

## Meeting Agenda

**May 14, 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:**

<https://us06web.zoom.us/j/83420690810?pwd=Wdrm79rwLfpBcSjZl89mAm2rf7Af4C.1>

**To dial in using your phone:**

+1 (669) 900-6833

Meeting ID: 834 2069 0810

Passcode: 648040

## Meeting highlights

- **Legislative update**
- **ODOT Capital Investment Plan**
- **LaneACT member survey**

***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** – Jameson Auten, LaneACT Vice Chair (5 minutes) **5:30**
- 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** (10 minutes) **5:45**
  - Announcements from the (Vice) Chair – Jameson Auten
  - ODOT update – Vidal Francis
  - Central Lane Metropolitan Policy Committee update – Paul Thompson
  - LaneACT staff update – Anais Mathez
  - Member updates – all

5. **Consent items** (a *quorum* [15] is required for this action item) (5 minutes) **5:55**  
*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 March 12 meeting (page 4)
  - b. Approve minutes from April 9 meeting (page 11)
6. **Legislative update** (10 minutes) **6:00**  
**Summary:** LaneACT members who follow the Legislature are welcome to share their notes and observations.  
**Attachments:** Summary memo, recent press releases (page 15)
7. **ODOT Capital Investment Plan** (45 minutes) **6:10**  
**Summary:** ODOT is considering replacing the 4-year Statewide Transportation Program (STIP) with a longer-range (10-year) Capital Investment Plan. A slide presentation explaining this new approach will be provided at the meeting. LaneACT members will be asked for their input. Refer to the attached discussion questions.  
**Presenter:** Amanda Pietz – Policy, Data & Analysis Division Administrator  
**Attachments:** Summary memo, questions, presentation (page 18)
8. **LaneACT member survey** (30 minutes) **6:55**  
**Summary:** Staff will present the results of the member survey.  
**Presenter:** Anais Mathez – LaneACT staff  
**Attachments:** Summary memo, survey results (page 31)
9. **Future meetings and topics** (5 minutes) **7:25**  
**Summary:** Refer to the list of future meetings and topics (attached).  
**Presenter:** Anais Mathez – LaneACT staff
10. **Adjourn** **7:30**

**Additional attachments** (for information only)

- Future meetings and topics (page 50)
- LaneACT member roster (page 52)

**Upcoming meetings**

- May 21 (Wednesday) – Steering Committee (09:00–10:00)
- June 11 (Wednesday) – LaneACT (5:30–7:30)
- July 9 – no meeting (summer recess)

(continued)

## Notes

1. Meeting materials are posted on the LaneACT website prior to each meeting. [\[link\]](#)
2. To be included on the email notification list, contact Anais Mathez at:  
[anais.mathez@3j-consulting.com](mailto:anais.mathez@3j-consulting.com)
3. 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](mailto:ODOTeeo@odot.oregon.gov)

## March 12, 2025 meeting minutes

- Format:** This meeting was conducted online
- Present:** members eligible to vote at this meeting (alphabetical by last name)  
**18** members present (**15** members required for quorum)  
Jameson Auten – LTD (alternate) (LaneACT Vice Chair)  
Doug Barrett – Confederated Tribes (Chief)  
Jack Blashchishen – bicycle & pedestrian representative (alternate)  
Ryan Ceniga – Lane County  
Bryan Cutchen – Oakridge  
Tiffany Edwards – other representative  
Cathy Engebretson – Coburg  
Vidal Francis – Oregon Department of Transportation (ODOT)  
Shelley Humble – other representative  
Brodie Hylton – other representative  
Clark Kent – Creswell  
John Marshall – Lane County Transportation Advisory Committee (LC TrAC)  
Eugene Organ – other representative  
Pete Petty – Highway 126 East  
Paul Thompson – Central Lane Metropolitan Planning Organization (MPO)  
Maureen Wright – Veneta  
Jennifer Yeh – Eugene (LaneACT Chair)  
Rob Zako – environmental representative
- Present:** (alternate members, not eligible to vote because the primary member is present)  
Garrett Grey – Confederated Tribes (alternate)  
Bill Johnston – ODOT (alternate)  
Ken Kohl – Lane County TrAC (alternate)  
Matt Michel – Veneta (alternate)  
Becky Taylor – Lane County (alternate 2)
- Absent:** (primary voting members not represented by an alternate)  
(Dunes City and Westfir are non-participating members. They are not listed.)  
Christine Hyink (Cottage Grove); vacant (Lowell); Sidney Washburn (Junction City); Mike Miller (Florence); Steve Moe (Springfield), Bill Meyer (Port of Siuslaw)

**Others:** Anais Mathez (LaneACT staff); Jeff Flowers (ODOT Finance & Budget Division Administrator); Jenna Berman (ODOT R2 Active Transportation Liaison); Molly Cary (ODOT R2 Transportation Project Manager); Naomi Zwerdling (ODOT R2 Planning Manager)

## **1. Call to order (Welcome and Introductions)**

Chair Jennifer Yeh called the meeting to order at 5:30 pm. Staff confirmed there were enough members present for quorum.

## **2. Review and approve agenda**

No amendments were requested.

## **3. Consent items**

### **a. Approve minutes from February 12 meeting**

LaneACT members approved the February minutes without changes.

## **4. Comments from the audience**

There were no comments from the audience.

## **5. Announcements and information sharing**

### **a. Announcements from the Chair – Jennifer Yeh**

The Chair did not have any announcements.

### **b. ODOT update – Vidal Francis**

Vidal Francis provided an update on ODOT's legislative activities. ODOT management is actively engaged in discussions with the Legislature concerning transportation funding. The session ends in late June.

ODOT is developing a 10-year rolling investment strategy, referred to as the Capital Investment Plan. This new, more flexible approach for programming funds will replace the four-year Statewide Transportation Improvement Program (STIP) method ODOT has used in the past.

An ACT and Modal Committee Chairs meeting is scheduled for April 23. The LaneACT Chair, Vice Chair, and ODOT Area Manager will meet with OTC leadership to discuss transportation-related topics.

Mr. Francis provided an update on the status of several ODOT design and construction projects. The OR 126 (Houston Road to Lakeside Drive) project near Veneta remains on hold. ODOT previously received a \$30.2 million grant from the federal government for design and construction. The grant award has since been retracted. FHWA will be revising the grant program to meet new administrative conditions. ODOT is exploring alternative funding sources.

Chief Doug Barrett asked about the Protect Grant ODOT applied for to address the flooding problem on OR 126 near Cushman, east of Florence. He suggested using private contractors if public funding is not available. Mr. Francis reaffirmed ODOT's commitment to address this problem. He acknowledged the importance of maintaining emergency access to and from the Coast during flood events.

Design has commenced on the next phase of the Beltline (OR 569) interchange improvement project. The project will replace the west overpass with a wider and higher bridge to improve traffic operations and increase vertical clearance. Future phases will extend acceleration lanes on Beltline and replace the Willamette River bridges.

John Marshall asked about user fees. Rob Zako explained that this term usually refers to road user charges that charge drivers based on the number of miles driven, vehicle type, location, and time of travel. This program has not yet been implemented in Oregon. Bill Johnston added that the term could also include the weight-mile tax that applies to commercial vehicles (trucks) that carry freight.

**c. Central Lane Metropolitan Policy Committee update – Paul Thompson**

Paul Thompson did not have any updates. The MPC did not meet on March 6.

**d. Member updates – all**

Jack Blashchishen noted that the Bethel School District received an Innovative Mobility Grant to study pedestrian connectivity in the Bethel Neighborhood. The study will identify ways to improve walkability and biking options in a suburban area lacking infrastructure. He also announced several upcoming events including Bike Month in May and Bike and Roll to School Day on May 7, with multiple school events planned across Lane County.

Mr. Zako noted that a total of four ODOT Innovative Mobility Program grants were awarded for projects in Lane County. BEST received funding for transportation equity needs assessments on Franklin Boulevard and River Road in Eugene. He announced that the annual Better Ways Block Party will take place on May 18 at the Farmers Market Pavilion in Eugene. ODOT Transportation Options and other partners are sponsoring the event.

Vice Chair Jameson Auten informed the group that the LTD Board approved the sale of the Hunsaker property near Santa Clara Station to the YMCA, which plans to develop a second community center in Eugene. The project aligns with neighborhood goals and supports transit-oriented development. The scope of the project includes new pedestrian and bike infrastructure to improve safety in the surrounding area.

Clark Kent provided an update on Creswell's transportation improvements. The City Council recently approved an amendment to the Transportation System Plan. The amendment provides for future traffic control at the northbound I-5 offramp. The amendment also provides for two new crosswalks near the elementary school.

## **6. Federal executive orders – impact on ODOT projects**

Jeff Flowers, ODOT Finance and Budget Division Administrator, explained how recent federal executive orders will impact planned ODOT transportation improvement projects. All federal discretionary grants are on hold indefinitely. This means that ODOT cannot proceed with any new grant-funded design or construction work. Work may proceed if FHWA has already authorized the expenditure of funds (obligation).

One ODOT project in the LaneACT area is affected. ODOT recently received a \$30.2 million grant for safety improvements on OR 126 between Eugene and Veneta.

Mr. Flowers clarified that the executive orders only affect projects funded with discretionary grants. Projects funded through other means are still moving forward. This includes projects funded with formula funds, congressionally directed spending (earmarks), and MPO-funded projects.

Mr. Flowers noted that the guidance provided by FHWA has changed several times. He is working closely with ODOT's federal partners to track new developments and provide regular updates to ODOT management and local partners.

Brodie Hylton asked about the status of National Highway Traffic Safety Administration (NHTSA) funding. There is an upcoming March 31 deadline to reapply for transportation safety grants. Mr. Flowers said he has received conflicting information about this funding. He needs to clarify the status before providing further guidance.

Mr. Thompson informed the group that LCOG's \$5.3 million Protect Grant is affected. The funds were to be used for a countywide assessment of transportation system vulnerabilities to disasters. He referred to a recent U.S. Department of Transportation memo that outlines a process for reviewing all competitive federal grants. The memo indicates that grants containing elements related to energy, climate change, diversity, or economic analysis may be revised or cancelled. While this creates uncertainty, there may be a path forward. He explained the U.S. Department of Transportation has stated it will work with grant recipients to revise the scope of the projects, if necessary, rather than canceling them. Mr. Flowers confirmed that ODOT is actively working with state and federal partners, including the governor's office, to understand the implications of this federal review process.

Chair Yeh asked for clarification about the OR 126 grant. She asked if the funding was intended for both design and construction. Mr. Francis confirmed that the grant included both design and construction for the first phase of the project. However, because of the funding freeze, work cannot begin. Mr. Flowers said he would provide an update in the future when more information becomes available.

## **7. LaneACT member survey**

Chair Yeh introduced the topic. The Steering Committee is developing a survey that will be sent to all LaneACT members. The purpose of the survey is to obtain feedback that will help the Steering Committee improve the quality of LaneACT meetings.

Anais Mathez explained that a preliminary list of questions has been drafted that address meeting organization and content. She encouraged members to contact her by March 15 if they have any other suggestions. The Steering Committee will review and finalize the questions when they meet on March 20. The survey will take 10 to 15 minutes to complete. The results of the survey will be compiled for discussion at the May LaneACT meeting.

Mr. Zako said he supported this initiative. Periodic self-evaluation is a good organizational practice. He suggested including questions about the composition of the Steering Committee, the effectiveness of LaneACT meetings, and how members interact with ODOT and the OTC. Chair Yeh encouraged the members to submit any additional suggestions by the end of the week.

## **8. ODOT Active Transportation Program**

Jenna Berman, ODOT Region 2 Active Transportation Liaison, introduced herself and explained her role. She advocates for projects on state highways that facilitate non-motorized forms of transportation (bicycles, pedestrians, scooters, skateboards, etc.). She noted there are approximately 100 communities in Region 2 that she interacts with.

Ms. Berman described various ODOT programs that provide funding for active transportation projects. These include Safe Routes to School, Oregon Community Paths, the Sidewalk Improvement Program, and the All-Roads Transportation Safety Program (ARTS). Occasionally, the State Legislature and federal government provide special funding for pedestrian and bicycle infrastructure projects. There is some uncertainty regarding the future of some grant programs because of recent policy changes at the federal level.

Ms. Berman reviewed the projects that had been funded through the Safe Routes to School program since 2018. Projects were funded in the Bethel School District, Cottage Grove, Creswell, Eugene, Florence, Lane County, Springfield, and Veneta. The latest funding cycle awarded grants for new projects in Eugene, Florence, Lane County, Springfield, and Mapleton.

She described the Oregon Community Paths program, which is a newer initiative that provides funding for separated (from the roadway) pedestrian and bicycle facilities. This program addresses a long-standing funding gap in Oregon (Separated paths are not eligible for certain types of funding.). This program has already provided funding for projects in Eugene and Springfield. Cottage Grove and Lane County submitted applications for the current funding cycle.

The ARTS program relies on crash data to identify needed improvements at high-priority locations. Active transportation related improvements include cycle tracks, enhanced crossings, and traffic calming measures. Projects have been funded in Eugene and Springfield. Ms. Berman explained that only \$2 million of the ARTSs budget can be used for bike and pedestrian projects. The majority of ARTS funding is used to address motor vehicle related safety concerns.

Ms. Berman explained ODOT's leveraging strategy. Rather than funding standalone active transportation projects, they are integrated into roadwork projects. She highlighted an example in Cottage Grove, where a planned ADA compliance project was expanded to include pedestrian



islands, buffered bike lanes, and enhanced crossings. She described other potential future projects in Blue River, Creswell, Mapleton, Oakridge, Pleasant Hill, and Springfield.

Pete Petty questioned the feasibility of installing a pedestrian crossing on OR 126 in Blue River. Becky Taylor from Lane County explained that the Blue River Community Plan identifies other options for integrating the community with the highway. Ms. Berman acknowledged the concerns. An at-grade crossing may not be feasible due to the high-speed traffic. A pedestrian undercrossing or traffic calming measures are other options that could be explored.

Mr. Thompson raised concerns about transit accessibility in Mapleton (OR 126 West). The Link Lane Transit service that LCOG operates has relocated its stop three times. There are no sidewalks and very few suitable turnout areas. He requested that any future ODOT improvement project in this area include dedicated transit stops.

Mr. Blashchishen noted that the Walterville School (OR 126 East), where prohibits students from walking or biking to school because of the unsafe highway conditions. Ms. Berman acknowledged there may be a need for sidewalk and shoulder improvements in this area.

Mr. Francis explained there may be opportunities to integrate pedestrian and bicycle improvements into future ODOT paving projects. He also commented on speed-related concerns in Blue River. ODOT recently completed a highway safety study for OR 126 West and has installed new signs in the burn area near Blue River.

Chair Yeh asked about pedestrian and bike safety in roundabouts. Ms. Berman explained that roundabouts significantly reduce vehicle crash severity. However, they can be challenging for pedestrians, particularly those with visual impairments. She explained that new federal ADA guidelines require additional design features, such as separated paths and enhanced crossings, to improve safety. This will increase the cost, which could make them less attractive as an intersection control solution. Some roundabouts exceed \$30 million.

## **9. Future meetings and topics**

Chair Yeh noted that the survey will ask members if there are any special topics they would like to discuss in the future.

The tentative agenda for April includes a legislative update, a presentation on the ODOT Innovative Mobility Program, and an update from the Bylaws Committee.

Mr. Zako commented on the uncertainty surrounding legislative actions at both the federal and state level. A concept for a transportation funding package, or an actual bill, could be introduced in the State Legislature sometime in April. The LaneACT should be prepared to discuss this, as events could unfold rapidly.

Chair Yeh thanked Mr. Zako for his input. She reiterated that she welcomes suggestions for meeting topics and feedback on anything else. She acknowledged that this is a new role for her. She is willing to meet with members individually to discuss any concerns.

## **10. Adjourn**

Chair Yeh adjourned the meeting and thanked members for attending.

### **Notes**

1. This meeting was recorded in both audio and video format.
2. These minutes were prepared by Journie Gering (LaneACT staff) based on the recording. They were reviewed by Anais Mathez and Bill Johnston (LaneACT staff) who were present at the meeting.
3. This document was finalized (as a draft) on March 24, for LaneACT to review and approve on April 9.

## April 9, 2025 meeting minutes

**Format:** This meeting was conducted online

**Present:** members eligible to vote at this meeting (alphabetical by last name)  
**14** members present (**15** members required for quorum)  
Bryan Cutchen – Oakridge  
Cathy Engebretson – Coburg  
Vidal Francis – Oregon Department of Transportation (ODOT)  
Garrett Gray – Confederated Tribes (alternate)  
Shelley Humble – other representative  
Brodie Hylton – other representative  
Clark Kent – Creswell  
Ken Kohl – Lane County Transportation Advisory Committee (LC TrAC)  
Eugene Organ – other representative  
Pete Petty – Highway 126 East  
Megan Shull – bicycle & pedestrian representative (alternate)  
Becky Taylor – Lane County (alternate 2)  
Jennifer Yeh – Eugene (LaneACT Chair)  
Rob Zako – environmental representative

**Present:** (alternate members, not eligible to vote because the primary member is present)  
Bill Johnston – ODOT (alternate)

**Absent:** (primary voting members not represented by an alternate)  
(Dunes City and Westfir are non-participating members. They are not listed.)  
Robert Carp (Florence); Tiffany Edwards (other representative); Christine Hyink (Cottage Grove); Heather Murphy (LTD); Bill Meyer (Port of Siuslaw); Steve Moe (Springfield), Paul Thompson (Central Lane MPO); vacant (Lowell); Sidney Washburn (Junction City); Maureen Wright (Veneta)

**Others:** Anais Mathez (LaneACT staff); Paul Comery (U of O Transportation Planner);  
Amanda Howell (ODOT Innovative Mobility Program Manager)

## **1. Call to order (Welcome and Introductions)**

Chair Jennifer Yeh called the meeting to order at 5:30 pm. Staff confirmed that quorum was not met.

## **2. Review and approve agenda**

No amendments were requested.

## **3. Comments from the audience**

There were no comments from the audience.

## **4. ODOT innovative mobility program**

Amanda Howell, ODOT Innovative Mobility Program (IMP) Manager, provided an overview of the program. Launched in 2022 with \$20 million in funding (split between federal and state sources), the IMP supports public and active transportation access for historically underserved communities. It also aims to reduce single-occupancy vehicle trips and lower greenhouse gas emissions.

Ms. Howell reviewed four types of competitive grants:

- Federally funded: Study and Assessment Grants, Capital Equipment Grants
- State funded: Pilot Grants, Service Continuation or Expansion Grants

A final round of noncompetitive micro grants (up to \$15,000) will be available in 2026. Eligible applicants include local and tribal governments, public agencies, nonprofits, schools, and fiscally sponsored entities.

She highlighted four Lane County projects awarded as study grants:

- Lane County Health & Human Services: Transportation equity assessment
- Bethel School District: Active transportation barriers study
- Cascadia Mobility & LTD: Electric micromobility integration
- BEST: Equity needs assessment for Franklin Boulevard and River Road

She explained the program is designed to allow progression from studies to pilot projects and ultimately to expanded services. Ms. Howell also addressed the complexities of federal funding, especially for infrastructure-related work.

Chair Yeh asked how the program supports geographically dispersed underserved populations. Ms. Howell noted that some grants are structured to address countywide or regional needs.

Paul Comery (University of Oregon) asked about eligibility for campus shuttle services. Ms. Howell confirmed they would qualify.

Brodie Hylton (Cascadia Mobility) and Rob Zako (BEST) expressed appreciation for the grants and described how the projects will improve regional transportation access. Ms. Howell shared her email for other questions came up [[amanda.howell@odot.oregon.gov](mailto:amanda.howell@odot.oregon.gov)].

## **5. Consent Items**

### **a. Approve minutes from March 12 meeting**

Consent items were deferred due to the lack of quorum.

## **6. Legislative update**

Rob Zako shared a summary of "Transit Day at the Capitol," held on April 1 and organized by the Oregon Transit Association. He noted the release of a \$1.9 billion transportation framework bill and ongoing work to ensure alignment with regional needs.

## **7. LaneACT bylaws committee update**

Matt Michel reported that the Bylaws Committee reviewed the first four chapters of the current bylaws. Work is on hold pending release of updated model bylaws from the Oregon Transportation Commission (OTC). Once those are received, ODOT will provide a briefing, and the committee will resume revisions.

## **8. Announcements and information sharing**

### **a. Announcements from the Chair – Jennifer Yeh**

The Chair did not have any announcements.

### **b. ODOT update – Vidal Francis**

Mr. Francis reported that ODOT staff are heavily engaged in legislative activities, especially in relation to the Governor's budget priorities. While several major projects in Portland have received federal approvals, the Veneta project in Lane County is still under review.

He also noted that Amanda Pete may present at a future LaneACT meeting on the new Capital Investment Plan (CIP), which is expected to align with the Statewide Transportation Improvement Program (STIP).

### **c. Central Lane Metropolitan Policy Committee update – Paul Thompson**

Paul Thompson was absent. No update was provided.

### **d. Member updates – all**

Anais Mathez reminded members to complete the LaneACT survey by the upcoming Monday. Chair Yeh and Mr. Francis emphasized the survey's value in aligning meeting content with member interests.

## **9. Future meetings and topics**

Chair Yeh reminded members to suggest future topics. There were no additional updates.

## **10. Adjourn**

Chair Yeh adjourned the meeting and thanked members for attending.

## **Notes**

1. This meeting was recorded in both audio and video format.
2. These minutes were prepared by Journie Gering (LaneACT staff) based on the recording. They were reviewed by Anais Mathez and Bill Johnston (LaneACT staff) who were present at the meeting.
3. This document was finalized (as a draft) on April 10, for LaneACT to review and approve on May 14.

Agenda Item 6

## Legislative update

### **Presenter**

Rob Zako and other LaneACT members

### **Action requested**

No action required. For discussion only.

### **Summary**

The LaneACT members have been following the 2025 session of the State Legislature. Members are particularly interested in the transportation funding bill being developed by the Joint Committee on Transportation (JCT).

Time is provided on LaneACT agendas for members who follow the Legislature to report on developments that may be of interest to other members. At the May 14 meeting, Rob Zako will report on the most recent developments. Other members may also have comments to share.

Attached are two documents Rob Zako asked to be included in the meeting packet. He notes they represent two competing narratives about the funding package:

- Joint Committee on Transportation press release – Transportation co-chairs announce framework to fix crumbling infrastructure, strengthen economy. April 3, 2025
- Republican Caucus press release – House Republicans announce proposal that protects families from tax increases, stabilizes transportation. April 30, 2025

There is not enough time on the LaneACT meeting agenda to have a detailed discussion about this topic. Members are encouraged to read these documents on their own and share them with their city councils, if they think this is appropriate.

### **Attachments**

- A. Joint Committee on Transportation press release (2 pages)
- B. Republican Caucus press release (11 pages)



## JOINT COMMITTEE ON TRANSPORTATION

**FOR IMMEDIATE RELEASE**

April 3, 2025

**Press contacts:**

Connor Radnovich, [connor.radnovich@oregonlegislature.gov](mailto:connor.radnovich@oregonlegislature.gov)

Jill Bakken, [jill.bakken@oregonlegislature.gov](mailto:jill.bakken@oregonlegislature.gov)

# Transportation Co-Chairs Announce Framework to Fix Crumbling Infrastructure, Strengthen Economy

*Urgent action is needed this session to build a stable, sufficient and  
accountable transportation system for the 21st Century*

**SALEM, Ore.** – With Oregon’s roads and bridges showing alarming signs of deterioration, Joint Committee on Transportation Co-Chairs **Rep. Susan McLain (D-Hillsboro)** and **Sen. Chris Gorsek (D-Gresham)** released a framework on Thursday for bold action to support Oregon's transportation systems.

The Oregon Transportation ReInvestment Package (TRIP) framework is informed by more than two years of work and represents a starting point for detailed conversations and action this legislative session to keep Oregon's roads paved, bridges safe, and economy strong.

“From public testimony in committee, to last year’s statewide transportation listening tour, Oregonians have been clear that they want action, not delay,” Rep. McLain said. “They want clean, safe streets. They want reliable public transit. They want to know the bridges their children cross every day are structurally sound.”

Oregon’s transportation systems — the backbone of our economy and daily life — are in crisis. More than 90 state-owned bridges across the state have major structural defects, dangerous potholes are going months without repair, school zones lack sidewalks, major promised projects are still unfinished, and much more.

Without stable and sufficient funding, essential workers at transportation agencies will be laid off and Oregonians will feel those impacts: longer wait times to clear traffic accidents, fewer roads with safety striping, less frequent road repairs and unplowed roads in the wintertime.



"Oregon TRIP is focused on the safety and maintenance of our roads, bridges and transit — not just for today, but for years to come," Sen. Gorsek said. "Inaction is not only irresponsible, it's dangerous. This framework is a starting point and we are looking forward to sitting down with stakeholders and our colleagues on both sides of the aisle to finalize a package this session."

Oregon was the first state in the nation to institute a gas tax in 1919, and since then it has formed the core for how the state pays for transportation. Now, Oregon is facing modern transportation challenges, including increased freight traffic, a growing population, and the rapid rise of electric and fuel-efficient vehicles, which contribute less to the fuels tax that has long funded the system.

These shifts underscore the need for a more resilient, updated approach to transportation planning and investment.

"Bad transportation infrastructure is more than just an inconvenience, it harms Oregon's economy. Employees need to be able to get to work, businesses and truckers need to be able to move goods, students need to be able to get to school," Sen. Gorsek said. "At a time when everyday costs are already too high, we cannot afford to allow crumbling infrastructure to undermine Oregon's economy."

The framework proposes stabilizing current funding streams with the majority dedicated to operations, maintenance and preservation efforts distributed between the state, counties and cities. It lays the foundation for a 21st Century funding structure, with a phase-in of a Road Usage Charge for electric vehicles to make sure all drivers are paying their fair share for use of the roads.

It also invests in buses, rail, bicycles and pedestrians to ensure that Oregonians who can't or don't want to drive can still fully participate in daily life.

Finally, accountability is a key component of the package. There is broad bipartisan support for meaningful oversight of the Oregon Department of Transportation to ensure that taxpayer dollars are being used effectively and that the agency is keeping the promises it has made to Oregonians.

A team of external transportation experts is currently reviewing ODOT's project delivery and accounting practices with the oversight of the Joint Committee on Transportation. Their results will be released in May and incorporated into the final package.

"This framework is grounded in fairness and accountability," Rep. McLain said. "It ensures every user of the system pays their fair share and includes oversight from a bipartisan committee and independent transportation experts. But most importantly, it puts the focus where it's urgently needed: operations, safety, and maintenance."

# # #

Agenda Item 7

## **ODOT Capital Investment Plan**

### **Presenter**

Amanda Pietz – Policy, Data & Analysis Division Administrator

### **Action requested**

No action required. Provide input for ODOT to consider in developing the plan.

### **Summary**

ODOT is considering replacing the 4-year Statewide Transportation Program (STIP) with a longer-range (10-year) Capital Investment Plan (CIP). At the May 14 LaneACT meeting, Amanda Pietz will provide a slide presentation explaining this new approach. A copy of the presentation is attached.

After the presentation, the LaneACT members will be asked to provide input for ODOT to consider in developing the CIP. Attached is a one-page handout to help frame the discussion. There are four questions that are intended to help ODOT better understand which investment priorities LaneACT considers to be the most important. ODOT will be having similar discussions with the other ACTs.

A preliminary discussion was held at the *ACT and Modal Committee Chairs* meeting on April 23 in Salem. The LaneACT Chair (Jennifer Yeh) and Vice Chair (Jameson Auten) attended. Many of the participants found this to be a challenging exercise because all the investment categories are important. The following are some of the ideas that were discussed. This may help the LaneACT members focus their discussion.

- ODOT mapping and other analytical tools could be helpful in identifying the highest value projects that have the most benefit, considering all the identified goals.
- Projects that leverage funding from different sources should be prioritized.
- Don't select projects just because they fit within a specific funding bucket.

### **Attachments**

- A. Discussion questions (1 page)
- B. Slide presentation (11 pages)

## Discussion Questions:

- With limited funding, what kinds of goals and considerations should be used in prioritizing ODOT investments? (See list below for examples.)
- What are the top three outcomes you think should be most heavily weighted?
- Are there any special considerations that should be given that are unique to modes, urban or rural areas, or different parts of the state?
- What do you think best defines or makes up a best-value or high return on investment project?

## Example Goals and Investment Criteria

Stewardship of Public Resources	Safety
<ul style="list-style-type: none"><li>• Maximizes the lifecycle of an asset</li><li>• Maintains infrastructure</li><li>• Improves resiliency (seismic or climate)</li></ul>	<ul style="list-style-type: none"><li>• Reduces fatalities and serious injuries</li><li>• Implements crash reduction strategies</li></ul>
Sustainability and Climate Action	Accessibility
<ul style="list-style-type: none"><li>• Transitions to cleaner vehicles and fuels</li><li>• Reduces vehicle miles traveled</li><li>• Increases low and no emission modes</li></ul>	<ul style="list-style-type: none"><li>• Completes a critical connection</li><li>• Improves multi-modal access</li><li>• Supports movement of people of all abilities</li></ul>
Mobility	Equity
<ul style="list-style-type: none"><li>• Traffic volumes (AADT)</li><li>• Highway classification (e.g. Expressway)</li><li>• Roadway/multi-modal designation (e.g. Freight Route)</li><li>• Travel time improvements</li><li>• Improves reliability</li></ul>	<ul style="list-style-type: none"><li>• Expands access to essential services</li><li>• Geographic balance</li></ul>



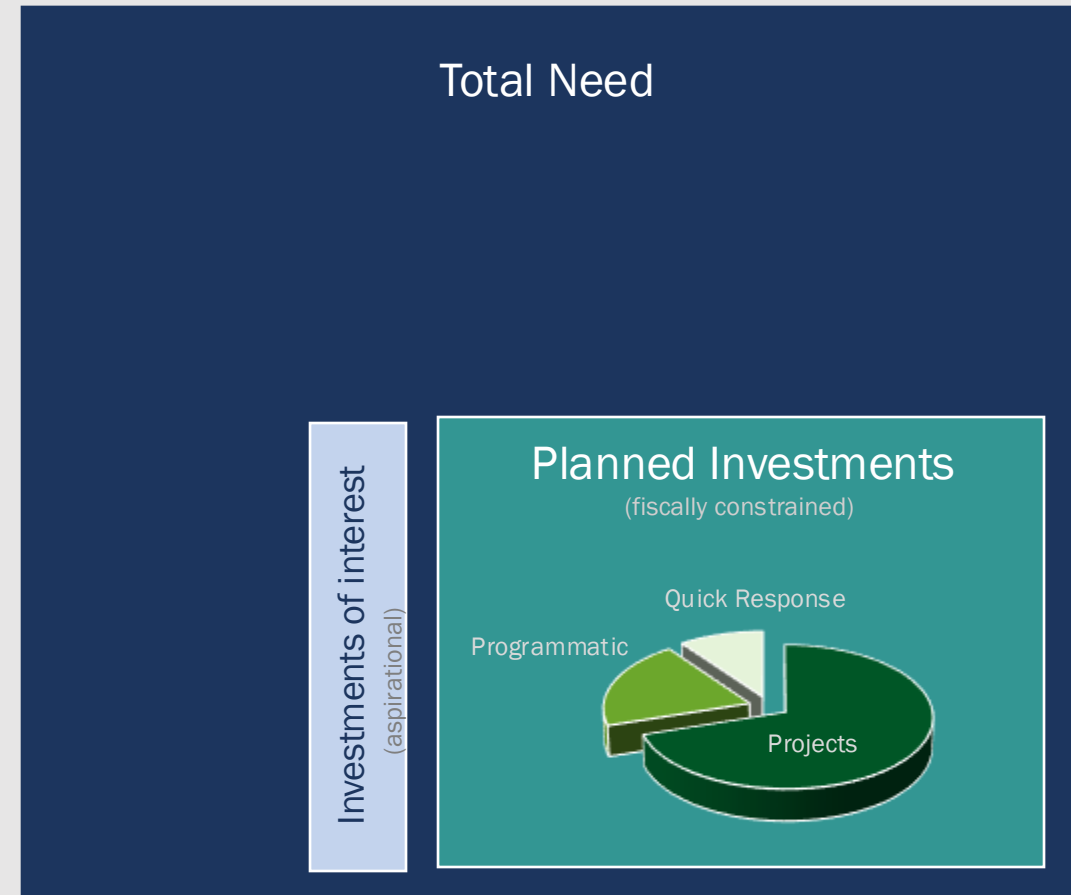


# **Capital Investment Plan**

**Amanda Pietz, Policy Data and Analysis Division Administrator**

**May 2025**

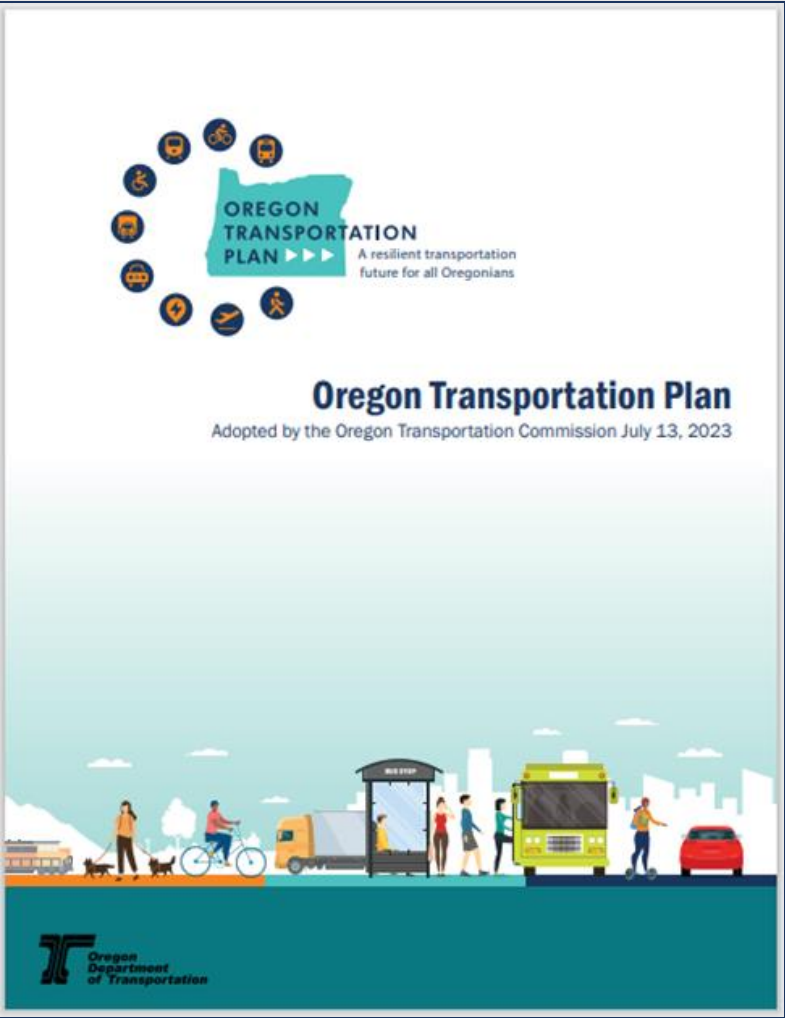
# What is the Capital Investment Plan?



- **Projects:** Preservation, enhance, bike-ped, etc.
- **Programmatic / Lump Sum:** O&M, transit, safety, etc.
- **Quick Response:** Safety, emergency management, etc.



# Benefit: Creates accountability between long range plans and short-term investments

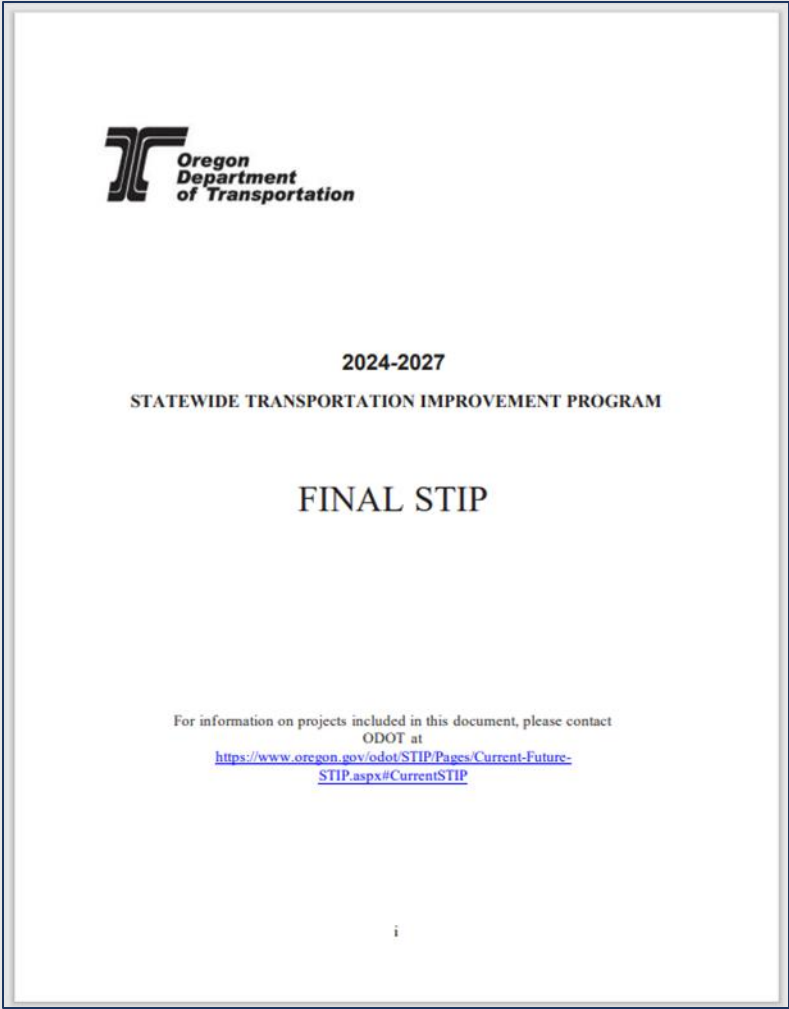


2023-2050

Capital Investment Plan

➔

Ensure investment decisions help advance long term vision and goals. Creates a mid-range investment plan.



2024-2027

# Benefit: Helps us understand the long-term impacts of short-term decisions

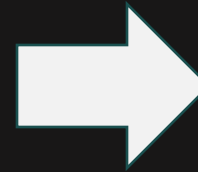


Borrow to build today



Payback over time

Capital Investment  
Plan

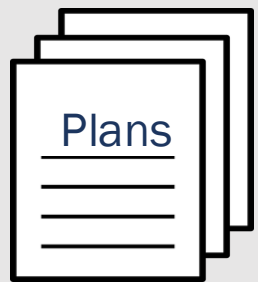


Understand  
the impacts to  
real  
investments  
over time and  
make more  
informed  
choices

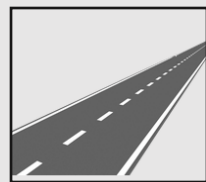
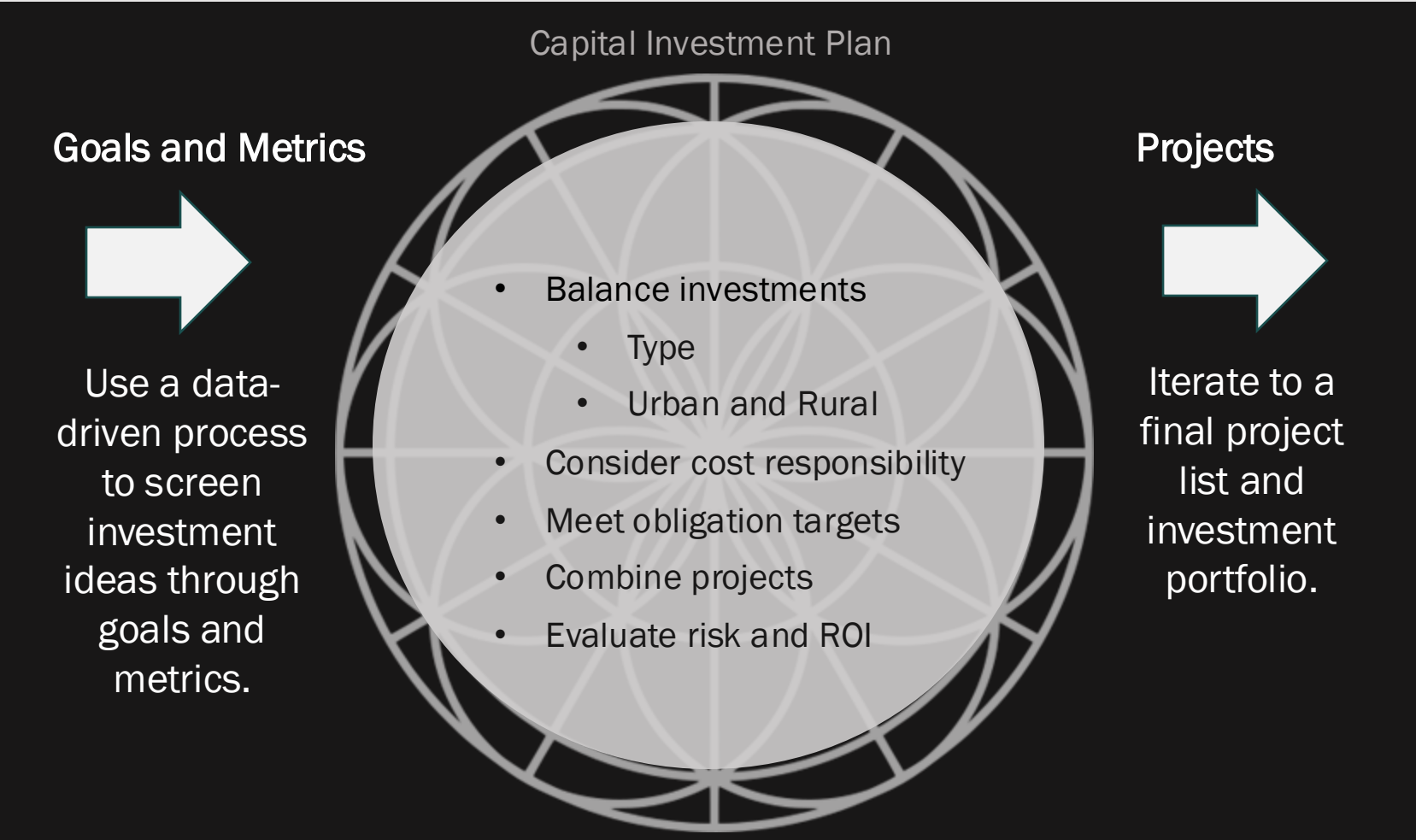


# Benefit: Transitions to a more disciplined project selection process

Investment concepts originate from:



ACTs





# Benefit: Improved Project Estimates

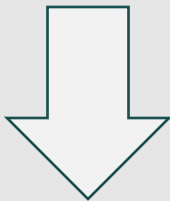
Capital Investment  
Plan

Confidence in programming based on understood risks, project readiness, and confirmation of available funding.

Move from a three-year STIP update to an annual update, incorporating more current information.

Do more project phasing, with PE then construction.

Identified projects are bucketed to timeframes based on urgency, readiness, level of understanding of risk, and available funding



Reassessed annually and more investments added to the CIP and projects to the STIP



Investment identified for meeting longer term need. Commitment for project to be further developed.

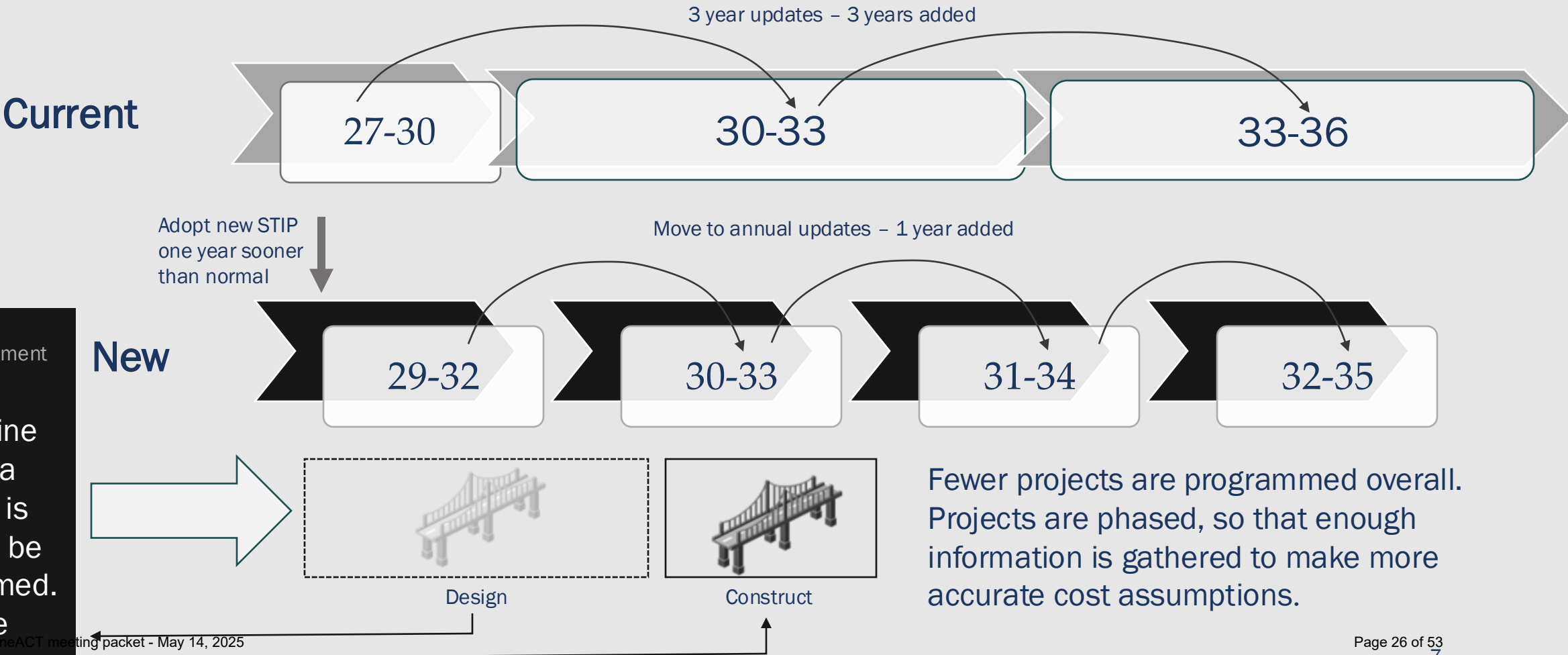


More eminent need, with clear project concept and high-level scoping work complete. Further development for programming.



Immediate need, project is ready and anticipated risks are known, funding is available. Project programmed in the STIP.







# Transitioning to an Annual STIP and Different Programming Approach



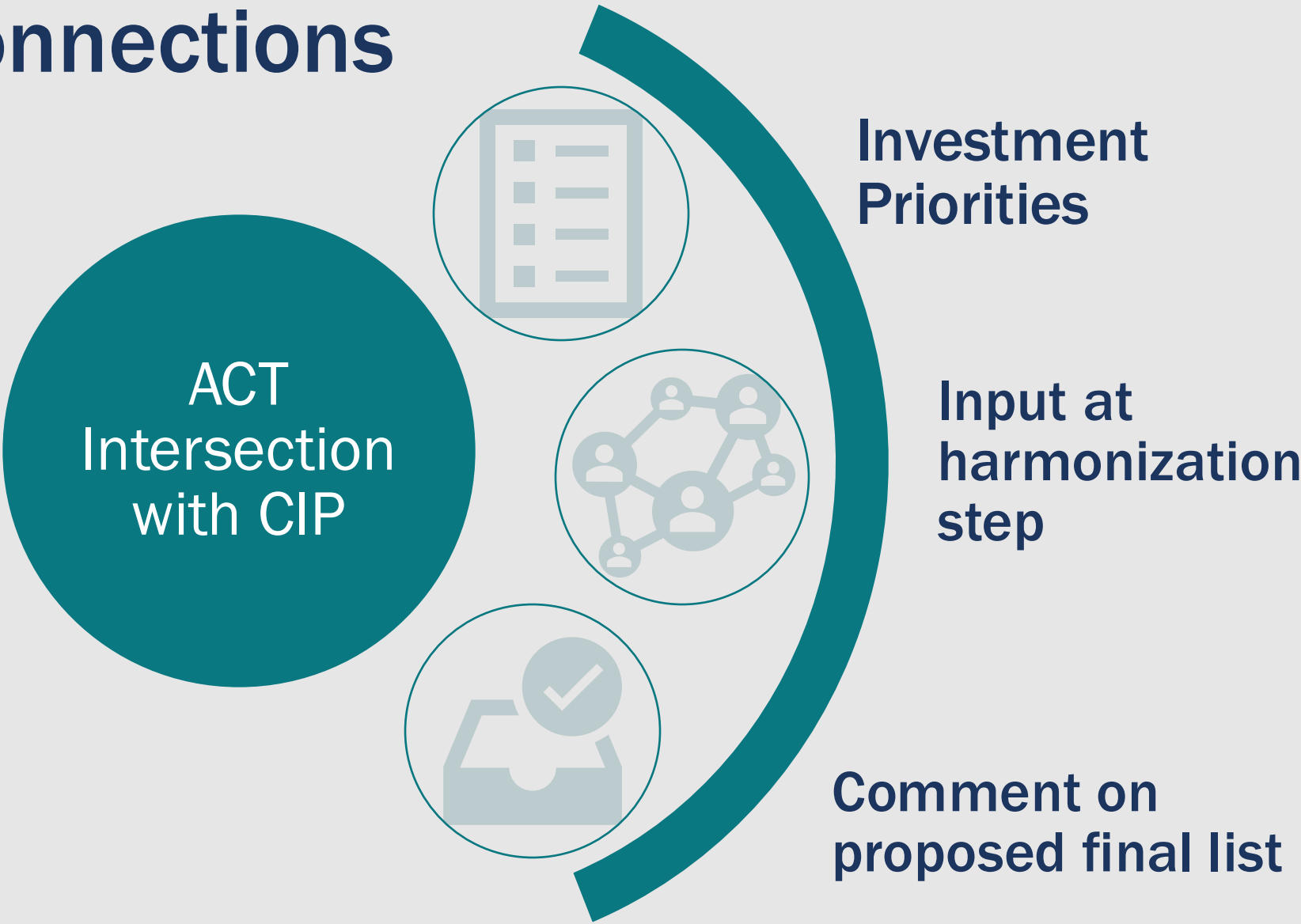
# Next Steps

- Prioritize Goals (every 3-5 years)
  - Seek input from ACTs and public
  - OTC set priorities among the OTP goals
- Establish Metrics and Scoring
  - Look to work of other states
  - Consider: available funding, performance targets, asset data and more
- Link to 2027-2030 STIP
- Develop first Capital Investment Plan
  - Use goals and priorities to identify investment ideas
  - Screen investment ideas through metrics and score
  - Harmonize
    - Seek input from ACTs to understand potential issues and opportunities
  - Finalize investment list and identify general timing over 10-year period

Example: OneNevada Goals and Criteria

Goal Area	Criteria
 Enhance Safety	Crash Reduction Potential
 Preserve Infrastructure	Pavement Condition Improvement
	Bridge Risk Reduction Score
	Other Asset Improvement
 Optimize Mobility	Population Accessibility
	Travel Time Reliability
 Transform Economies	Business Accessibility
	Economic Development Potential
 Foster Sustainability	Reduce Environmental Risk
	GHG Emission Reductions
	Environmental Enhancements
	Resilience
	Reduce Future Maintenance
 Connect Communities	Project Connectivity
	Multimodal Access
	Access to Community Destinations
	Equity

# Connections



# Discussion Questions:

- With limited funding, what kinds of goals and considerations should be used in prioritizing ODOT investments? (See list below for examples.)
- What are the top three outcomes you think should be most heavily weighted?
- Are there any special considerations that should be given that are unique to modes, urban or rural areas, or different parts of the state?
- What do you think best defines or makes up a best-value or high return on investment project?

## Example Goals and Investment Criteria

Stewardship of Public Resources	Safety
<ul style="list-style-type: none"><li>• Maximizes the lifecycle of an asset</li><li>• Maintains infrastructure</li><li>• Improves resiliency (seismic or climate)</li></ul>	<ul style="list-style-type: none"><li>• Reduces fatalities and serious injuries</li><li>• Implements crash reduction strategies</li></ul>
Sustainability and Climate Action	Accessibility
<ul style="list-style-type: none"><li>• Transitions to cleaner vehicles and fuels</li><li>• Reduces vehicle miles traveled</li><li>• Increases low and no emission modes</li></ul>	<ul style="list-style-type: none"><li>• Completes a critical connection</li><li>• Improves multi-modal access</li><li>• Supports movement of people of all abilities</li></ul>
Mobility	Equity
<ul style="list-style-type: none"><li>• Traffic volumes (AADT)</li><li>• Highway classification (e.g. Expressway)</li><li>• Roadway/multi-modal designation (e.g. Freight Route)</li><li>• Travel time improvements</li><li>• Improves reliability</li></ul>	<ul style="list-style-type: none"><li>• Expands access to essential services</li><li>• Geographic balance</li></ul>



# Questions?





Agenda Item 8

## **LaneACT Member Survey**

### **Presenter**

Anais Mathez – LaneACT staff

### **Action requested**

Review and discuss key findings.

### **Summary**

The LaneACT Steering Committee recently conducted a survey to gather feedback from members to help improve LaneACT meetings. The survey was live from March 25 to April 14. Responses were received from 17 members, including alternates. The following is a summary of the key findings. Attached are the complete results.

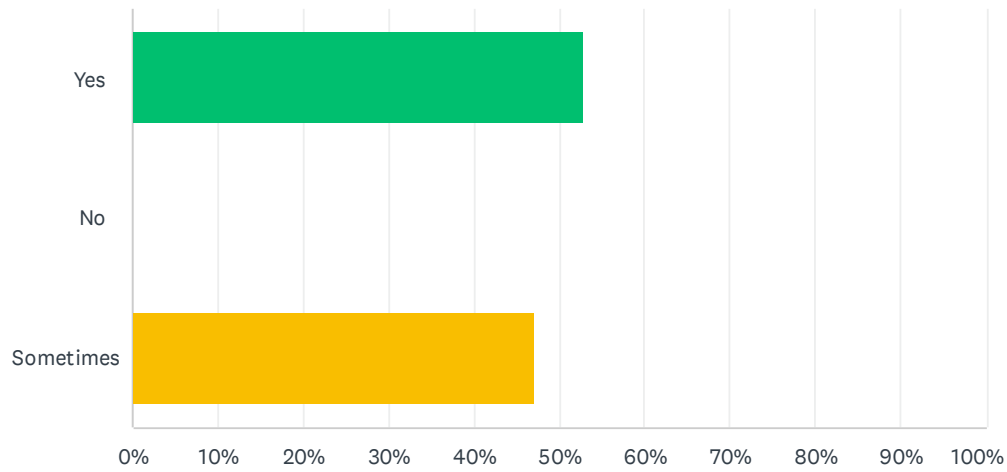
1. **Respondents are most interested in topics that relate to funding opportunities.** Just over half of the respondents said meeting topics are of interest to them. The remainder indicated their interest varies depending on the topic. Respondents are most interested in funding opportunities, safety, rural transportation needs, and major regional projects.
2. **Respondents are least interested in discussing administrative topics.** Topics that are less interesting include administrative matters like bylaws and meeting procedures, and general updates from ODOT not tied to specific decisions or local priorities.
3. **There is some confusion about the role of the ACTs.** Most respondents said they attend meetings regularly or occasionally. However, there was a mixed understanding of the ACT's purpose. About two-thirds of respondents said they understand their role, while others were less certain. When asked about serving in leadership positions, most declined. They cited time constraints, discomfort with conflict, or uncertainty about the ACT's influence.
4. **Most respondents don't feel the need to meet every month.** They like being informed about ODOT activities, legislative updates, and coordinating with other jurisdictions. However, there is a preference for meeting less frequently.

### **Attachment**

Survey results (18 pages)

## Q1 LaneACT meeting topics are of interest to me.

Answered: 17 Skipped: 0



ANSWER CHOICES		RESPONSES	
Yes		52.94%	9
No		0.00%	0
Sometimes		47.06%	8
TOTAL			17



## Q2 What topics are of most interest to you?

Answered: 16    Skipped: 1

#	RESPONSES	DATE
1	Funding opportunities, What other local Agency transportation updates are? How is transportation impacting others? Planning for transportation.	4/14/2025 8:46 AM
2	Fixing Transportation Funding problems, sustainable transportation projects (rail, public transit, micromobility, pedestrian infrastructure), projects that benefit schools	4/11/2025 4:04 PM
3	funding	4/11/2025 11:21 AM
4	Funding opportunities; ongoing projects	4/11/2025 9:37 AM
5	I like to learn about the grant opportunities. Although I am finding that since my community has had little few traffic deaths, we are rarely able to submit something compelling. Submitting grant applications feels more like an academic exercise than a real task.	4/11/2025 9:33 AM
6	Rural incentives Safety	4/11/2025 9:25 AM
7	Highway 126	4/11/2025 9:24 AM
8	Presentations from ODOT staff about new or updated programs.	4/10/2025 10:26 AM
9	The challenges stemming from current federal governmental ambiguity; specific challenges individual communities face and how to work to rectify them; legislative updates.	4/9/2025 3:26 PM
10	Things pertaining to major projects within Lane county	4/7/2025 2:42 PM
11	Safety	4/5/2025 3:02 PM
12	Future projects and funding sources.	3/30/2025 8:32 PM
13	Understanding the purpose of the ACT would be helpful. Why are we here? Topics where the ACT can have value or add value are of most interest.	3/30/2025 12:44 PM
14	Road and bridge improvements	3/28/2025 1:41 PM
15	Transportation Funding Issues . Specific Transportation Issues within the "LaneACT area	3/26/2025 7:15 AM
16	Safety issues, speed control.	3/25/2025 8:09 PM

## Q3 What topics are of least interest to you?

Answered: 9   Skipped: 8

#	RESPONSES	DATE
1	It's all interesting to me.	4/11/2025 4:04 PM
2	The LaneACT group sometimes falls into derivative conversations of how the meeting should be run - and that's frustrating. That being said, I think that has been mostly addressed and meeting recently have been run well.	4/11/2025 9:33 AM
3	Airport	4/11/2025 9:24 AM
4	LaneACT administration. I don't like debating the bylaws, the work plan, and the meeting schedule.	4/10/2025 10:26 AM
5	Bylaws stuff.	4/9/2025 3:26 PM
6	Anything that pulls people into the weeds. One thing that I don't like, regardless of the topic, is when people use an excessive amount of jargon and/or acronyms. It's best to assume that people attending won't know what you are talking about.	4/7/2025 2:42 PM
7	ODOT presentations not tied to near-term decisions	4/5/2025 3:02 PM
8	Anything that doesn't pertain to roads and maintenance.	3/30/2025 8:32 PM
9	Hearing ODOT talk about whatever projects it's working on or the politics of the ACT bylaws. The topics of least interest are anything that are of low value relative to the convening of the ACT. Info is good if it informs input requested from the group.	3/30/2025 12:44 PM

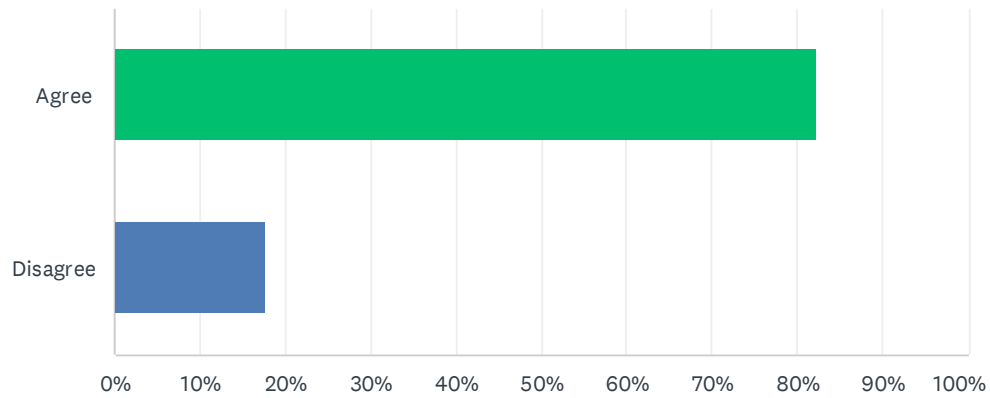
## Q4 Are there topics you would like the LaneACT to discuss that they haven't discussed?

Answered: 12    Skipped: 5

#	RESPONSES	DATE
1	Maybe I missed it, but I would like LaneACT to discuss rail more. There's the question of high-speed rail connecting to Portland, Seattle, Vancouver, but also existing Amtrak service and the possibility of light rail or commuter rail within the metro area. Another topic - there is this really well-known connection between land use, particularly density or proximity of destinations, and property tax revenue and the feasibility of sustainable transportation modes like public transit in particular. It would be great to have someone present on work happening at ODOT or another state agency that is trying to generate fiscally sustainable outcomes by changing land uses. The Climate Friendly and Equitable Communities comes to mind.	4/11/2025 4:04 PM
2	if info sharing focused, presentations from members on transportation topics/projects	4/11/2025 11:21 AM
3	Programmatic work that is happening across the County.	4/11/2025 9:37 AM
4	I would like to have more topics with information that I can take back to my community (I am in a rural city).	4/11/2025 9:33 AM
5	Safety initiatives and or partnership between rural communities. Ex Veneta to Vida via Hwy 126	4/11/2025 9:25 AM
6	Coastal Communities' Emergency Access	4/11/2025 9:24 AM
7	No. I can't think of anything. The LaneACT discusses a wide range of topics. I don't think they need to do anything more.	4/10/2025 10:26 AM
8	Include all modes of transportation - rail, trucking, ports, aviation, etc.	4/9/2025 6:13 PM
9	There's enough variety to keep things fresh.	4/9/2025 3:26 PM
10	Not only state highways but also county and city roads, transit, and bike routes It feels like we should be discussing the state transportation package more, it is unclear why state leadership isn't interested in our advice	4/5/2025 3:02 PM
11	What is the key work the ACT needs to do in the next year or two. What matters? Why are we convening, and how does the short term information inform long term decisions or input from the ACT. I'm primarily there to provide an "active transportation" perspective if or whenever it might be of value.	3/30/2025 12:44 PM
12	Current legislation regarding transportation and its impact on the transportation infrastructure within the Act's area.	3/26/2025 7:15 AM

## Q5 LaneACT meetings are organized and well run.

Answered: 17 Skipped: 0



ANSWER CHOICES	RESPONSES	
Agree	82.35%	14
Disagree	17.65%	3
TOTAL		17

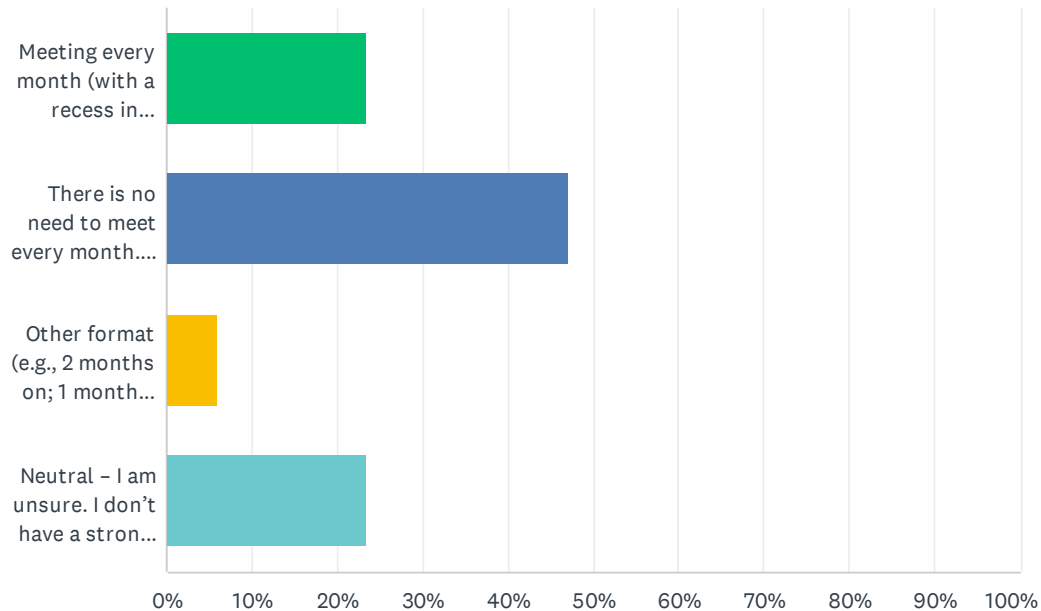
## Q6 Do you have any suggestions for improving LaneACT meetings?

Answered: 11    Skipped: 6

#	RESPONSES	DATE
1	Meetings should be every other month.	4/14/2025 8:46 AM
2	I think you all do a very nice job, especially considering how varied and often contentious our group can be.	4/11/2025 4:04 PM
3	I am not entirely sure I understand how to utilize the LaneACT meeting. I am an alternate - and it feels like I am there just to be there. What exactly does Lane ACT do? It seems like collaboration could be better.	4/11/2025 9:33 AM
4	Time-limit to discussions/statements	4/11/2025 9:24 AM
5	The LaneACT spends too much time discussing the bylaws, the work plan, and the meeting schedule. The Steering Committee and staff can make these decisions.	4/10/2025 10:26 AM
6	In person is so much better - easier to network, etc.	4/9/2025 6:13 PM
7	No, I take something useful out of every meeting.	4/9/2025 3:26 PM
8	See above.	4/7/2025 2:42 PM
9	Agenda items need to be more action oriented, need more member participation	4/5/2025 3:02 PM
10	Substantive clarity about what we are doing and why we are there. How what we are talking about today is linked to what we are here to do. If the point is just information sharing, as I'm seeing in the prompt below, then let's tighten up the meetings.	3/30/2025 12:44 PM
11	Probably a good explanation of the "ACT's role and Mission. Is the ACT really an Advisory Committee or just a venue for exchanging information regarding Transportation.	3/26/2025 7:15 AM

**Q7 Considering the ACTs have a more limited role than they did in the past, how frequently do you think the LaneACT should meet? Indicate which statement reflects your opinion on this topic:**

Answered: 17 Skipped: 0



ANSWER CHOICES	RESPONSES	
Meeting every month (with a recess in summer and winter) seems about right, even though there are fewer topics to discuss.	23.53%	4
There is no need to meet every month. Every other month is often enough.	47.06%	8
Other format (e.g., 2 months on; 1 month off)	5.88%	1
Neutral – I am unsure. I don't have a strong opinion on this topic.	23.53%	4
<b>TOTAL</b>		<b>17</b>

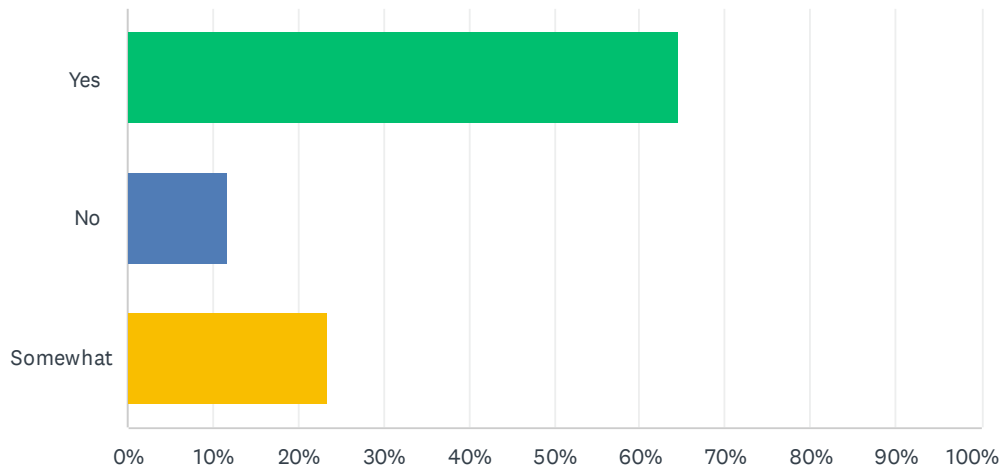
## Q8 If you selected 'other format', please indicate that format below.

Answered: 4   Skipped: 13

#	RESPONSES	DATE
1	I'd like to expand on my answer to the previous question. I have at times thought that there doesn't need to be a LaneACT - that our purpose is unclear and it would be better to free up staff time to save taxpayer money and work on other things. Part of me does think that. However, I have come to a soft conclusion, not just about LaneACT but about all kinds of advisory committees, that they are important vehicles for government agencies to educate and engage the public and involve it in their work. Our group has had turmoil in recent years. That must be frustrating to staff who have had to work in what has at time for them been a hostile work environment. I am very sorry about that. However, I would urge ODOT to work to make the ACTs into vehicles for better engaging the public, including representatives of more groups, and really to be open to what results. It is actually a huge achievement to find so many people who want to participate in this very important work. Well done! Don't give up on it!	4/11/2025 4:04 PM
2	I didn't select other; however, I think it should be every other month, unless there is a pressing need. In that instance, I think the chair and co-chair should be able to call a meeting at the scheduled time of the Second Wednesday at 5:30	4/11/2025 9:37 AM
3	2 months on and 1 month off seems a good way to ultimately proceed, although monthly might be best while federal actions still have confusing or unknown impacts.	4/9/2025 3:26 PM
4	I think quarterly would be sufficient.	3/30/2025 8:32 PM

## Q9 Do you understand your role as a member of the LaneACT?

Answered: 17 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	64.71%	11
No	11.76%	2
Somewhat	23.53%	4
TOTAL		17



## Q10 Please add any additional comments below.

Answered: 4   Skipped: 13

#	RESPONSES	DATE
1	I'm not really sure. Every now and then it feels like a place to share information but there is not a ton of communication outside of the meeting.	4/11/2025 9:33 AM
2	I understand my role as an elected official. I report back to my city council, on topics that might be of interest to them. If necessary, I provide input to the LaneACT on behalf of the council.	4/10/2025 10:27 AM
3	We have a good group of community representatives.	4/9/2025 3:26 PM
4	What ever happened to the area priorities effort? We put a lot of work into that and then it all sort of disappeared.	4/5/2025 3:02 PM

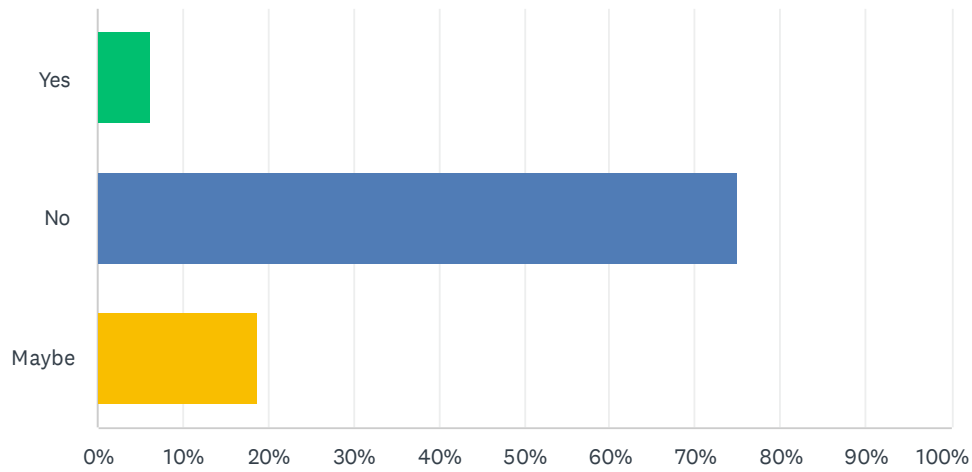
## Q11 What value do you see in the LaneACT? What benefit do you gain by participating?

Answered: 16 Skipped: 1

#	RESPONSES	DATE
1	Better (improved) coordination between jurisdictions.	4/14/2025 8:46 AM
2	At this time, I mostly benefit by learning about what's going on at ODOT. I appreciate getting the inside scoop. At times, I have made comments or suggestions that I felt might move the work in a positive direction, although I am unsure about that.	4/11/2025 4:04 PM
3	Hearing what's happening across region	4/11/2025 11:21 AM
4	I see value in understanding community priorities and supporting project that need feedback or written endorsement. The collective body I feel can be a powerful voice.	4/11/2025 9:37 AM
5	I think Lane ACT needs to take the Public Works Design Standards. We still have neighborhood streets being built with 60' ROWs and ample on street parking. This is really expensive - and I think we are at a time with bipartisan support that cheaper streets is better.	4/11/2025 9:33 AM
6	Insight into legislation and ODOT updates	4/11/2025 9:25 AM
7	Great benefits for organizing the many entities under the same umbrella and establishing priorities	4/11/2025 9:24 AM
8	It's useful to know what is happening at the state level.	4/10/2025 10:27 AM
9	The LaneAct was created as a vessel for interested parties to have a portal to have a voice with the OTC, unfortunately, this is not how it is currently run - ODOT has taken control.	4/9/2025 6:13 PM
10	The knowledge is very helpful. I find my community is interested in learning how transportation issues affect our county.	4/9/2025 3:26 PM
11	Some of the information presented is interesting but it feels like a significant time commitment for a body that doesn't really do much	4/5/2025 3:02 PM
12	Keeping our priorities in front of ODOT.	3/30/2025 8:37 PM
13	There's only value in the ACT to the extent decision makers seek input from the ACT. The value I gain is understanding the politics of a body with no decision making authority. It's not very useful except for networking purposes (meeting new people / understanding who does what).	3/30/2025 12:44 PM
14	Staying informed about projects and ODOT plans for improvements	3/28/2025 1:43 PM
15	An insight on state transportation projects and issues as they impact my role on local transportation needs (Lane County, City of Coburg)	3/26/2025 7:23 AM
16	I am the representative for a 50 mile main street, McKenzie Highway. Consisting of 8 unincorporated communities. Having a representative on the ACT is very important for the river communities.	3/25/2025 8:19 PM

## Q12 I would consider serving as a LaneACT officer (Chair or Vice Chair).

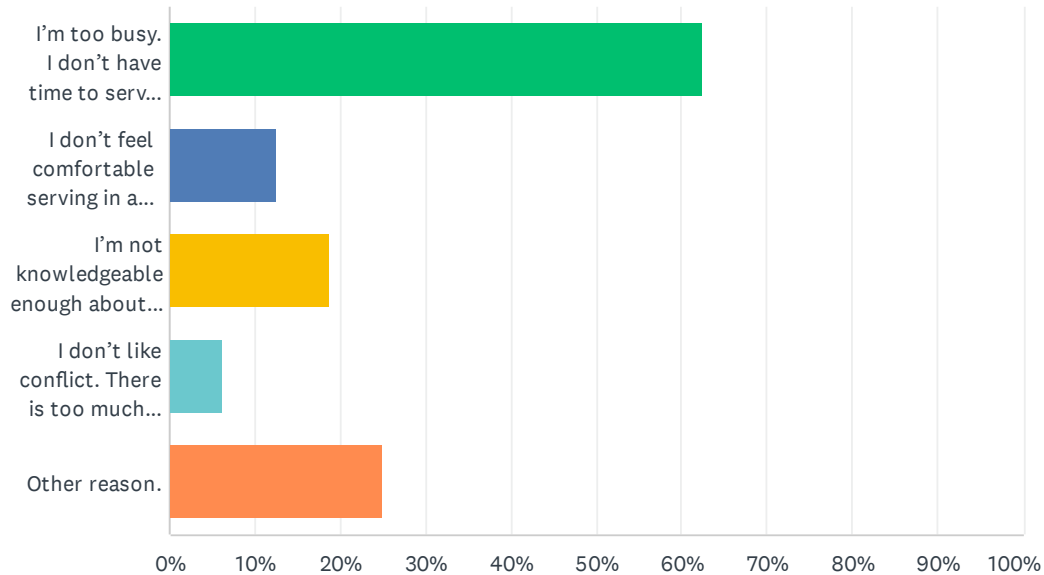
Answered: 16 Skipped: 1



ANSWER CHOICES	RESPONSES	
Yes	6.25%	1
No	75.00%	12
Maybe	18.75%	3
TOTAL		16

### Q13 If your answer to the previous question is no or maybe, what are your reservations about serving as an officer? (select all that apply)

Answered: 16 Skipped: 1



ANSWER CHOICES	RESPONSES	
I'm too busy. I don't have time to serve an officer.	62.50%	10
I don't feel comfortable serving in a leadership role.	12.50%	2
I'm not knowledgeable enough about transportation-related topics.	18.75%	3
I don't like conflict. There is too much conflict at LaneACT meetings.	6.25%	1
Other reason.	25.00%	4
Total Respondents: 16		

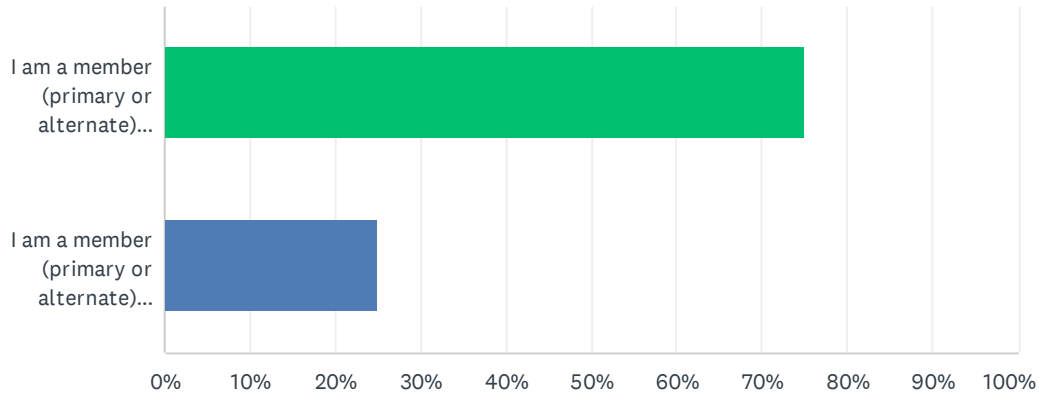
## Q14 If you selected 'other reason' please explain below.

Answered: 4   Skipped: 13

#	RESPONSES	DATE
1	Although other reasons may also be true, the most important reason why I selected "no" is that I will be departing from LaneACT in a few months.	4/11/2025 4:04 PM
2	Was chair twice and would not consider it with the current structure.	4/9/2025 6:13 PM
3	I just don't see the value of the ACT. I joined with a different understanding, that the ACT would play some kind of influential role.	3/30/2025 12:44 PM
4	I am acting only as a liaison for LTrac not as a representative of Lane County nor am I an elected official so i don't think I would be qualified to serve as an officer of this group.	3/26/2025 7:23 AM

## Q15 What is your role on the LaneACT?

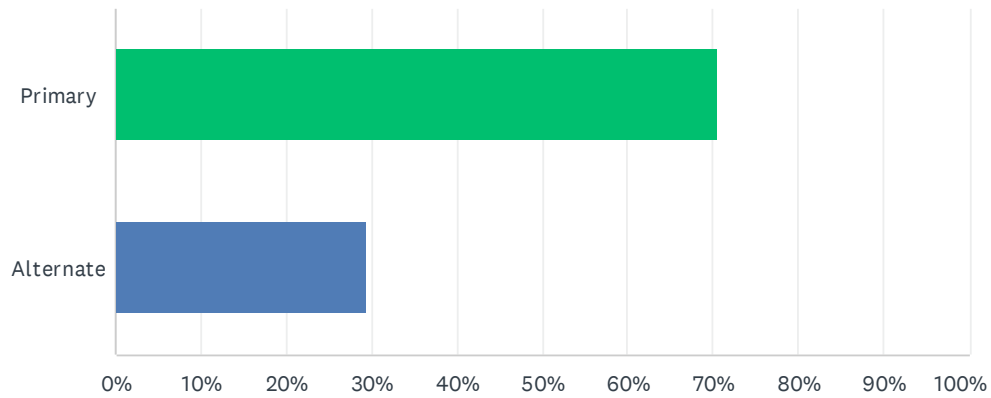
Answered: 16 Skipped: 1



ANSWER CHOICES	RESPONSES	
I am a member (primary or alternate) representing a local government, agency, or special area (MPO, Confederated Tribes, Highway 126 East, Lane County TrAC, ODOT, Port of Siuslaw).	75.00%	12
I am a member (primary or alternate) representing a special interest (Designated or Other Stakeholder).	25.00%	4
TOTAL		16

## Q16 Are you a primary or alternate representative?

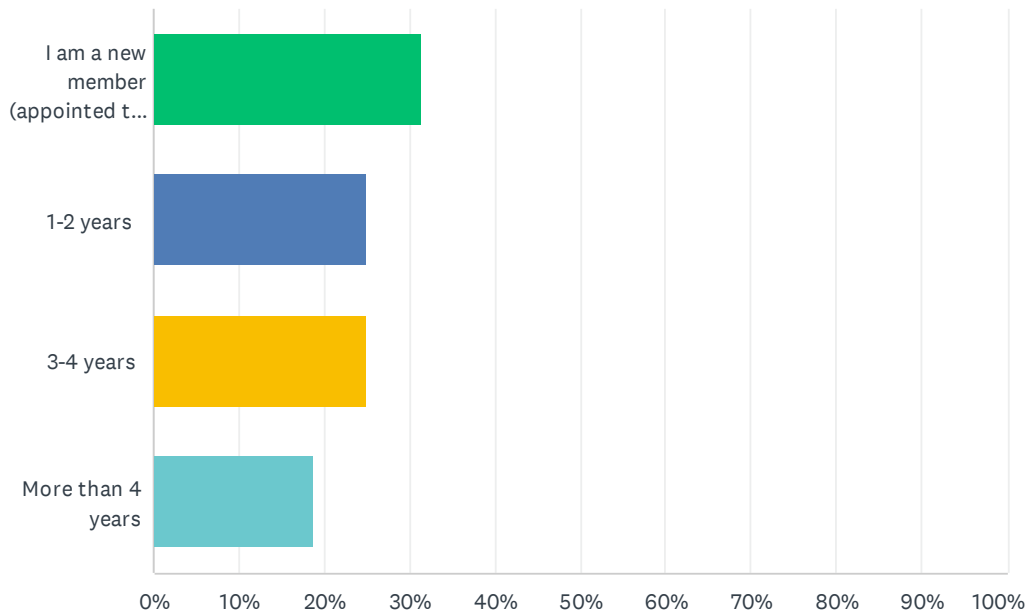
Answered: 17 Skipped: 0



ANSWER CHOICES	RESPONSES	
Primary	70.59%	12
Alternate	29.41%	5
TOTAL		17

## Q17 How long have you served on the LaneACT?

Answered: 16 Skipped: 1

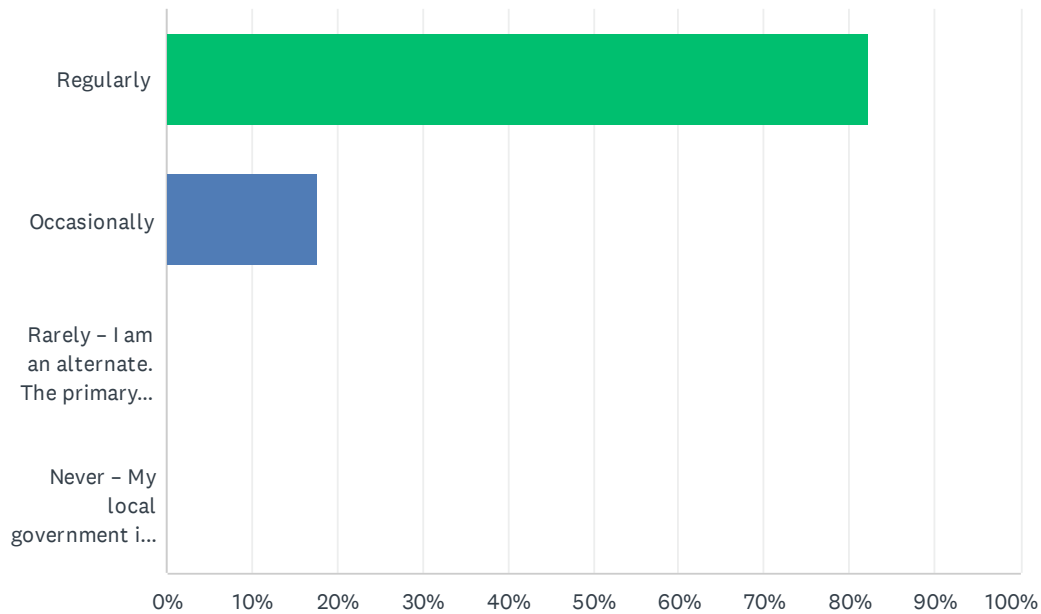


ANSWER CHOICES	RESPONSES	
I am a new member (appointed this year)	31.25%	5
1-2 years	25.00%	4
3-4 years	25.00%	4
More than 4 years	18.75%	3
TOTAL		16



## Q18 How often do you attend LaneACT meetings?

Answered: 17 Skipped: 0



ANSWER CHOICES	RESPONSES	
Regularly	82.35%	14
Occasionally	17.65%	3
Rarely – I am an alternate. The primary representative usually attends.	0.00%	0
Never – My local government is inactive.	0.00%	0
<b>TOTAL</b>		<b>17</b>

## Future meetings and topics

updated May 5, 2025

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

### June 11, 2025 (LaneACT meeting)

The Steering Committee will meet on May 21 to develop the agenda for this meeting.

- **Legislative update** – 10 min. LaneACT members (The session ends on June 29.)
- **Member recruitment** – 10 min. Presenter: Anais Mathez, LaneACT staff
- **(reserved)** – topic to be determined

### July 11, 2025

- **Summer recess** – no meeting

### August 13, 2025 (LaneACT meeting)

The Steering Committee will meet on July 16 to develop the agenda for this meeting.

- **Oregon Legislature: 2025 Session summary** – 15 min. Presenter TBD
- **New member appointment** (tentative) – 15 min. Presenter: Anais Mathez, LaneACT staff
- **(reserved)** – topic to be determined

### September 10, 2025 (LaneACT meeting)

The Steering Committee will meet on August 20 to develop the agenda for this meeting.

- **Appoint LaneACT member to serve on Aviation Advisory Committee** – 10 min.
- **(reserved)** – topic to be determined
- **(reserved)** – topic to be determined

### October 8, 2025 (LaneACT meeting)

The Steering Committee will meet on September 17 to develop the agenda for this meeting.

- **Appoint LaneACT Officer Nominating Committee** – 10 min.
- **(reserved)** – topic to be determined
- **(reserved)** – topic to be determined

(continued)

**November 12, 2025** (LaneACT meeting)

The Steering Committee will meet on October 15 to develop the agenda for this meeting.

- **Officer Nominating Committee update** – 10 min.
- **(reserved)** – topic to be determined
- **(reserved)** – topic to be determined

**December 10, 2025** (LaneACT meeting)

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

- **Office Nominating Committee recommendation and election** – 15 min.
- **LaneACT work plan** – 30 min.
- **(reserved)** – topic to be determined

**January 14, 2026**

- **Winter recess** – no meeting

**February 11, 2026**

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

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



LaneACT member roster



updated March 17, 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@creswell-or.us	x	12/31/2028	01/01/2025	N.A.	
	Creswell	alternate	Curtis	Thomas	City Planner	cthomas@creswell-or.us		N.A.		N.A.	
	Dunes City	primary									inactive
	Dunes City	alternate									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.	
	Junction City	alternate	Sandie	Thomas	Councilor	sthamas@cityofjc.com	x	12/31/2026		N.A.	
	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								N.A.	
	Lowell	alternate								N.A.	
	Oakridge	primary	Bryan	Cutchen	Mayor	mayor@ci.oakridge.or.us	x	12/31/2026		N.A.	
	Oakridge	alternate	Rick	Zylstra	Planning Director	rickzylstra@ci.oakridge.or.us		N.A.		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
	Westfir	alternate									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 LMPO	alternate	Brenda	Moore	Executive Director	bwilson@lcog.org		N.A.		N.A.	primary?
	Confederated Tribes	primary	Doug	Barrett	Tribal Member (Chief)	doug.barrett@ctclusi.org	x	04/01/2030		N.A.	
	Confederated Tribes	alternate	Garrett	Gray	Planner	ggray@ctclusi.org		N.A.		N.A.	
	Highway 126 East	primary	Pete	Petty	area resident	ppetty541@aol.com		N.A.		N.A.	
	Highway 126 East	alternate								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	klkohl@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.state.or.us		N.A.	2016	N.A.	
	Port of Siuslaw	primary	Bill	Meyer	Commissioner	bill@portofsiuslaw.com	x	06/30/2025		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	Jack	Blashchishen	Springfield Schools	jack.blashchishen@springfield.k12.or.us		N.A.	01/10/2024	01/10/2028	
	environmental	primary	Rob	Zako	Better Eugene-Springfield Transportation (BEST)	rob@best-oregon.org		N.A.	07/01/2023	06/30/2027	
	environmental	alternate						N.A.			
	rail	primary						N.A.			
	trucking	primary						N.A.			
D.	Special interests – Other (note 8)										
	aviation	primary	Shelley	Humble	Creswell Airport	shumble@creswell-or.us		N.A.	07/14/2021	07/14/2025	
	disability comm.	primary	Eugene	Organ	area resident	eorgan@comcast.net		N.A.	07/14/2020	07/14/2024	541.337.0901

No.	jurisdiction	member role	first name	last name	title	email address	elected official	elected term ends	LaneACT term (start)	LaneACT term (end)	notes
	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. Members are asked to contact Anais Mathez (anais.mathez@3j-consulting.com) if they have any updated information.
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 organize 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.