frame the discussion.

This a preliminary draft. The LaneACT will have an opportunity to discuss the document at the April 10 meeting. There will be time to refine the document at the May 8 meeting, and the June 12 meeting if necessary.

LaneACT transportation funding priorities (2024)

For discussion with the Joint Committee on Transportation (note 1) – **DRAFT** April 1, 2024

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R
Rank <small>(note 3)</small>	Member proposing the project	ID <small>(note 4)</small>	Project description edited by LaneACT staff	TSP <small>(note 5)</small>	Project type	Cost	Lead agency responsible for funding	Area Strategy themes <small>(note 6)</small>									Notes
								Access	Connectivity	Efficiency	Safety	Security	Health	Equity	Sustainability	Resiliency	

Table A – Projects on state highways

A1. Major corridor and interchange improvements – more than \$30 million																		
	ODOT	O1	OR569 (Beltline Hwy): Delta Hwy to River Rd improvements to improve safety, mobility	yes	safety and congestion	\$300 million	ODOT		A	C	E	S				E	R	could be phased
	ODOT (and Veneta)	O2	OR126: Eugene to Veneta. Widen roadway from 2 to 4 lanes. Add bike & ped facilities (West Fern Ridge Corridor Plan)	yes	highway safety	\$300 million	ODOT		A	C	E	S	S	H	E	S	R	could be phased
	Eugene, ODOT	E1	Local Arterial Bridge adjacent to OR569 (Beltline Hwy).	yes	congestion relief	\$100 million	Eugene, Lane County, ODOT		A	C		S		H	E		R	project has a highway benefit
	Confederated Tribes	CT1	Hazard Resilience on OR126 between Florence and Eugene	?	roadway resilience	\$300 million	ODOT					S	S	H			R	Is this the flooding problem at Cushman?
	Coburg/ODOT	CO1	I-5 interchange at Coburg. Replace existing bridge. Provide sidewalks and bicycle lanes.	yes	congestion relief, safety	\$33 million	ODOT, County, Coburg											(note 7)
	Coburg, ODOT	CO1A	North Lane County I-5 Interchange: capacity and pedestrian safety	?	Road: Interchange	significant; unknown	ODOT, County, Coburg		A	C	E	S	S	H	E	S	R	Same as project CO1, or is it a new interchange?
	Highway 126 East	126	Safety improvements to 66-mile corridor. Includes widening shoulders and installing additional guardrails.	?	highway safety	\$4 million per mile	ODOT					S					R	
A2. Minor corridor improvements – less than \$30 million																		
	ODOT and Lane County	O3	OR 126 East (66 miles) – Construct or install low-cost safety improvements identified in the OR 126 East Highway Safety Study, completed in 2024.	?	road safety	\$10 million (rough estimate)	ODOT											(note 7)
	Creswell	CR1	OR 99: Full redesign and construction of “the jog.” Includes improvements to N. Mill St. and S. Front St.	yes	safety and congestion	\$10 million	ODOT, Creswell		A	C	E	S			E	S	R	could be phased
	Creswell	CR2	OR99: Modernization of the “the jog”	yes	safety and congestion	\$1 million	ODOT, Creswell		A	C	E	S			E	S	R	combine with CR1
	Creswell	CR3	Refurbishment of Front St/OR99	yes	safety and congestion	\$1 million	ODOT, Creswell		A	C	E	S			E	S	R	combine with CR1
	Oakridge	OK1	Improve pedestrian & bicycle facilities on OR58 within Oakridge	yes	safety	\$30 million	ODOT		A	C	E	S		H	E	S	R	move to bicycle & pedestrian?

Rank (note 3)	Member proposing the project	ID (note 4)	Project description edited by LaneACT staff	TSP (note 5)	Project type	Cost	Lead agency responsible for funding	Area Strategy themes (note 6)										Notes
								Access	Connectivity	Efficiency	Safety	Security	Health	Equity	Sustainability	Resiliency		
	Oakridge	OK2	Streetscape improvements on OR 58 within Oakridge. Includes gateway treatments, street trees, landscaping, and lighting.	?	streetscape	\$10 million	Oakridge, ODOT		C	E	S	S	H	E	S	R		
A3. Intersection improvements – to address safety or congestions concerns																		
	Creswell	CR4	Traffic controls for I-5 exit 182 northbound off-ramp	yes	safety and congestion	unspecified	ODOT											
	Cottage Grove	CG1	Design and construct a full Interchange at I-5 and South 6th Street	?	safety and congestion	\$10 million (see note)	ODOT	A	C	E						R	Estimate may be low. Move to Section A2?	
	Florence	F1	Signal/intersection improvements at Munsel Lake Rd and US101	yes	safety and congestion	\$1 million	ODOT	A		E	S	S	H	E	S	R		
	ODOT (and Veneta)	O4	OR126 West/Huston Rd intersection improvements	yes	road safety	\$1 million	ODOT	A	C	E	S	S	H	E	S	R		
	Florence	F2	Safety and intersection improvements on OR126 between the entrance to Three Rivers Casino and North Fork Rd	yes	safety and congestion	\$3 million	ODOT, Confederated Tribes	A	C	E	S	S	H	E	S	R		
	Dunes City	DC1	Dunes City sign on US101 is old and peeling	?	signage	\$100,000	Dunes City		C							R		
A4. Bicycle & pedestrian projects – either on street or off-street (within ODOT right of way)																		
	Cottage Grove	CG2	Design and construct a pedestrian bridge across the Coast Fork River, adjacent to OR99 on the north side of town.	?	bike/ped	\$3 million	ODOT, ODOT Rail	A	C	E	S							
	Cottage Grove	CG3	Bike boxes and restriping to facilitate safe bicycle use on shared roadways (both local roads and state highways)	?	bike/ped	\$300,000	Cottage Grove, ODOT	A	C	E	S						verify the scope of this project	
	Cottage Grove	CG4	Design and construct a pedestrian crossing over the railroad, adjacent to the CG Connector on north side of town.	?	bike/ped	\$3 million	ODOT, ODOT Rail	A	C		S		H	E			verify the scope and location of this project	
	Florence	F3	Install enhanced crossing treatments on US101 at 46th St and 42nd/43rd St	yes	bike/ped	\$300,000	ODOT, Florence	A	C	E	S	S	H	E	S	R		
A5. Plans & studies – facility plans, environmental studies																		
	Lane County	LC1	OR99: Creswell to Eugene corridor study	?	road safety	\$300,000	ODOT, Lane County											
	ODOT	O5	I-5: Willamette River to Goshen corridor study	?	safety and congestion	\$300,000	ODOT											
	Junction City	JC1	OR99: Junction City refinement plan	NA	safety and congestion	\$250,000	Junction City, ODOT										JC needs to apply for a TGM grant to fund this	

Rank (note 3)	Member proposing the project	ID (note 4)	Project description edited by LaneACT staff	TSP (note 5)	Project type	Cost	Lead agency responsible for funding	Area Strategy themes (note 6)										Notes	
								Access	Connectivity	Efficiency	Safety	Security	Health	Equity	Sustainability	Resiliency			
	Lane Transit District	LTD	ODOT needs to develop a formal mobility management policy	no	transit	unknown	ODOT, transit providers	A	C						H	E	S	R	

Table B – Projects on local roads

B1. Large projects – major improvements, more than \$30 million																			
	Lane County (& TrAC)	LC1	Funding for our substandard infrastructure, in particular, along 10 critical roads		safety and modernization	\$280 million	Lane County	A	C	E	S	S	H	E	S	R			
	Springfield	S1	Franklin Blvd		road safety, streetscape	\$35 million	Springfield	A	C	E	S				E				
	Eugene	E2	Franklin Blvd Transformation		road safety, streetscape	\$30 million	Eugene	A	C		S		H	E	S				need more description
	Springfield	S2	bicycle & pedestrian projects		bike/ped	\$36 million	City, County, Willamalane	A	C	E	S		H	E	S	R			move to Section B3?
	Eugene	E3	Replaceme W 11th Ave bridge over Amazon Creek, other seismic bridge retrofits		roadway resilience	\$30 million	Eugene		C		S						R		
B2. Small projects – minor improvements, less than \$30 million																			
	Florence	F4	Extension of Munsel Lake Rd west of US101 to Rhododendron Dr		connectivity	\$10 million	Florence, development	A	C	E	S	S	H	E	S	R			
	Veneta	V1	Jeans Rd/Territorial Hwy realignment		safety and congestion	\$10 million	Lane County, Veneta	A	C	E	S		H	E	S	R			
	Springfield	S3	42nd St		?	\$6 million	Springfield	A	C	E	S				E				need more description
	Creswell	CR5	S 2nd St		?	\$3 million	Creswell, LTD	A	C	E	S		H	E	S	R			need more description
	Veneta	V2	E Hunter Rd urban upgrade		safety	\$3 million	Veneta	A	C	E	S		H	E	S				
B3. Bicycle & pedestrian projects (on street) – bicycle lanes, sidewalks, crosswalks																			
	Creswell	CR6	Sidewalks for S 10th St		bike/ped	\$1 million	Creswell	A	C	E	S				E	S	R		
	Westfir	WF1	Sidewalks/crosswalks in uptown Westfir		bike/ped	< \$50,000	Lane County	A	C		S				E				
	Bike/Ped	BP1	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	BP2	Specific projects within communities		bike/ped	unknown	communities	A	C	E	S	S	H	E	S	R			
	Bike/Ped	BP3	intracity bike connections and improved transit between communities		bike/ped	unknown	Lane County, LTD, ODOT	A	C		S				E	S	R		

Rank (note 3)	Member proposing the project	ID (note 4)	Project description edited by LaneACT staff	TSP (note 5)	Project type	Cost	Lead agency responsible for funding	Area Strategy themes (note 6)										Notes
								Access	Connectivity	Efficiency	Safety	Security	Health	Equity	Sustainability	Resiliency		
B4. Bicycle & pedestrian projects (off street) – separated shared-use paths and other off-street facilities																		
	Veneta	V3	Elmira to Veneta multi-use path		bike/ped	\$6.3 million	Lane County, Veneta	A	C	E	S		H	E	S			
	Florence	F5	Separated path along Rhododendron Dr, 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		
	Cottage Grove	CG5	Design and construct multi-use path along the west bank of Willamette (Coast Fork)		bike/ped	\$3 million	Cottage Grove	A	C	E			H					
	Oakridge	OK3	Salmon Creek bike-ped bridge over railroad, and multi-use path restoration project from Beech to OIP Industrial Parkway		bike/ped	\$1 million	Oakridge	A	C	E	S		H	E				
	Dunes City	DC2	Connectivity Trail		bike/ped	\$3 million	Dunes City	A	C	E	S		H			R		
	Dunes City	DC3	Improvements to Rebecca’s Trail		bike/ped	\$1 million	Dunes City	A	C	E	S		H			R		
B5. Plans and studies – facility plans, environmental studies, design development																		
	Environmental Land Use	EL1	Incentivize transportation-efficient land use decision-making		Land Use	net savings	ODOT, etc.	A		E								
	Coburg	CO2	Alternate route or bypass for regional commuter and freight passing through to Eugene-Springfield		new roadway	significant; unknown	Lane County, Coburg	A	C	E	S	S		E	S	R	Is this related to CO1A?	
	Bike/Ped	BP4	Bicycle and pedestrian plans for each community, including connections between communities		bike/ped	varies	communities, Lane County	A	C	E	S	S	H	E	S	R		
	Bike/Ped	BP5	Equitable infrastructure development		bike/ped	unknown	all							E				
	Bike/Ped	BP6	Public engagement & participation		bike/ped	unspecified												
	Bike/Ped	BP7	Programmatic efforts		bike/ped	unspecified												
	Bike/Ped	BP8	Regional approach to shared transportation		bike/ped	unspecified												
	Westfir	WF2	Reduced speed limit to 35mph from 45mph on Oakridge/Westfir Rd within city limits		road safety	n/a	Lane County				S							
B6. Other projects – miscellaneous projects that don't fit in another category																		
	Dunes City	DC4	Build a parking lot/parking garage in the historic Westlake part of town		parking	\$300,000	Dunes City	A	C	E	S							
	Oakridge	OK4	Enhance connectivity by opening unused alleys throughout Oakridge		connectivity	\$300,000	Oakridge	A	C	E	S			E	S	R		

Rank (note 3)	Member proposing the project	ID (note 4)	Project description edited by LaneACT staff	TSP (note 5)	Project type	Cost	Lead agency responsible for funding	Area Strategy themes (note 6)										Notes
								Access	Connectivity	Efficiency	Safety	Security	Health	Equity	Sustainability	Resiliency		

Table C – Airport and rail projects

C1. Airport projects															
	Creswell Airport	CA1	Taxi-lane Infrastructure		airport	\$638,000	Creswell Airport	A	C					S	R
	Creswell Airport	CA2	Build T-hangars		airport	\$1 million	Creswell Airport	A	C					S	R
	Creswell Airport	CA3	Install wastewater treatment facility		airport	\$1 million	city and airport	A			S		H	S	
C2. Rail projects															
	Oakridge	OK5	Conduct a study for the railroad to identify measures to reduce noise		rail	\$100,000	Oakridge				S		H	E	R

Notes

1. The Oregon Legislature Joint Committee on Transportation (JCT) is gathering input from local government officials and others to consider in developing a transportation funding package to present to the Legislature in 2025. The LaneACT has developed this list of transportation funding priorities to discuss with the JCT when they meet in Eugene. A meeting is tentatively scheduled for June 28, 2024.
2. This table was prepared by LaneACT staff for the LaneACT to discuss and refine. The projects included in the table were suggested by LaneACT members in 2023. Refer to the document titled "LaneACT Member Priority Needs: By Category" compiled by LaneACT member Rob Zako in September 2023.
3. Column A (Rank) indicates the LaneACT's preference for funding the project (priority) relative to the other projects within that category. If no ranking is indicated, this means the projects have not been ranked. They are listed in random order with no specific meaning attached.
4. Column C (ID) is a unique identifier for each project. This is for convenience in referencing projects during discussions, and for tracking of projects if they are moved from one category or ranked position to another. The letters refer to the member proposing the project. Examples: V = Veneta, CO = Coburg, CG = Cottage Grove. The number distinguishes the projects from each other, if the member proposed more than one project. There is no significance to the numbering. (It was assigned by LaneACT staff.) Project 1 does not indicate the project is a higher priority for that member than project 2.
5. Column E (TSP) indicates whether the project is identified in locally-adopted Transportation System Plan. If it is, a project reference is provided. Some projects may not be identified in a TSP. This is an important consideration. It indicates the project has been evaluated (at a planning level) to determine if it is needed and if it is feasible. It also indicates the project has political support.
6. Columns I-Q refer to the priority funding "themes" previously identified by the LaneACT. Refer to the LaneACT Area Strategy Report (May 2022).
7. Projects with this note attached (note 7) were not included in the LaneACT member priority needs list that was compiled in 2023. This may have been an unintentional omission that occurred when the list was compiled, or it may be a newly identified project. In any case, the project has been included in this table for the LaneACT's consideration at this time.

Future meetings and topics

Updated April 1, 2024

This document is updated monthly by LaneACT staff based on input provided by the Steering Committee.

April 10, 2024

- **LaneACT transportation funding priorities** – 50 minutes
 - Presenters: Steering Committee members (Shelly Clark, Keith Weiss, Vidal Francis) and Rob Zako
 - Agree on a process to identify priorities.
 - Discuss preliminary list of priorities prepared by staff.

May 8, 2024

- **ODOT Region 2 Manager** – 15 minutes
 - Savannah Crawford has requested time on the agenda to introduce herself to the LaneACT.
- **Connect Oregon 2024** – 45 mins; presenter: Anais Mathez, LaneACT staff
 - LaneACT-area applicants will provide presentations describing their projects.
- **LaneACT transportation funding priorities** (continued) – 45 minutes
 - Presenters: Steering Committee members (Shelly Clark, Keith Weiss, Vidal Francis)
 - Discuss and refine list of priorities.

June 12, 2024

- **Connect Oregon 2024** (continued) – 45 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.
- **LaneACT transportation funding priorities** (continued) – 45 minutes
 - Presenters: Steering Committee members (Shelly Clark, Keith Weiss, Vidal Francis)
 - Finalize list of priorities.
- **ODOT ADA program update** (tentative) – 15 mins; Tony Snyder, ODOT
 - ODOT staff will provide an update on ODOT's progress in addressing ADA deficiencies.
- **Not on agenda** – The Joint Committee on Transportation will meet in Eugene on June 28 (tentative)

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 Bylaws** – 50 minutes

LaneACT – Future meetings and topics (page 2 of 3)

- Presenters: Steering Committee members (Shelly Clark, Keith Weiss, Vidal Francis)
- The bylaws need to be updated. The objective for this meeting is to agree on the process and scope. Assume that a committee will be appointed.
- Obtain preliminary input from the members to inform the work of the 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)** – other topic to be determined

September 11, 2024

- **2027-2030 STIP update** (placeholder) – 20 min; Tova Peltz, ODOT Delivery & Operations Division
- **(reserved)** – other topic to be determined
- **Not on agenda** – The LaneACT Bylaws Committee will meet in September.
- **Observation** – There may not be much to discuss in September. The Steering Committee may want to consider cancelling this meeting rather than the October meeting. This would allow the Bylaws Committee to focus on their work. They may be prepared to present their recommendations in October.

October 9, 2024

- No meeting this month (tentative)
- The LaneACT Bylaws Committee will meet in October.

November 13, 2024

- **Appoint representative to the Aviation Review Committee** (consent item)
- **Appoint officer nominating committee** – 20 minutes
- **LaneACT Bylaws** – 30 minutes; presenter: Committee Chair
 - Present the committee’s recommendation for review and discussion.
- **(reserved)** – other topic to be determined

December 11, 2024

- **Elect officers** – 20 minutes
- **LaneACT Bylaws** – 30 minutes; presenter: Committee Chair
 - Adopt final revised version.
- **(reserved)** – other topic to be determined

January 8, 2025

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

February 12, 2025

- **(reserved)** – topics to be determined

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.

LaneACT member roster

updated March 2024

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	Mike Sauerwein City Manager	msauerwein@cottagegrove.org	(541) 942-5501	400 E. Main St; Cottage Grove, OR 97424		none
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	sthomas@cityofjc.com	541.998.2153	PO Box 250; Junction City OR 97448		none
Lowell						
primary	Don Bennett Mayor	donbennett47@g.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	rickzylstra@ci.oakridge.or.us		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]
Veneta						

jurisdiction	member	email	phone	address	term start	term end
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@lcoq.org	541.682.4405	859 Willamette St Suite 500; Eugene OR 97401	2009	(no end date)
alternate	Brenda Wilson Executive Director	bwilson@lcoq.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@g.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@lcoq.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		7/1/2023	06/30/2024
alternate	Brett Morgan 1000 Friends of Oregon	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	tiffanve@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	MAR'23	APR'23	MAY'23	JUN'23	JUL'23	AUG'23	SEP'23	OCT'23	NOV'23	DEC'23	JAN'24	FEB'24	MAR'24	
Coburg	X	X	A	X	X	X	No Meeting	X	X	X	X	X	X	
Cottage Grove	X	X	X	X	X	A		X	X	X	X	X	X	X
Creswell	X	X	X	X	X	X		X	X	X	X	X	X	X
Dunes City	X	A	A	X	A	A		A	A	A	A	A	A	A
Eugene	A	X	A	X	X	X		X	X	A	X	X	X	X
Florence	A	X	A	A	X	X		X	A	X	X	X	X	X
Junction City	X	X	X	X	X	X		X	X	X	X	A	A	A
Lowell	A	X	X	X	X	X		A	A	A	A	A	A	A
Oakridge	X	X	X	X	X	X		X	X	X	X	X	X	X
Springfield	A	X	X	A	A	X		X	X	X	X	A	X	X
Veneta	X	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	A
Lane County	A	X	X	X	X	X		X	A	X	X	X	X	X
Port of Siuslaw	A	X	A	A	X	X		X	A	X	X	X	X	X
Lane Transit District	A	X	X	X	X	X		X	A	A	X	X	X	A
CTCLUSI	A	X	X	X	X	X		X	X	X	X	X	X	X
ODOT Area 5	X	X	X	X	X	X		X	X	X	X	X	X	X
Central Lane MPO	X	X	X	X	X	X		X	X	X	X	X	X	X
Lane County TrAC	X	X	X	A	X	X		X	X	X	X	X	X	X
CLMPO CAC - VACANT	X	X	X											
Highway 126 E	X	X	X	A	X	X		X	A	A	A	X	X	X
DS Trucking - VACANT														
DS Rail - VACANT														
DS Bike/Ped	X	X	X	X	X	X		X	X	X	X	X	X	X
DS Envir LU	X	X	X	X	X	X		X	X	X	X	X	A	X
OS - Eugene Organ	A	A	A	X	A	X		X	A	X	X	X	A	X
OS - Brodie Hylton													A	X
OS- Tiffany Edwards													X	X
OS - Shelley Humble	X	X	X	X	X	X	X	A	X	X	X	A	X	
OS-VACANT														
TOTAL	15	22	17	18	20	20		14	17	20	19	18	21	

X=present
A=absent