

Meeting Agenda

December 10, 2025

5:30 – 7:30 PM

This meeting will be conducted by videoconference only
(there is no in-person option)

To join the meeting from your computer, tablet or smartphone

[click here to join the meeting](#)

Meeting ID: 248 054 201 449 8 Passcode: C42dS73e [Download Teams](#) | [Join on the web](#)

To call in (audio only): +1 (971) 277-1965 (Portland) Phone conference ID: 179 289 681#

Meeting highlights

- **Connect Oregon Federal Grant Match Program**
- **ODOT Capital Investment Plan**
- **Lane County Transportation Equity Assessment**

***Note:** The times listed for each topic are approximate. The Chair may change the order of the topics if necessary to conduct the meeting more efficiently. Individuals interested in a particular item are advised to arrive at the start of the meeting.*

- 1. Call to order** – Jennifer Yeh, LaneACT Chair (5 minutes) 5:30
Meeting attendance will be taken prior to the first action item (Item 5), to determine whether a quorum of members is present.
- 2. Review and approve agenda** (5 minutes) 5:35
- 3. Comments from the audience** (5 minutes) 5:40
The LaneACT Chair will ask if there are any comments. Please state your name and address.
- 4. Announcements and information sharing** (15 minutes) 5:45
 - a. Announcements from the Chair – Jennifer Yeh
 - b. ODOT update – Vidal Francis
 - c. Central Lane MPO update – Paul Thompson
 - d. Member updates – all

5. **Consent items** (a quorum [14] is required for this action item) (5 minutes) 6:00
*The following routine items will be approved in one action by consensus.
If a member would like to discuss an item, that item will be removed
from the consent agenda and considered separately.*
a. Approve minutes from October 8 meeting (page 4)
6. **LaneACT officer election** (quorum required, 10 minutes) 6:05
Summary: (1) Accept formal recommendation of the LaneACT Officer Nominating Committee. (2) Invite additional nominations from the floor. (3) Agree on appointments by consensus, if possible. (4) If necessary, conduct an election by voting.
Presenters: Jennifer Yeh – LaneACT Chair; committee members
Attachments: topic summary, election procedure (page 12)
7. **Connect Oregon Federal Grant Match Program** (quorum required, 10 min.) 6:15
Action requested: Provide a recommendation to approve (or not approve) a request from ODOT for funds to construct an additional rail siding at the Eugene Station for passenger trains to layover.
Presenters: Bill Johnston – LaneACT staff; John Boren – ODOT Freight Program
Attachments: topic summary, project description (page 15)
8. **ODOT Capital Investment Plan** (30 minutes) 6:25
Summary: ODOT is implementing a new process for developing the Statewide Transportation Improvement Program (STIP). This presentation will describe the Capital Investment Plan document, and the ACTs’ role in providing input.
Presenter: Amanda Pietz – Policy, Data & Analysis Division Administrator
Attachments: topic summary, slide presentation (page 18)
9. **Lane County Transportation Equity Assessment** (30 minutes) 6:55
Summary: Lane County was recently awarded a \$142,000 grant from the ODOT Innovative Mobility Program to assess transportation options available to (1) low-income residents living in rural areas, and (2) people with disabilities living anywhere in the county.
Presenter: Jo Rodgers, Lane County Public Health
Attachments: topic summary, slide presentation (page 26)
10. **Future meetings and topics** (5 minutes) 7:25
Summary: Refer to the attached list (see below).
Presenter: Bill Johnston – LaneACT staff

(continued)

11. Adjourn (meetings may end early)

7:30

Additional attachments (for information only)

- Future meetings and topics (page 37)
- LaneACT member roster (page 38)

Upcoming meetings

- No LaneACT meeting in January
- January 14 (Wednesday) – Steering Committee (9:00–10:00)
- February 11 (Wednesday) – LaneACT (5:30–7:30)
- No LaneACT meeting in March

Notes

1. This meeting packet was prepared by Bill Johnston, LaneACT staff.
2. The packet is posted on the LaneACT website prior to each meeting. [[link](#)]
3. To be included on the email notification list, contact Bill Johnston at: bill.w.johnston@odot.oregon.gov
4. People with disabilities may request special accommodation. Upon request, meeting materials can be made available in alternative formats. Please call 503-986-2600 or the statewide relay at 7-1-1 at least 48 hours prior to the meeting, or send an email request to: ODOTeeo@odot.oregon.gov

October 10, 2025 meeting minutes

- Format:** This meeting was conducted by videoconference
- Present:** (members eligible to vote at this meeting, alphabetical by last name)
(15 members present; 13 members required for quorum)
Jameson Auten – Lane Transit District (LaneACT Vice Chair)
Doug Barrett – Confederated Tribes
Robert Carp – Florence
Bryan Cutchen – Oakridge
Cathy Engebretson – Coburg
Vidal Francis – ODOT
Clark Kent – Creswell
Ken Kohl – Lane County Transportation Advisory Committee (LC TrAC)
Pete Petty – Highway 126 East
Megan Shull – special interest (bicycle & pedestrian)
Becky Taylor – Lane County (alternate)
Paul Thompson – Central Lane MPO
Maureen Wright – Veneta
Jennifer Yeh – Eugene (LaneACT Chair)
Rob Zako – special interest (environmental)
- Present:** (alternate members; not eligible to vote because primary member is present)
Garret Grey (Confederated Tribes); Bill Johnston (ODOT); Matt Michel (Veneta);
August Murphy (Florence); Curtis Thomas (Creswell)
- Absent:** (primary voting members not represented by an alternate); Tiffany Edwards
(special interest); Christine Hyink (Cottage Grove); Brodie Hylton (special
interest); vacant (Port of Siuslaw)
- Other members:** (non-participating jurisdictions; not included in quorum calculation)
Dunes City, Junction City, Lowell, Westfir
- Other attendees:** Justin Hauschild (ODOT); Shelley Humble (Creswell Airport); Eugene Organ
(area resident)

1. Call to order

Jennifer Yeh (Chair) called the meeting to order at 5:30 pm.

2. Review and approve agenda

There were no changes to the agenda.

3. Comments from the audience

None.

4. Announcements and information sharing

a. Announcements from the Chair – Jennifer Yeh

The Chair noted that there was actually a quorum of members present at the previous meeting on August 10. Staff discovered after the meeting they had miscounted and incorrectly indicated there was not a quorum.

b. ODOT update – Vidal Francis

House Bill 3991 – The Legislature passed a transportation funding bill on September 29.

Oregon Transportation Commission – The OTC will meet on October 27.

ODOT staffing for winter roadway maintenance – Now that the Legislature has authorized additional funding, ODOT is recruiting new (and former) employees to fill vacant positions that resulted from recent layoffs, or that were previously not filled in anticipation of a funding reduction. There are over 700 vacant positions statewide. Many of them are operations and maintenance related. Management's first priority is to ensure there are enough snowplow operators to keep state highways open during the winter season.

Homeless camp removal and cleanup – The recent layoffs reduced ODOT's capacity to remove and cleanup homeless camps. (ODOT uses this term.) Filling the vacant positions will increase capacity. It costs ODOT between \$5,000 and \$20,000 to clean up a homeless camp. Camps where RVs are parked are more expensive. Contractors sometimes need to be hired to clear hazardous materials.

Project delivery – Next spring ODOT will begin focusing on filling vacant engineering and technician positions that are involved in designing projects and overseeing construction.

c. Central Lane MPO update – Paul Thompson

The MPO Policy Board met on October 2. Staff provided an update on the effort to update the Regional Transportation Plan (RTP). The draft plan will be released for public comment on October 31.

The Lane Council of Governments (LCOG) Transportation Options (TO) program, in partnership with local governments, are promoting walking as a mode of transportation during the month of October. The nationwide event is referred to as Walktober.

[\(https://wewalklane.org/\)](https://wewalklane.org/)

LCOG now has a certified child safety seat inspector on staff. This is one of the services provided by the Safe Lane Coalition, which is another LCOG program.

[\(https://safelanecoalition.org/\)](https://safelanecoalition.org/)

Mr. Thompson commented on House Bill 3991. He noted there is a well-organized effort to repeal the legislation. Petitioners are gathering signatures to refer a ballot measure to the voters in November 2026.

d. Member updates

Rob Zako (special interest, environmental) – (1) Mr. Zako commented on House Bill 3991. He expressed his concerns about funding for transit agencies. The bill increases the payroll tax that funds the Statewide Transportation Improvement Fund (STIF) but only for two years, and the funds cannot be used for any new programs. (2) Better Eugene Springfield Transportation (BEST) is sponsoring an event on October 14. Anna Zivarts, author of “When Driving is Not an Option: Steering Away from Car Dependency” will be speaking at the University.

August Murphy (Florence) – Mr. Murphy introduced himself. He is the interim Public Works Director for the City of Florence. The city council appointed him to serve as the alternate representative to the LaneACT, replacing Mike Miller who retired recently.

4A. Reappoint Shelley Humble (this item was not on the agenda)

Shelley Humble (special interest representative) explained during the member updates that her term as a member of the LaneACT has expired. She only recently became aware of this. No one asked her if she wanted to continue serving. Chair Yeh apologized for not contacting her. She was going to talk with her but did not.

Paul Thompson asked the Chair if it would be possible to reappoint Ms. Humble at this meeting. He noted that the LaneACT needs to appoint a member to participate in the Aviation Review Committee that will be reviewing grant applications. (See agenda item 10.) Ms. Humble has represented the LaneACT in the past.

Bill Johnston (LaneACT staff) explained that the process for appointing special interest representatives is only briefly described in the LaneACT Bylaws. More detail is provided in the LaneACT Public Participation Plan.

Vacancies are supposed to be filled through a competitive recruitment process. The level of effort will be determined by the LaneACT members prior to initiating a specific recruitment effort. Current members may be reappointed without considering other candidates. Ms. Humble has served at least three terms.¹

Rob Zako agreed with Mr. Thompson. He advocated for reappointing Ms. Humble at this meeting. He did not think it was necessary to provide advance notice or to conduct a competitive recruitment process.

¹ Reappointing current members without considering other candidates is an informal policy and past practice. This is not specifically stated in either the Bylaws or the Public Participation Plan. The Bylaws do not specify how many times a member can be reappointed. There are no term limits.

Vidal Francis offered his perspective. He noted that Ms. Humble has served on the LaneACT for many years. He appreciates her willingness to serve but also thinks it would be good for the LaneACT to have new members.

Rob Zako agreed that it is important to recruit new members. He noted that this is the responsibility of the Steering Committee. He also noted that there are a number of vacancies. Reappointing Shelley Humble would not preclude appointing new members in the future. He said it was important to appoint a member to serve on the Aviation Review Committee and that there is no one else who is qualified. (Ms. Humble is the Airport Manager for the City of Creswell.)

Chair Yeh clarified that any LaneACT member could be appointed to serve on the committee. It is not essential to have someone with an aviation background. Bill Johnston noted that Ms. Humble is an at-large (other) special interest representative. The LaneACT membership does not include a designated special interest representative with aviation-related experience. (Aviation is referred to in the bylaws as a topic of interest.)

Vidal Francis noted that there are other LaneACT members who represent local governments (besides Creswell) that operate airport facilities. (Eugene, Florence and Oakridge). He suggested it would be beneficial to the LaneACT to have other members gain experience with the Aviation Review Committee.

Paul Thompson suggested the members proceed with reappointing Ms. Humble to serve on the LaneACT and appoint her (during Item 10) to represent the LaneACT on the Aviation Review Committee. If it is important to have more members with an aviation background, the Steering Committee could open a recruitment for someone with that experience.

The Chair concluded the discussion. She asked if anyone was opposed to reappointing Shelley Humble to serve another four-year term. No one was opposed.

5. Consent items (action item; quorum required)

Bill Johnston noted (in the meeting chat) that a quorum of members were present. The members approved the minutes from the following previous meetings without any modifications: March 12, April 9, May 14, June 11, and August 10.

6. Legislative update

Justin Hauschild, ODOT Legislative Liaison, provided a slide presentation. It was not included in the meeting packet. (LaneACT staff has a copy.)

The presentation covered the following topics: 2025 Regular Session, 2025 1st Special Session, HB 3991, Looking Ahead. The last topic described the follow-up that will be required on the part of ODOT to implement HB 3991 and other bills adopted by the Legislature in 2025, and to prepare for the 2026 and 2027 sessions.

Mr. Hauschild noted that the ODOT Government Relations team prepares a summary of every legislative session. He provided the following link (in the meeting chat) to the 2025 summary: <https://www.oregon.gov/odot/About/GR/2025%20Legislative%20Summary.pdf>

The LaneACT members did not have any questions.

7. Lane County Transportation Safety Action Plan

Becky Taylor, Senior Transportation Planner, provided a slide presentation describing the plan. The slides were included in the meeting packet.

Several LaneACT members had comments and questions. Rob Zako noted that the plan is focused on rural areas. There are similar safety concerns and challenges in the urban areas. He encouraged local jurisdictions to pool their limited resources.

Bryan Cutchen (Oakridge) referred to the slide that compared crash rates (fatalities per 100,000) in rural areas, small cities, and the Eugene/Springfield metro area. He asked why crash rates are higher in small cities than in the metro area.

Ms. Taylor explained that many small cities have state highways running through them, which may have higher speed limits compared to city streets in the metro area. In addition, the formulas used to allocate funding for transportation improvements favor areas with greater population density and higher traffic volumes.

Jameson Auten (LTD) thanked Ms. Taylor and the County for their work on this plan. LTD will consider the findings and recommendations from the Safety Action Plan in developing their long-range mobility plan, which includes an assessment of needs in the rural area.

Megan Shull (special interest, bicycle & pedestrian) asked about the toolkit of solutions to improve safety for vulnerable users. Becky Taylor explained that she is currently working on them. They will eventually be posted on the County's website.

Paul Thompson noted that LCOG has a teen driver education program. They recently hired a new coordinator.

8. LaneACT resolutions (action item; quorum required)

Bill Johnston described the proposed resolutions included in the meeting packet. He noted they were included in the June 11 and August 13 meeting packets. No action was taken because there was not a quorum.

Chair Yeh asked if anyone had any questions or concerns. Rob Zako expressed some concern that Resolution 2025-01 relating to the LaneACT meeting schedule contradicts the bylaws, which indicates the LaneACT will meet every month. The resolution indicates the LaneACT will meet every other month. If the LaneACT members want to change the meeting schedule, they should amend the bylaws.

Paul Thompson acknowledged Mr. Zako's concern. He noted that the LaneACT Bylaws Committee effort to review the bylaws is currently on hold. When the effort resumes, the

committee will incorporate this change into the larger package of amendments they will be recommending to the LaneACT.

Bill Johnston responded to Mr. Zako's concern. He explained the bylaws are not entirely clear. There is some ambiguity. The bylaws do say the LaneACT will meet every month, unless it determines there is no need to meet. The bylaws also say the Steering Committee will develop the agendas for the meetings. This implies the Steering Committee can cancel a meeting if there is no need to meet.

Mr. Johnston added that the ACTs don't have as many responsibilities as they used to. Consequently, there is no need to meet as frequently. He also noted that contract staff support for the ACTs was eliminated, and that ODOT staff doesn't have the capacity to organize meetings every month.

This resolution is intended to respond to the preference of the members to meet every other month. This was one conclusion of the member survey conducted earlier in the year. This resolution essentially provides ongoing authorization to meet less frequently. The resolution includes a provision allowing the Steering Committee to deviate from the every-other-month schedule if necessary.

Shelley Humble commented on Resolution 2025-02 clarifying the responsibilities of the Steering Committee. She agreed the Steering Committee should be able to make certain kinds of decisions. She asked how the LaneACT members would be informed of their decisions.

Bill Johnston responded. Most of the decisions the Steering Committee makes relate to the meeting agendas. Their decisions are essentially documented in the final version of the agenda. If members want more insight they can compare the draft version to the final version. They can also review the agendas for the Steering Committee meeting, which often identify questions that need to be resolved.

Another responsibility of the Steering Committee is developing the work plan. The bylaws specify this is the Steering Committee's responsibility. The resolution clarifies that the Steering Committee will decide on the final content, after obtaining input from the members. The Steering Committee's decisions are documented in the final version of the work plan.

Shelley Humble suggested that perhaps staff could include a brief summary of the Steering Committee meeting at the end of the regular meeting agenda. Bill Johnston recalled that staff prepared summaries for four or five Steering Committee meetings in 2023. This was discontinued because preparing meeting summaries is time consuming and it didn't appear anyone was reading them.

Mr. Johnston said that staff could prepare meeting summaries on an as-needed basis if necessary. Mr. Vidal noted that Steering Committee meetings are open to all members.

The Chair concluded the discussion. She asked if anyone was opposed to adopting the resolutions. No one was opposed. The Chair clarified that the key provisions in the resolutions will be formally incorporated into the bylaws when they are amended in the future.

9. LaneACT Officer Nominating Committee (action item; quorum required)

The Chair asked for volunteers to serve on the Officer Nominating Committee. Vidal Francis indicated he wanted to be on the committee. Jameson Auten said he was willing to serve. No one else volunteered.

Rob Zako recalled that, in the past, the nominee committee was comprised of individuals who were not current members of the Steering Committee and not interested in being officers in the coming year. This would reduce bias among committee members. (In recent years, current Steering committee members have participated in the nominating committee.)

Paul Thompson asked if the committee would be recommending someone to serve as ambassador, in addition to chair and vice chair. Bill Johnston referred to the summary memo included in the packet for this meeting. It explains that the committee will decide whether to recommend someone to serve as ambassador.

Mr. Johnston noted that in the past the LaneACT members didn't think there was a need to have an ambassador. Mayor Lucy Vinis from Eugene was the first LaneACT member to serve in this capacity, in 2023. Rob Zako served as ambassador in 2024. Neither of them attended any meetings serving in this role. The LaneACT did not appoint a member to serve as ambassador in 2025.

The Chair concluded the discussion. She asked if anyone was opposed to appointing Vidal Francis and Jameson Auten to serve on the LaneACT Officer Nominating Committee. No one was opposed.

10. Aviation Review Committee appointment (action item; quorum required)

Chair Yeh recalled that there was some discussion about this topic earlier in the meeting, when Shelley Humble was reappointed to the LaneACT. The Chair asked if anyone was interested in serving on the Aviation Review Committee (ARC).

Robert Carp (Florence) indicated he was interested. Shelley Humble said she would like to serve again this year. She has represented the LaneACT for several years. She noted she has been an airport manager for 26 years and the chair of the ARC for the last four years. She offered to step aside if the members would like to appoint someone else to serve.

Mr. Carp clarified that he did not want to replace Ms. Humble. He wanted to join her on the committee as a second representative. If only one person is needed, he would step aside.

Ms. Humble explained that each ACT usually appoints one representative. She noted that meetings are conducted by videoconference. She didn't think the committee would be concerned about others listening in.

Bill Johnston clarified that the instructions from the Oregon Department of Aviation indicated each ACT was to appoint one person to serve on the committee. He suggested he could explain to the committee organizer that Mr. Carp would be shadowing Ms. Humble to learn more about the process.

Vidal Francis offered his perspective. He thinks it would be good for the LaneACT to give someone else the opportunity to serve on the committee. He recalled his previous experience with the 2022 committee. He wanted to shadow Ms. Humble, to learn more about the process, but he was not allowed to attend some of the meetings.

Ms. Humble couldn't recall the exact protocol for the meetings. Mr. Thompson said the Department of Aviation website indicates all meetings are open to the public.

The Chair concluded the discussion. She asked if anyone was opposed to appointing Shelley Humble to serve on the Aviation Review Committee. No one was opposed. Robert Carp can attend the meetings to learn more about the process.

11. Future meetings and topics

Bill Johnston reviewed the list of future meetings and topics included in the meeting packet. No one had any questions or concerns.

12. Adjourn

The Chair adjourned the meeting at 7:30 p.m.

Notes

1. This meeting was conducted by videoconference using Microsoft Teams. It was recorded in video format. A verbatim transcript was automatically generated by Teams.
2. These minutes were prepared by Bill Johnston (staff) based on the meeting transcript, the recording, and informal notes taken at the meeting.
3. This document was finalized (as a draft) on December 2, for the LaneACT to review and approve at their next meeting.

Agenda Item 6

LaneACT officer election

Presenters

- Officer Nominating Committee members (present recommendation)
- Jennifer Yeh – LaneACT Chair (oversee election)

Action requested (quorum required)

1. Accept recommendation of the Officer Nominating Committee.
2. The Chair will ask if there are additional nominations from the floor.
3. If not, elect officers by consensus.
4. If necessary, conduct the election by voting. (ACT members must agree on the method.)

Summary

At the October 8 meeting, the LaneACT appointed Vidal Francis and Jameson Auten to serve on the Officer Nominating Committee (committee). The purpose of the committee is to identify candidates to serve as officers for 2026.

The committee met several times, informally (by phone) to consider potential candidates. Some of the candidates were contacted to determine their interest in serving.

At the December 10 LaneACT meeting, the committee will present a recommended “slate of officers” to consider (as nominees) for election. The LaneACT does not need to take any formal action to accept the nominations.

The Chair will oversee the election process. A summary of the process is provided in the action requested section of this summary memo (above). A more detailed description of the procedure is provided in Attachment A.

Attachment

- A. Election procedure (2 pages)

Election procedure

The following is an outline of the procedure the LaneACT will follow in electing officers for 2026. It is the same procedure that was used to elect officers for 2024 and 2025. It combines instructions provided in the LaneACT Bylaws, supplemental LaneACT policies, and Robert's Rules of Order.

This document was prepared by LaneACT staff. If the LaneACT members have any questions or concerns during the meeting, staff will serve as parliamentarian to advise the Chair. The Chair is the final arbiter (judge).

1. Accept recommendation of the Officer Nominating Committee.

- a. **Role of the Committee** – The LaneACT *Foundational Procedures and Policies* (2011) require the LaneACT to appoint a Nominating Committee (committee) to recommend a “slate of officers” to consider for election.
- b. **Committee recommendations** – The committee is recommending (nominating) two LaneACT members for election, to fill the Chair and Vice Chair positions. They may or may not recommend anyone to fill the Ambassador position.

2. Allow additional nominations from the floor.

- a. **Robert's Rules** – Robert's Rules of Order are referred to in Section 5.A of the Bylaws. Meeting procedures not specifically described in the LaneACT Bylaws shall be consistent with Robert's Rules. Robert's Rules state that candidates may also be nominated by members who did not participate in the nominating committee, at the meeting where elections are held. This is referred to as nominating “from the floor.” This procedure is not described in the LaneACT policies. It applies because it is described in Robert's Rules.
- b. **Procedure** – When the committee presents its recommendation, the Chair will ask if there are any other nominations from the floor. A decision (by either consensus or vote) is not required to accept the committee's recommendations, or nominations received from the floor.

3. Decide the election by consensus, if possible.

- a. **Decision-making process** – The Bylaws state in Section 5.B (Terms) that elections shall be decided as described in Section 5.A (Decision Making). Section 5.A. describes the general process the LaneACT is to follow in making all decisions.
- b. **Consensus** – The members will first attempt to reach a consensus, through discussion and negotiation. Consensus means that all voting members present can live with the decision. If no nominations are received from the floor, the members would simply be agreeing to elect the individuals recommended by the committee.
- c. **Contested election** – If additional nominations are received from the floor, there would be more than one candidate for one or more positions. This is referred to as a contested

election. The members can attempt to resolve the conflict. For example, by persuading one of the candidates to withdraw from consideration. Or the members can simply agree to proceed with an election by voting. This is described in the following section.

4. If necessary, conduct an election by voting. (ACT members must agree on the method.)

- a. When required** – A vote would be required if a consensus cannot be reached. As explained in the previous section, this could occur **(1)** if for some reason the members do not support the candidates recommended by the committee, or **(2)** if the election is contested, when additional nominations are received from the floor.
- b. Vote to end discussion** – If consensus cannot be reached, the bylaws state that the decision will be made by an 80% supermajority of the members present. Before voting to decide the matter being considered, a separate motion and vote is required to end the discussion. The motion passes if a simple majority of the members agree. Alternatively, the members could simply agree to proceed with an election by voting (without voting to end the discussion).
- c. Supermajority vote** – When a vote is required to reach a decision, the Bylaws require 80% of the members present to agree (by voting yes). This is a high standard. The U.S. Constitution defines a supermajority as two-thirds (66%) of the vote. If the vote is to resolve a contested election, it may be difficult for any one candidate to achieve an 80% supermajority. In this case it may be necessary to temporarily suspend the supermajority requirement, to allow a candidate to be elected by a simple majority.
- d. Suspending the supermajority requirement** – The members would need to agree to suspend the supermajority requirement. If a consensus cannot be reached, a vote would be required. As described in Section 4.b, a separate motion and vote is required to end the discussion, before voting to suspend the supermajority requirement.

5. Method of voting

- a. Options** – Neither the LaneACT Bylaws or protocols specify a method of voting. Various methods are described in Robert’s Rules, including: a show of hands, by voice, by roll call, or by ballot.
- b. Agreement** – The members need to agree on the method. If agreement cannot be reached by consensus, a vote would be required to resolve the matter. Refer to Section 4.b.
- c. Roll call** – LaneACT staff recommends this method. Staff will ask each member to indicate their preference verbally. Staff will then tally the votes and announce the outcome.
- d. Ballot** – This method would be more complicated. Assuming the meeting is held by videoconference, each member would need to send an email to staff indicating their preferences. Staff would then tally the votes and announce the outcome. They would also need to provide the tally sheet indicating how each member voted. Secret ballots are not allowed. (Refer to the OTC ACT policy, Attachment A, Public Involvement.)

Agenda Item 7

Connect Oregon Federal Grant Match Program

Presenters

Bill Johnston – LaneACT staff; John Boren – ODOT Freight Program Manager

Action requested (quorum required)

Provide a recommendation to approve (or not approve) a request from ODOT for funds to construct an additional rail siding at the Eugene train station.

Summary

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

In 2024, the LaneACT reviewed applications for three projects in the LaneACT area. The applicants were requesting funding through the 2024-25 Connect Oregon program. The next grant cycle will begin in 2026 or 2027.

There is a new Connect Oregon grant program that provides matching funds for larger federal grants. Applications are accepted on a rolling basis. There are currently two applications being considered. One of them is in the LaneACT area.

ODOT is the applicant. The Public Transportation Division is applying for a federal grant to construct an additional rail siding at the Eugene Station for passenger trains to layover. ODOT is requesting \$1,838,574 in Connect Oregon funds to use as match for a \$13,354,293 federal grant application. The total project cost is \$16,692,867.

The grant program administrators are asking the LaneACT to review the application and provide a recommendation. There are two options. The LaneACT can either recommend the project for funding or not recommend it. Comments explaining the recommendation are optional.

Attached is a project summary. The complete 113-page application is posted on the Connect Oregon webpage [\[link\]](#). Refer to the Amtrak Cascades Eugene Station Layover Track Project.

Attached

Project description (from a previous grant application) – 2 pages

Amtrak Cascades Eugene Station Layover Track Project

2024 Federal-State Partnership for Intercity Passenger Rail Grant Application

Since the inception of Amtrak Cascades service, Oregon's Department of Transportation (ODOT) has invested millions of dollars in passenger rail improvements to benefit the growing number of riders who use passenger rail. The need for a better Amtrak Cascades layover facility at Eugene has been recognized for more than 20 years, but a funding gap has been the largest obstacle to project completion. In 2011, ODOT received \$1.5 million in American Recovery and Reinvestment Act funds for the planning and early design of a layover facility. ODOT contracted with David Evans and Associates for preliminary engineering and NEPA analysis which were completed in 2017. Since then, designs have advanced, but additional funding is required to complete NEPA reevaluation, final design, and construction. Once this critical project is completed, benefits including increased fluidity and improved reliability of passenger rail service will finally be realized.

The project will have a beneficial effect on intercity passenger rail service and freight rail service by enabling overnight storage and light servicing of Amtrak Cascades passenger trains at the Eugene Station. The current track configuration at the station includes two tracks running through the station; one is a mainline and the other is a parallel siding that provides sole access to the passenger platform. There is a single main track to the east of the Eugene Station and two tracks, mainline and siding, extend westward 1.8 miles to Union Pacific's (UP) Eugene Yard.

Current track configuration at Eugene Station cannot facilitate layover and/or servicing of Amtrak Cascades trains because the siding is required for use by through *Coast Starlight* trains, and because it's frequently used by freight trains arriving and departing Eugene Yard. Therefore, Amtrak Cascades trains must retire to Eugene Yard for layover where they are vulnerable to freight interference when necessary to return to Eugene Station for timely boarding of passengers. In addition, when delivering or receiving passengers at Eugene Station, UP policy is to not to utilize the parallel mainline until the Amtrak Cascades train has cleared the area. Because the new station layover track will also serve as the arrival track for Amtrak Cascades, where passengers will alight, and the departure track, where passengers will board, these activities will no longer entail cessation of mainline traffic while in progress.

A result of this project will be a safer rail passenger track and platform facility for access and waiting, allowing through mainline traffic to pass concurrently with Amtrak Cascades activity at the station. The new layover stub track will diverge from the siding just east of Lincoln Street crossing and parallel the existing siding. The existing platform along the siding west of the station is to be rebuilt to a 21-foot width and extended as a peninsula platform to serve both the existing siding and new layover track. The design also includes necessary components for maintenance of Amtrak Cascades rolling stock, including 480-volt standby power hookups, platform lighting, a materials storage building, and environmental drip control.

As an additional benefit the new Amtrak Cascades arrival, layover and departure track will permit the *Coast Starlight* to simultaneously call on the station, which is not feasible today. Under current schedules it is not unusual for a late-running northbound *Coast Starlight* to arrive around

the same time as southbound Cascades Train 503, resulting in one or the other being held out and incurring delay. The new track will allow both trains to access Eugene Station at the same time.



Depot and Tracks Looking West; New Layover Track to be Left of Utility Poles

The project reduces the consumption of locomotive diesel by eliminating deadhead movements and layover engine idling. Current deadhead train movements between Eugene Yard and Eugene Station amount to 2,600 train-miles per year. A major benefit will be avoidance of risk to motorists and pedestrians caused by the deadhead movements over seven closely spaced at-grade crossings through a mixed commercial and residential area of Eugene. This project will lower passenger train movements through these grade crossings from 10 per day to six, a 40% reduction and diminished potential for safety-related incidents. The layover track includes electrical grid connections to provide power to the locomotive and train during servicing and layover. Currently, trains parked at Eugene Yard idle locomotives continuously to provide power to the train consist for lighting, heating and air conditioning, and refrigeration for foodstuffs in the café car.

Consistent on-time departures will help achieve improved Customer On-Time Performance as prescribed by federal metrics and standards as trains originating from Eugene progress northward to their final destinations in Seattle.

New ADA-compliant station platforms will include the added safety feature of tactile strip edges and lessened height for ingress and egress to passenger train vestibules. With Cascades trains boarding and alighting passengers from the new layover track, passenger safety will be enhanced because of greater physical separation between Cascades trains and freight trains passing on the mainline.

Agenda Item 8

ODOT Capital Investment Plan

Presenter

Amanda Pietz – ODOT Policy, Data & Analysis Division Administrator

Action requested

No action required at this meeting. Recommendations for the OTC to consider are due by May.

Summary

The Statewide Transportation Improvement Program (STIP) is ODOT's 4-year capital improvement plan. The plan is updated every three years. (The first year of a new STIP overlaps with the last year of the previous STIP.)

The Capital Investment Plan (CIP) is a new document ODOT is developing to supplement the STIP. It provides a more strategic assessment of both short-term and long-term (10-year) investment needs. ODOT will update the CIP annually. The Oregon Transportation Commission (OTC) will select projects from the CIP to fund. The selected projects will be included in the STIP and advanced for final design and construction.

Earlier this year (in June) the ACTs provided recommendations to help the OTC decide which goals and policies (desired outcomes) should be prioritized (heavily weighted) when selecting which projects to fund. The ACTs were asked to identify their top three priorities from the following list: safety, equity, climate action, mobility, accessibility, stewardship.

The next step is for each ACT to identify specific projects, on the state highway system, for the OTC to consider funding. At the December 10 LaneACT meeting, Amanda Pietz will provide instructions. Attached is a copy of her presentation. LaneACT staff has highlighted the most important text.

The LaneACT is not expected to provide any input at this meeting. The LaneACT members will have an opportunity to discuss this topic among themselves at the February and April meetings. ODOT staff will provide additional information about potential priority projects in advance of those meetings. LaneACT's recommendations are due by May.

Attached

Slide presentation, annotated (7 pages)

Informing the Capital Investment Plan

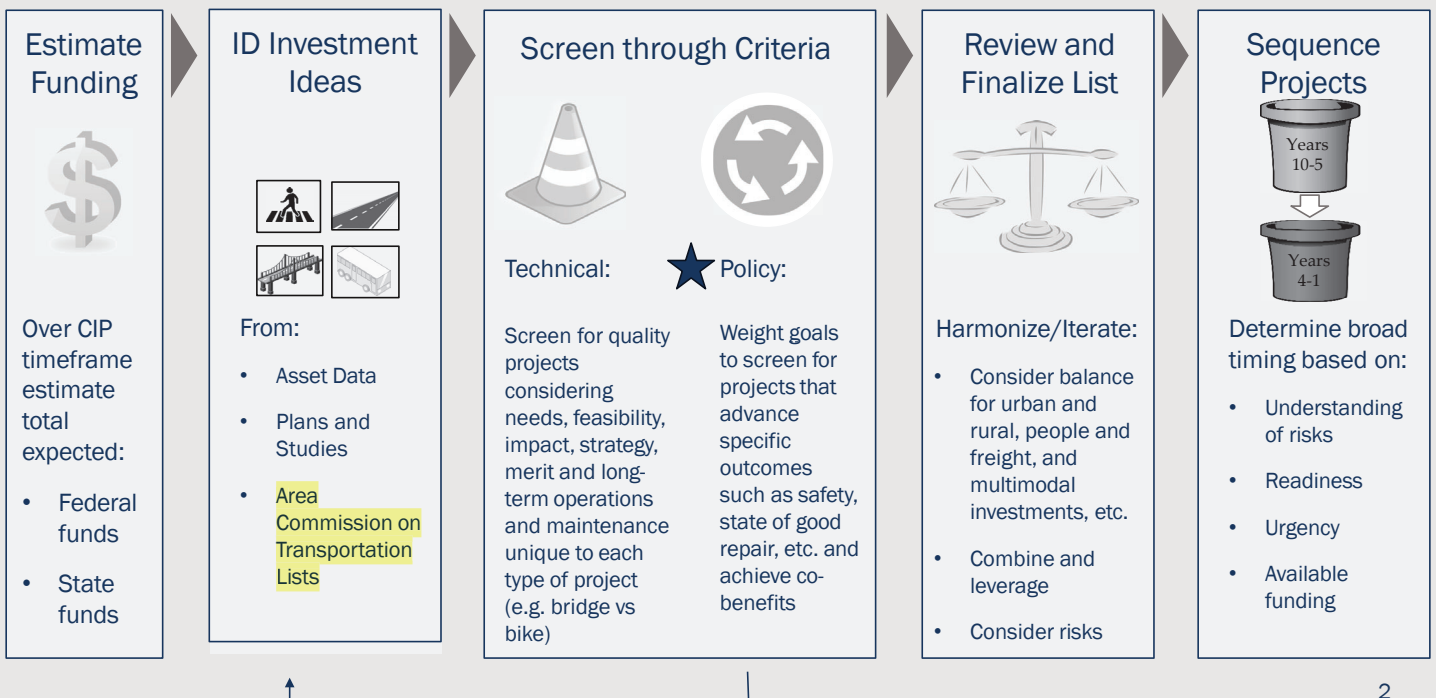
Amanda Pietz, Policy, Data, and Analysis Division Administrator
December 10, 2025

Lane Area Commission on Transportation

annotated by LaneACT staff

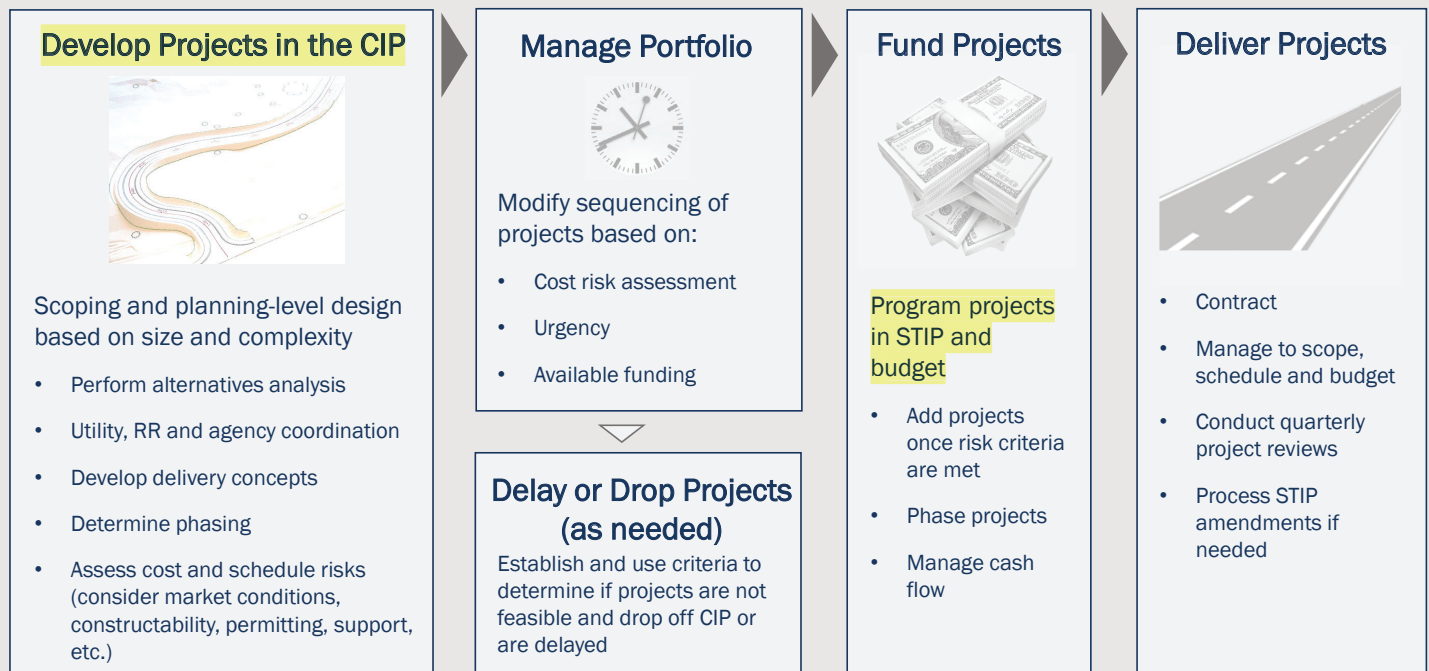
1

How will the CIP be developed?



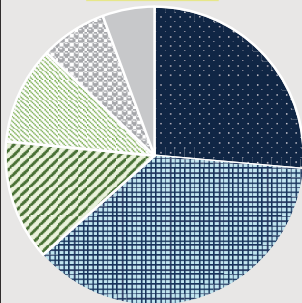
2

How will the CIP be implemented?

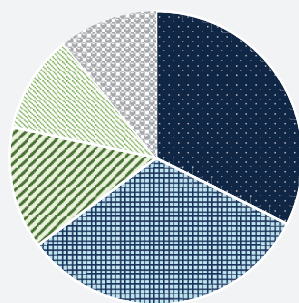


Sample Scenarios: Discussion

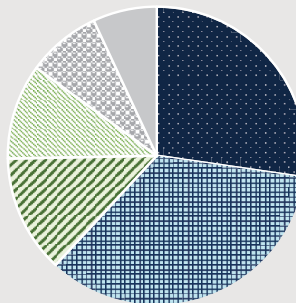
ACT and Modal Committee Feedback



OTC Member Feedback



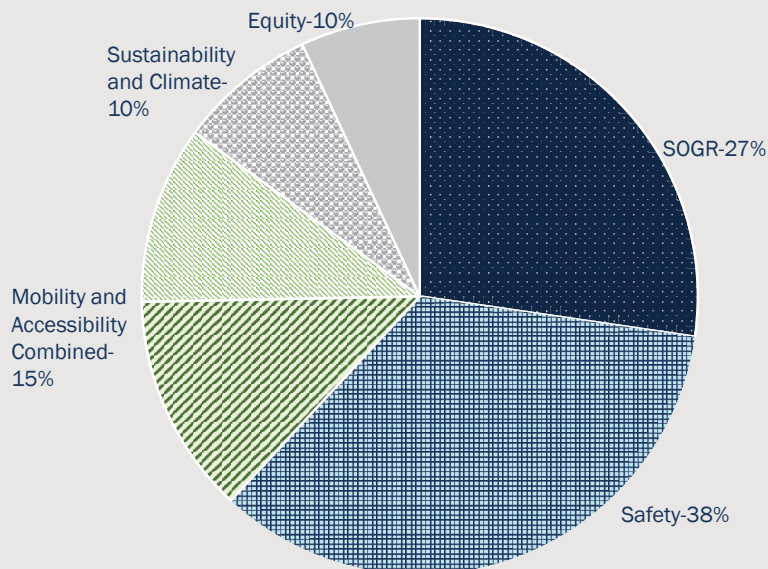
Combined



Goals

- Stewardship / SOGR**
 - Maintains asset lifecycle
 - Maintains infrastructure
 - Improves resilience (seismic & climate)
- Safety**
 - Reduces fatalities and serious injuries
 - Implements crash reduction strategies
- Mobility**
 - Travel time improvements
 - Improved reliability
- Accessibility**
 - Completes a critical connection
 - Improves multimodal access
 - Supports moving people of all abilities
- Sustainability and Climate**
 - Transitions to cleaner vehicles and fuels
 - Reduces VMT
 - Increase low and no emission modes
- Equity**
 - Expand access to essential services

Final Preferred Scenario Capital Investment Plan Policy Goal Weights

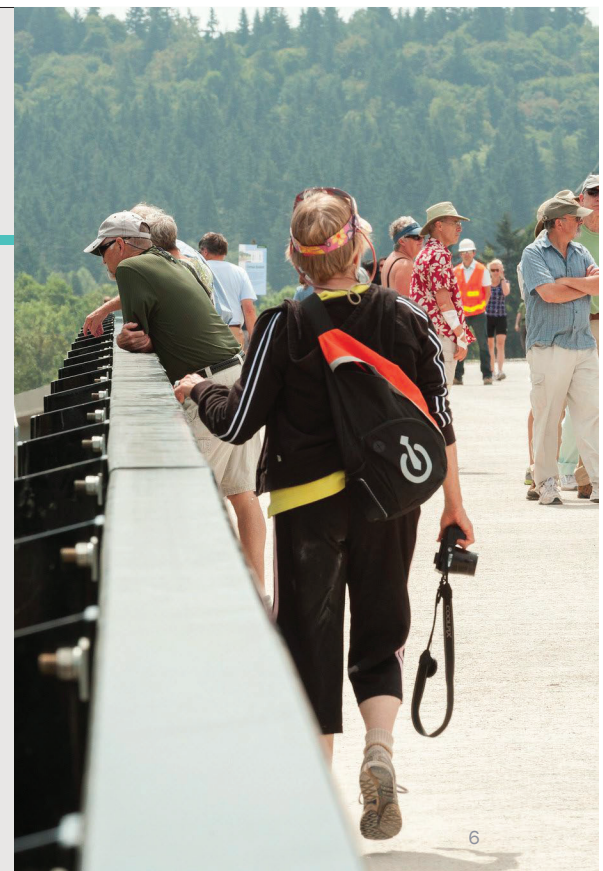


Goals

- Stewardship / SOGR**
 - Maintains asset lifecycle
 - Maintains infrastructure
 - Improves resilience (seismic & climate)
- Safety**
 - Reduces fatalities and serious injuries
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 - Supports moving people of all abilities
- Sustainability and Climate**
 - Transitions to cleaner vehicles and fuels
 - Reduces VMT
 - Increase low and no emission modes
- Equity**
 - Expand access to essential services

ACT Role in the CIP

- Inform CIP development
 - ✓ Make recommendations for the prioritization and weighting of goals (e.g. State of Good Repair, Safety, Mobility) that will be used to help screen investments
 - ✓ Recommendations shared with OTC and used in their final decision
 - Update every 3-5 years
 - Identify needs and investment opportunities that are high-interest to the ACT
 - Sent to OTC and ODOT to consider for inclusion in the CIP (is not a guarantee of funding)
 - ACTs to update every 2 years
- Comment on draft CIP



Timeline and Process



7

Identify Needs and Investments of Interest

Per ACT Guidance document:

- ODOT staff will share heat maps and facilitate discussion on significant potential investments needs and/or opportunities for years 5-10 of the CIP
- Identify the top 3-5 needs and investments of highest interest to the ACT, considering:
 - Reasonableness: an engineering solution is possible and affordable
 - Urgency: there is an immediate and clear need for the investment
 - Regional and statewide benefit(s): the investment would have clear benefits that are evident within the ACT and beyond
 - Alignment with OTC investment priorities: investment ties directly to the outcomes (e.g. safety, state of good repair, etc.)
- Identify other needs and investments of interest on the state system (no more than 10), using same considerations
- Refine initial list with ODOT Region support
- Submit to OTC in April/May 2026

8



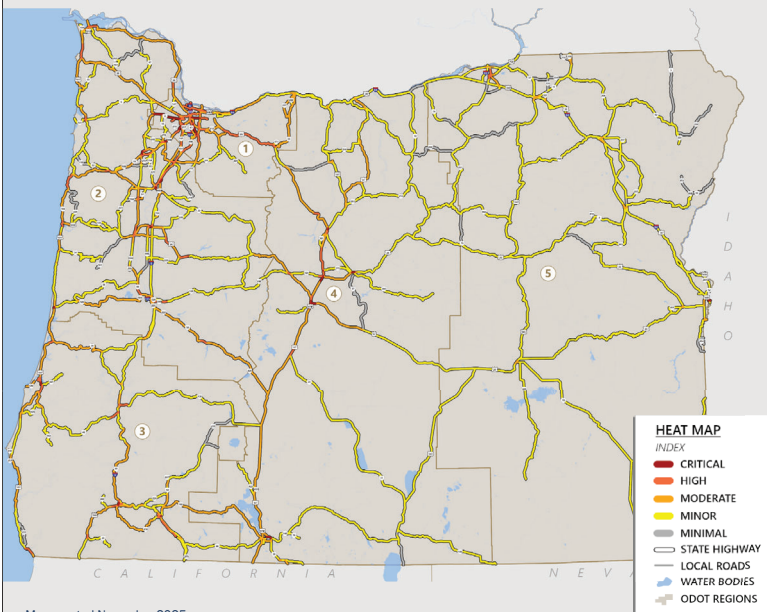
Investment Opportunities: Significant Data-Driven Needs

There are significant asset needs within each ACT boundary that are identified through management systems and data. These regional asset needs will be one of the main inputs into the CIP. With projected funding levels, we know that these assets will not be funded to the levels they need.

- Bridge
- Pavement
- Signals
- Culverts
- Safety
- Multi-modal

9

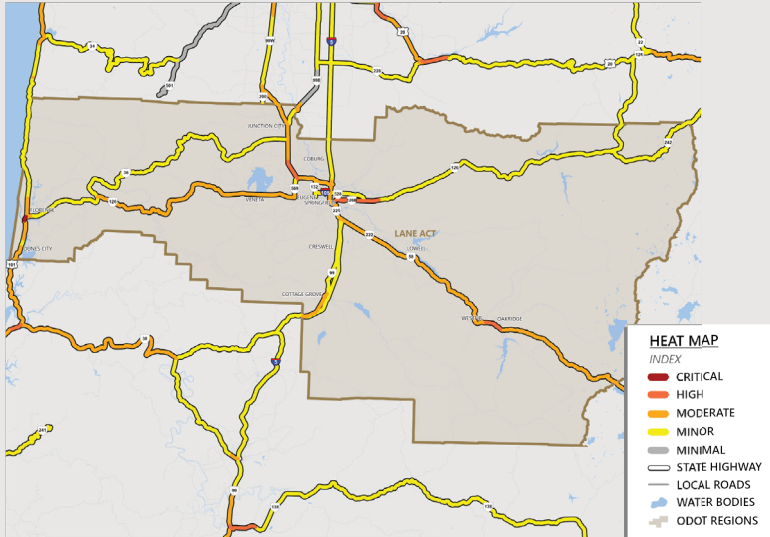
Example of Sharing Investment Opportunities: Heat Maps



- Heat maps show where the top safety needs intersect with the top biking and walking needs, and/or asset needs, and more
- ODOT staff has shared heat maps in the past
 - These are updated using OTC priority weights
- Heat maps identify where high priority needs overlap, as indicated by the most recently available data. They do not identify solutions, projects, nor represent investment priorities.
- Areas with heat may not always be the most optimal place for investment.

10

Identify Top 3-5 Priority Investments



*Investments recently completed or underway may not be reflected on this map.

Identify top 3-5 priority investments, considering:

- Reasonableness: an engineering solution is possible and affordable
- Urgency: there is an immediate and clear need for the investment
- Regional and statewide benefit(s): the investment would have clear benefits that are evident within the ACT and beyond
- Alignment with OTC investment priorities: investment ties directly to the outcomes (e.g. safety, state of good repair, etc.)

11

Investment Opportunities: Other Significant Investment Needs

Outside of the top priorities, we know there are other investment concepts that are likely to have regional significance and could be considered.

For large-scale and corridor-wide investments, it may be appropriate to identify scaling opportunities and local contributions.



Example:

Top Priority Investments								
	Name	Description	Urgency (select from drop down and describe)		Regional Significance (describe)	OTC Priorities (select from drop down and describe)		Other Information
1	Bridge Project	Improvements to coastal bridge.	High	This bridge has a rough deck and there are concerns about joint stability.	This bridge provides access to critical resources for all residents within the region.	Mobility Safety State of Good Repair	Improving this bridge aligns with all OTC priorities.	Federal grant opportunity may be available.
2	Road Safety Upgrades	Include increased safety markings to reduce collisions in the area.	Medium	This project is needed soon, as there are indications of wear and tear on signs, markers and striping.	This project will enhance safety on roadways throughout XXX County. Improving various stretches of road with warning signs, delineation and striping.	Safety State of Good Repair	This is a safety focused investment that also addresses keeping signs and markers in good repair.	This project has the full support of local agencies.
3	Mobility Upgrades	This project will develop transit and bicycle/pedestrian upgrades on a 10 mile stretch of road.	Medium	Demands on this stretch of roadway are increasing and improves to multimodal options are needed.	These upgrades improve traveling conditions for everyone in the region, whether you ride, drive, walk or roll.	Mobility	This project will provide better facilities and support multiple travel options.	This project could be combined with a sidewalk improvement project that is already a regional priority.
4	HWY XXX Corridor Improvements	This corridor upgrade includes new signage, striping, lighting and drainage for flood control.	Medium	Area has seen increased serious injury crashes in recent years, across different modes. Area also experiences significant flooding.	HWY XXX has regional significance as a main street through XXX community, upgrades are needed to ensure safety for all users.	Safety	This is an investment that focuses on safety for multiple user groups and aligns directly with OTC safety priority.	Local agency is willing to contribute towards the cost of this improvement effort up to 10%.
5								
Other Priority Investments								
(List projects here that are reasonably likely, not in any prioritized order)								
	Name	Description	Urgency (select from drop down and describe)		Regional Significance (describe)	OTC Priorities (select from drop down and describe)		Other Information

Agenda Item 7

Lane County Transportation Equity Assessment

Presenter

Jo Rodgers – Community Health Analyst, Lane County Public Health (Department)

Action requested

No action required. For information and discussion only.

Summary

The Innovative Mobility Program is a new ODOT initiative designed to increase social equity and mobility, and reduce the effects of climate change. The program is funded primarily with federal money appropriated by Congress in 2021, through the Bipartisan Infrastructure Law (BIL). Some of the funds come from the State of Oregon.

The program was created in 2022 at the direction of the Oregon Transportation Commission. A total of \$20 million is available for grants to local agencies and organizations, direct contracts with ODOT, and ODOT program administration.

There are two types of grants: (1) Pilot Grants for new shared mobility services, and (2) Study and Assessment Grants to better understand the transportation needs in a community and to identify gaps in the system.

The Lane County Public Health Department was awarded a \$142,000 Study and Assessment grant earlier this year. The county will use the funds to prepare a Lane County Transportation Equity Assessment (LCTEA). The purpose of the project is to assess the transportation options available to (1) low-income residents living in rural areas, and (2) people with disabilities living anywhere in the county.

At the LaneACT meeting on December 10, the project manager will describe the project in more detail. Work has already begun. The project will be completed in 2027.

Better Eugene-Springfield Transportation (BEST) and Cascadia Mobility also received funding through this grant program, for studies they will be preparing in the Eugene-Springfield area.

Attached

1. ODOT grant award announcement (2 pages)
2. Slide presentation (8 pages)

Innovative Mobility Program Grant Awards and Funding Updates

March 3, 2025

This ODOT announcement has been reformatted for the LaneACT meeting packet. The original version is posted on the ODOT Innovative Mobility Program webpage [\[link\]](#)

We are pleased to announce the awardees of Innovative Mobility Program Pilot Grants and **Study and Assessment Grants**. These projects will increase access to public and active transportation for communities across the state.

Grant Awards

In fall 2024, the first competitive call for projects under the Innovative Mobility Program was announced, inviting interested entities to submit applications for Pilot or Study and Assessment Grant funding. We received 13 proposals for Pilot Grants and 18 proposals for Study and Assessment Grants. An internal review committee scored the proposals, and Public Transportation Division Administrator Suzanne Carlson approved the list of recommended projects.

We are pleased to award funding to 22 projects. [Six projects](#) will receive Pilot Grant funding to support the piloting of new shared mobility services that meet an identified community need. [Sixteen projects](#) will receive **Study and Assessment Grant** funding to support communities in conducting assessments to better understand their transportation needs and identify gaps in the system.

Funding Updates

Last year, [we announced](#) that there would be four types of competitive grant opportunities under the Innovative Mobility Program including Study and Assessment Grants, Pilot Grants, Service Expansion Grants, and Capital and Equipment Grants. We also shared that we intended to offer each type of grant opportunity twice between 2024 and 2027.

Due to future federal funding uncertainties, we have decided to consolidate the federally funded Innovative Mobility Program grant opportunities and revise the timeline for competitive grants. This means that Study and Assessment Grants and Capital and Equipment Grants will be offered once rather than twice. This programmatic change only effects the Study and Assessment Grants and the Capital and Equipment Grants.

Revised timeline for competitive grants:

- Fall 2024: Study and Assessment Grants (~ \$2.4 million) and Pilot Grants (~ \$1 million) - **Awarding now**
- Spring 2025: Service and Expansion Grants (~ \$3 million) and Capital and Equipment Grants (~ \$2.3 million) - **Call for projects coming soon**
- 2027: Pilot Grants (~ \$1 million) and Service and Expansion Grants (~ \$3 million)

Thanks for your interest in the Innovative Mobility Program. We will send additional information soon about our next funding opportunity.

(continued)

Questions?

Contact the Innovative Mobility Program team at innovativemobility@odot.oregon.gov.

About the Innovative Mobility Program

The Innovative Mobility Program is a new initiative designed to increase social equity and mobility while reducing the effects of climate change. The program is funded by the Bipartisan Infrastructure Law passed by Congress in November 2021, as well as State of Oregon dollars. It was created in 2022 at the direction of the Oregon Transportation Commission. The program has a total of \$20 million for grants, contracts, and administration.

Lane County Transportation Equity Assessment (LCTEA)

*Funded by ODOT's Innovative Mobility Program
Managed by Lane County Public Health
Initiated through Live Healthy Lane's Community Health Assessment & Improvement Plan*



**Jo Rodgers (she/her), Community Health Analyst
Lane County Public Health**

LaneACT meeting, Dec. 10, 2025

1

Agenda

- Origins & Impetus for this project
- Overview & Objectives
- Project Timeline
- Current Status
- Discussion, questions

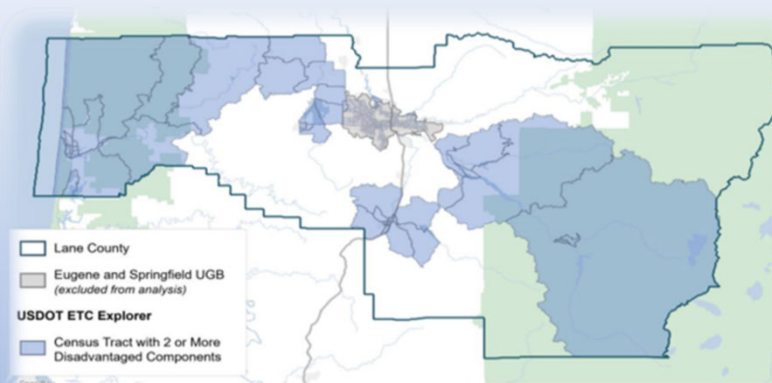


FIGURE 5: USDOT ETC EXPLORER CENSUS TRACTS WITH TWO OR MORE DISADVANTAGED COMPONENTS

2

Origins & Impetus for the LCTEA: Transportation's role in Public Health

Transportation identified as a key area impacting the quality of life for communities in the [Live Healthy Lane](#)* region (Lane County, Harrisburg, and Reedsport) in the most recent Community Health Assessment (CHA).

- Not enough data exists about the current experience of disadvantaged community members, especially those living with a disability and/or living rurally.
- The 2026-2030 Community Health Improvement Plan (CHP) is Lane County's five-year action plan that addresses priority health areas identified in the CHA.

Lane County Community Health Assessment & Community Health Improvement Plan: 2025 Update

Community Context Assessment

- Looks at strengths, resources, environment, experiences, and changes shaping health in Lane County.



* Live Healthy Lane is a formal collaboration between Lane County Public Health and other organizations and partners dedicated to improving community health and reducing inequities.

3

Origins & Impetus for the LCTEA, cont'd:

The Community Health Assessment used surveys, focus groups, and other existing data to identify and better understand:

1. Community assets and barriers;
2. Built environment (what are the physical resources and assets that contribute to health in Lane County and how do they vary by community; focused on housing, schools, and transportation);
3. Forces of change (historical, cultural, and structural context in Lane County).

"One of the most significant findings of this assessment was that we lack information that focuses on how people with systemically marginalized identities experience Lane County's built environment, especially the transportation system." – from the CHA's [Built Environment](#) section, p. 1

4

Overview, Objectives, & Outcomes

To address the gap in data and to build off the insights gained from the **Community Health Assessment** as well as the **2025 Lane County Transportation Safety Plan** and the **2023 Community Powered Bicycle Plan**, the Lane County Transportation Equity Assessment (LCTEA) aims to do the following:

Collect qualitative data about how transportation is helping or hurting certain communities – particularly those living rurally and those living with disabilities.

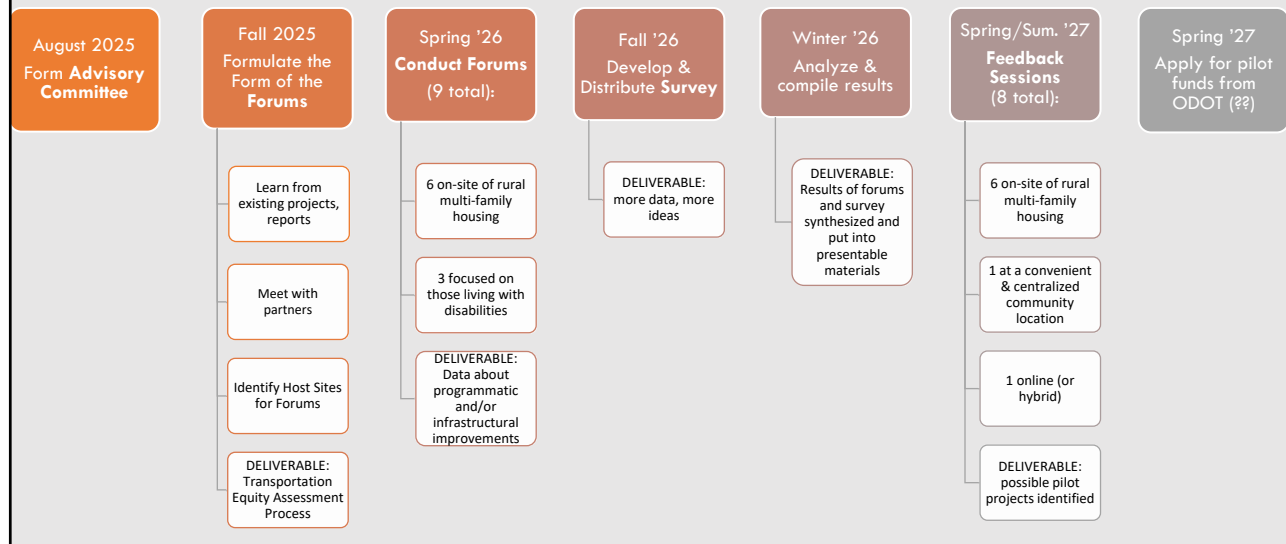
- Assess how members of these communities interact with the transportation infrastructure, including barriers and opportunities.
- Assess the interest, need, and special considerations for shared and/or micro-mobility options.

The LCTEA aims to accomplish the following outcomes:

1. Host nine community forums and distribute 100+ surveys to gain qualitative data from rural residents and/or those living with disabilities.
2. Improve collaboration between public health and transportation partners (6+ partnerships).
3. Develop a prioritized list of shared mobility options designed to reduce drive-alone trips for the populations of focus.

5

LCTEA Timeline (approx.)



6

Step One: OUTREACH

LANE COUNTY TRANSPORTATION EQUITY ASSESSMENT (LTEA)

Join us to help build a better transportation system in Lane County!

Be an Advisor!

About Us
Lane County Public Health (LCPH) and partners will be conducting a transportation equity assessment in & around Lane County to learn about options, obstacles, and opportunities for people living in affordable/subsidized housing outside of the Eug/Spfld metro area and people with disabilities regardless of where they live. Where are people going and how do they get there? What are their experiences and excitements for travel (bike share, EV share, buses, etc)? How can we make it safer and easier for everyone and make our community more connected and resilient?

Ways to Get Involved

Be an Advisor Committee Member if you are someone who:

- Lives with disabilities or are a caregiver or support to someone with disabilities, or
- Lives in affordable/subsidized housing outside the metro area or in multifamily (apartment, RV park), or
- Are excited to share ideas and experiences about making travel easier, safer, even more fun in and around Lane County.
- Is willing to attend monthly meetings from Sept. 2025 to June 2027 (\$62 stipends per meeting; up to 15 people will be selected).

Participate in a Community Forum:

- 9 taking place across Lane County (Fall 2026 – Fall 2027 at different locations; incentives provided)

Take an anonymous survey to share your opinions and insights; ~ Fall 2026

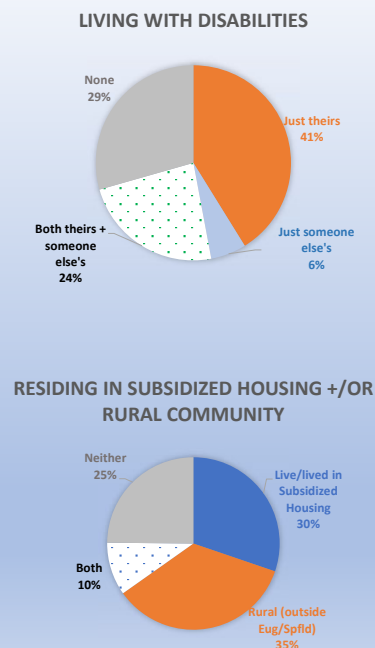
Scan this QR code or use the link below to fill out the INTEREST FORM before August 29
<https://www.cognitoforms.com/LaneCountyTechnologyServices/InterestFormEquitableTransportationProject>

Questions? Please contact Jo Rodgers at joanna.rodgers@lanecounty.gov

7

Advisory Committee

- Up to 15 members; primarily people with lived experience living in low-income housing and/or living with a disability
- Main objective: advise on the goals, process, engagement strategies and interpretation of the Transportation Equity Assessment
- Current status: 16 members, 2 staff
- Instead of original plan to meet monthly, we are meeting every other week



8

Partners

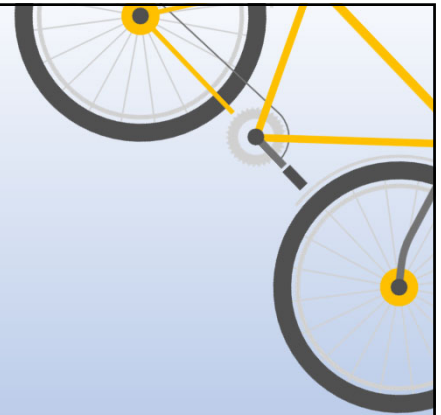
- Public Health & other health-related (e.g., ARC of Lane Cty)
- Transportation sector – LC Planners, LCOG, LTD, nonprofits
- Rural Affordable Housing residents & managers (e.g., Mainstream, Homes For Good)
- Local leaders – rural jurisdictions (e.g., Florence, Veneta, JC, CG, Oakridge, Blue River/McK Valley)
- Others - United Way, LCEM



9

Community Forums

- Current plan is to create a “home show” style event where participants can engage with different stations and learn about different shared mobility options.
- Stations will likely include a mapping activity, opportunities to meet city planners and transportation experts, possibly try out different adaptive mobility devices.
- Staff and volunteers will facilitate, note-take, and lead stations.



10

Forum Locations

- Six onsite forums at Affordable Housing multifamily properties within Lane County and outside of the Eugene/Springfield metro
- One community forum among people living with a disability regardless of where they live. Family members will also be invited to participate.
- One community forum among people working as Caregivers, Personal Support Worker, or other similar professions serving people with disabilities.
- One community forum among organizations serving people with disabilities.



11

Survey

- Survey of people living in rural settings, esp. subsidized, multifamily properties about transportation options and ideas.
- Electronic and on paper; available in English and Spanish at a minimum.
- Goal to get at least 100 surveys returned.



12

Community Feedback Sessions

- Once data is collected and summarized, there will be opportunities for the community to weigh in on results and conclusions.
- Eight feedback sessions, held at the same or similar locations as the forums, with at least one held virtually.
- Coordinate with jurisdictions to share information, coordinate next steps.



13

Thank you!
Any questions?

Project Contact:
Jo Rodgers (she/her), Lane County Public Health
Joanna.rodgers@lanecountyor.gov
541-239-7282



14

Appendix

Highlights from the Community Powered Bicycle Plan

TRANSPORTATION DISADVANTAGED POPULATIONS

Include:

- Youth
- Older adults
- Low-income populations
- Black, Indigenous, and People of Color
- People with disabilities
- People with limited English proficiency

Experience:

- Historical under-representation in decision-making processes
- Bear transportation burdens at disproportionate rates
- May have limited access to personal automobiles and be more reliant on walking, bicycling, and riding transit.

Over 3,625 rural community members participated, sharing information about their experiences on Lane County roads. Based on the information gathered, the survey effectively reached households with lower incomes, disabilities, and elderly people. The information gathered affirmed the following:

- **There is demand/need.** The community survey resulted in 2,497 people reporting that they are currently walking/biking/rolling on County roads under current conditions; however, 1,767 reported safety concerns. The lack of/narrow roadway shoulder was the top safety concern.
- **There is support for change.** The community survey resulted in 2,039 people reporting that they would walk/bike/roll more if there were greater separation from vehicle traffic.

p4: "Expanding transportation options to priority populations is essential for providing equal access to services and the overall health of the larger community of Lane County."

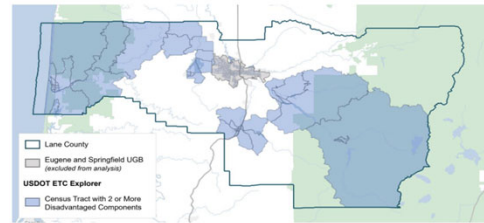
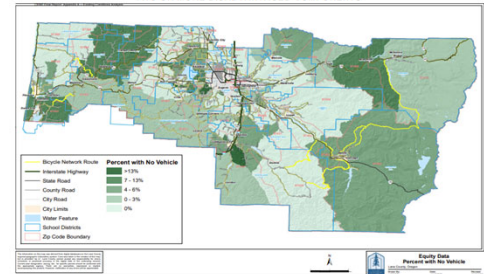


FIGURE 5: USDOT ETC EXPLORER CENSUS TRACTS WITH TWO OR MORE DISADVANTAGED COMPONENTS



Future meetings and topics

updated September 30, 2025

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

[November](#) – no meeting this month

[December 10, 2025](#) (LaneACT meeting)

The Steering Committee will meet on November 19 to develop the agenda for this meeting.

- **Officer Nominating Committee recommendation and election** – 15 min.
- **ODOT Capital Investment Plan** – 30 min. Presenter: Kayla Hootsman
- **Lane County Transportation Equity Assessment** – 30 min. Presenter: Jo Rodgers, Lane Health Dept.
- **LaneACT work plan** – 30 min. Presenter: Bill Johnston

[January](#) – no meeting this month (winter recess)

[February 11, 2026](#)

The Steering Committee will meet on January 14 to develop the agenda for this meeting.

- **LaneACT work plan** – 30 min.
- **LaneACT Bylaws Committee update** – 10 min.
- **(reserved)** – topic to be determined
- **(reserved)** – topic to be determined

[March](#) – no meeting this month

[April 8, 2026](#)

The Steering Committee will meet on March 18 to develop the agenda for this meeting.

- **ODOT Capital Investment Plan** – 30 min. (tentative)
- **LaneACT Bylaws Committee update** – 10 min.
- **(reserved)** – topic to be determined
- **(reserved)** – topic to be determined

LaneACT member roster

updated September 2, 2025

1	2	3	4	5	6	7	8	9	10	11	12
No.	jurisdiction	member role	first name	last name	title	email address	elected official	elected term ends	LaneACT term (start)	LaneACT term (end)	notes
						(note 2)	(note 3)	(note 4)	(note 5)	(note 6)	
A. Local governments											
	Coburg	primary	Cathy	Engebretson	Councilor	councilorengebretson@ci.coburg.or.us	x	12/31/2026	06/01/2023	N.A.	
	Coburg	alternate	Nancy	Bell	Mayor	mayor@ci.coburg.or.us	x	12/31/2026		N.A.	
	Cottage Grove	primary	Christine	Hyink	Councilor	councilorhyink@cottagegrove.org	x	12/31/2026	02/01/2025	N.A.	
	Cottage Grove	alternate	Mike	Sauerwein	City Manager	msauerwein@cottagegrove.org		N.A.		N.A.	
	Creswell	primary	Clark	Kent	Councilor	ckent@creswellor.gov	x	12/31/2028	01/01/2025	N.A.	
	Creswell	alternate	Curtis	Thomas	City Planner	cthomas@creswellor.gov		N.A.		N.A.	
	Dunes City	primary		(inactive)							inactive
	Dunes City	alternate		(inactive)							inactive
	Eugene	primary	Jennifer	Yeh	Councilor	jyeh@eugene-or.gov	x	12/31/2026	01/01/2025	N.A.	
	Eugene	alternate	Kaarin	Knudson	Mayor	KKnudson@eugene-or.gov	x	12/31/2028	01/01/2025	N.A.	
	Florence	primary	Robert	Carp	Councilor	robert.carp@ci.florence.or.us	x	12/31/2026	03/13/2025	N.A.	
	Florence	alternate	Mike	Miller	Public Works Director	mike.miller@ci.florence.or.us		N.A.		N.A.	
	Junction City	primary	Sidney	Washburne	Councilor	swashburne@cityofjc.com	x	12/31/2028		N.A.	inactive
	Junction City	alternate	Sandie	Thomas	Councilor	sthamas@cityofjc.com	x	12/31/2026		N.A.	inactive
	Lane County	primary	Ryan	Ceniga	Commissioner	Ryan.Ceniga@lanecountyor.gov	x	12/31/2026		N.A.	
	Lane County	alternate 1	David	Loveall	Commissioner	David.Loveall@lanecountyor.gov	x	12/31/2026			
	Lane County	alternate 2	Becky	Taylor	Transportation Planner	becky.taylor@lanecountyor.gov		N.A.	02/12/2025	N.A.	
	Lowell	primary		(vacant)						N.A.	inactive
	Lowell	alternate		(vacant)						N.A.	inactive
	Oakridge	primary	Bryan	Cutchen	Mayor	mayor@ci.oakridge.or.us	x	12/31/2026		N.A.	
	Oakridge	alternate		(vacant)						N.A.	
	Springfield	primary	Steve	Moe	Councilor	smoe@springfield-or.gov	x	12/31/2026	01/01/2025	N.A.	
	Springfield	alternate	Sean	VanGordon	Mayor	svangordon@springfield-or.gov	x	12/31/2028		N.A.	
	Veneta	primary	Maureen	Wright	Councilor	mwright@ci.veneta.or.us	x	12/31/2028	01/01/2025	N.A.	
	Veneta	alternate	Matt	Michel	City Manager	mmichel@ci.veneta.or.us		N.A.		N.A.	
	Westfir	primary		(inactive)							inactive
	Westfir	alternate		(inactive)							inactive
B. Agencies and special area representatives											
	Central Lane MPO	primary	Paul	Thompson	Transportation Manager	pthompson@lcog.org		N.A.	2010	N.A.	alternate?
	Central Lane MPO	alternate	Brenda	Moore	Executive Director	bmoore@lcog.org		N.A.		N.A.	primary?
	Confederated Tribes	primary	Doug	Barrett	Tribal Member (Chief)	doug.barrett@ctcluci.org	x	04/01/2030		N.A.	
	Confederated Tribes	alternate	Garrett	Gray	Planner	ggray@ctcluci.org		N.A.		N.A.	
	Highway 126 East	primary	Pete	Petty	area resident	ppetty541@aol.com		N.A.		N.A.	
	Highway 126 East	alternate		(vacant)						N.A.	
	Lane County TrAC	primary	John	Marshall	county resident	jlmarsall47@gmail.com		12/31/2026		N.A.	appointed
	Lane County TrAC	alternate	Ken	Kohl	county resident	kkohl@gmail.com		12/31/2028	01/01/2025	N.A.	appointed
	Lane Transit District	primary	Heather	Murphy	Board Member	Heather.murphy@ltd.org	x	12/31/2026		N.A.	
	Lane Transit District	alternate	Jameson	Auten	CEO	jameson.auten@ltd.org		N.A.		N.A.	
	ODOT	primary	Vidal	Francis	Area 5 Manager	vidal.t.francis@odot.oregon.gov		N.A.	2022	N.A.	
	ODOT	alternate	Bill	Johnston	Area 5 Planner	bill.w.johnston@odot.oregon.gov		N.A.	2016	N.A.	
	Port of Siuslaw	primary		(vacant)						N.A.	
	Port of Siuslaw	alternate	David	Huntington	Manager	port@portofsiuslaw.com		N.A.		N.A.	
C. Special interests – Designated (note 7)											
	bicycle & ped.	primary	Megan	Shull	LCOG SRTS Coordinator	mshull@lcog.org		N.A.	01/10/2024	01/10/2028	
	bicycle & ped.	alternate		(vacant)				N.A.			
	environmental	primary	Rob	Zako	Better Eugene-Springfield Transportation (BEST)	rob@best-oregon.org		N.A.	07/01/2023	06/30/2027	
	environmental	alternate		(vacant)				N.A.			
	rail	primary		(vacant)				N.A.			

No.	jurisdiction	member role	first name	last name	title	email address	elected official	elected term ends	LaneACT term (start)	LaneACT term (end)	notes
	trucking	primary		(vacant)				N.A.			
D.	Special interests – Other (note 8)										
	aviation	primary		(vacant)				N.A.			term expired
	disability community	primary		(vacant)				N.A.			term expired
	economic dev.	primary	Tiffany	Edwards	Eugene Area Chamber of Commerce	tiffanye@eugenechamber.com		N.A.	01/10/2024	01/10/2028	
	micro-mobility	primary	Brodie	Hylton	Cascade Mobility	brodieh@cascadiamobility.org		N.A.	01/10/2024	01/10/2028	

Notes

1. This roster is maintained by LaneACT staff. Please contact Bill Johnston (bill.w.johnston@odot.oregon.gov) if any information needs to be updated.
2. Most members prefer to be contacted by email. Their email addresses are provided in Column 7. LaneACT staff maintain a separate version of this roster that includes phone numbers and mailing address. (Refer to the MS Excel version of this document, hidden columns 7A and 7B.)
3. The *OTC Policy on Formation and Operation of the ACTs* requires 50 percent of the members (or member organizations) to be elected officials (or represented by elected officials). Column 8 indicates those members who are elected officials. If both the primary and alternate representatives are elected officials, only one of them counts toward the 50 percent requirement. The primary representative from LTD is appointed by the governor. They are considered to be an elected official for the purpose of meeting this requirement. The representative from CLMPO counts toward the 50 percent requirement only if they are an elected official.
4. Column 9 indicates the end date of the elected official's term as an elected official. This may or may not be the same as the end date of their service on the LaneACT. Local governments and agencies determine how long their representatives will serve.
5. Column 10 indicates the start date the member's appointment to the LaneACT. Blanks indicate that staff does not have this formation. Members are asked to provide this, if they recall their start date.
6. Column 11 indicates the date the members term on the LaneACT expires. This only applies to Special Interest members who are appointed by the LaneACT. Other members are appointed by their organizations and serve as long as the organization decides they should serve.
7. There are two categories of LaneACT *Special Interest* members. (ODOT does not use the term stakeholder.) Designated Special Interest members represent specific transportation-related areas of interest specified in the LaneACT Bylaws. The bylaws provide for both a primary and alternate representative.
8. Other *Special Interest* members do not need to represent a specific area of interest. The areas of interest shown in the roster for these members indicate the area of interest they happen to represent. These members do not have alternates.

EOR