

Meeting Agenda

October 8, 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

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

Meeting highlights

- **Legislative update**
- **Lane County Transportation Safety Action Plan**
- **Appoint LaneACT Officer Nominating Committee**

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

- | | |
|---|-------------|
| 1. Call to order – Jennifer Yeh, LaneACT Chair (5 minutes) | 5:30 |
| <i>Meeting attendance will be taken prior to the first action item (Item 5), to determine whether a quorum of members is present.</i> | |
| 2. Review and approve agenda (5 minutes) | 5:35 |
| 3. Comments from the audience (5 minutes) | 5:40 |
| <i>The LaneACT Chair will ask if there are any comments. Please state your name and address.</i> | |
| 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* [13] 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.
- Cover memo (page 4)
 - a. Approve minutes from March 12 meeting (page 5)
 - b. Approve minutes from April 9 meeting (page 12)
 - c. Approve minutes from May 14 meeting (page 16)
 - d. Approve minutes from June 11 meeting (page 21)
 - e. Approve minutes from August 13 meeting (page 27)
6. **Legislative update** (15 minutes) **6:05**
Summary: ODOT staff will provide an update on the outcome of the Special Session. The update will also include a summary of other transportation-related bills that were approved last session, and the legislative concepts currently being discussed.
Presenter: Justin Hauschild – ODOT Government Relations
Attachments: None. A presentation will be provided at the meeting.
7. **Lane County Transportation Safety Action Plan** (30 minutes) **6:20**
Summary: Staff from the Lane County Public Works Department will provide a presentation describing (1) the scope of their Transportation Safety Action Plan update, and (2) the role of the Fatal Crash Investigation Team.
Presenter: Becky Taylor – Lane County Senior Transportation Planner
Attachment: Summary memo and slide presentation (page 35)
8. **LaneACT resolutions** (quorum required, 10 minutes) **6:50**
Action requested: Approve resolutions formalizing the members' preference to (1) meet less frequently, and (2) allow the Steering Committee to address administrative matters on their own without approval from the LaneACT.
Presenter: Bill Johnston – LaneACT staff
Attachments: Summary memo, resolutions (page 43)
9. **LaneACT Officer Nominating Committee** (quorum required, 10 minutes) **7:00**
Action requested: Establish a committee to identify candidates to serve as officers for 2026. An election will be held at the December meeting.
Presenter: Jennifer Yeh – LaneACT Chair
Attachment: Summary memo (page 46)

10. Aviation Review Committee appointment (quorum required, 10 minutes) **7:10**

Action requested: Appoint a LaneACT member to serve on the Aviation Review Committee. This is a limited duration committee convened by the Oregon Department of Aviation for the purpose of reviewing Critical Oregon Airport Relief (COAR) grant applications.

Presenter: Jennifer Yeh – LaneACT Chair

Attachment: Summary memo (page 47)

11. Future meetings and topics (10 minutes) **7:20**

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

Presenter: Bill Johnston – LaneACT staff

12. Adjourn (meetings may end early) **7:30**

Additional attachments (for information only)

- Future meetings and topics (page 48)
- LaneACT member roster (page 49)

Upcoming meetings

- No LaneACT meeting in November
- November 19 (Wednesday) – Steering Committee (9:00–10:00)
- December 10 (Wednesday) – LaneACT (5:30–7:30)
- No LaneACT meeting in January

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 Bill Johnston at: bill.w.johnston@odot.oregon.gov
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

Agenda Item 5

Consent items

Presenter

Jennifer Yeh, LaneACT Chair

Action requested

Approve the following documents, 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.

Documents (attached)

- a. Minutes from March 12 meeting (7 pages)
- b. Minutes from April 9 meeting (4 pages)
- c. Minutes from May 14 meeting (5 pages)
- d. Minutes from June 11 meeting (6 pages)
- e. Minutes from August 13 meeting (8 pages)

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].

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.

May 14, 2025 meeting minutes

- Format:** This meeting was conducted online
- Present:** members eligible to vote at this meeting (alphabetical by last name)
11 members present (**15** members required for quorum)
Jameson Auten – LTD (LaneACT Vice Chair) (alternate)
Chief Doug Barrett – Confederated Tribes
Ryan Ceniga – Lane County
Cathy Engebretson – Coburg
Vidal Francis – Oregon Department of Transportation (ODOT)
Ken Kohl – Lane County Transportation Advisory Committee (LC TrAC)
Megan Shull – bicycle & pedestrian representative (alternate)
Paul Thompson – Central Lane MPO
Maureen Wright – Veneta
Rob Zako – environmental representative
- Present:** (alternate members, not eligible to vote because the primary member is present)
Garrett Gray – Confederated Tribes (alternate)
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); Bryan Cutchen (Oakridge); Tiffany Edwards (other representative); Shelley Humble (other representative); Christine Hyink (Cottage Grove); Brodie Hylton (other representative); Clark Kent (Creswell); Bill Meyer (Port of Siuslaw); Steve Moe (Springfield); Eugene Organ (other representative); Pete Petty (Highway 126 East); vacant (Lowell); Sidney Washburn (Junction City); Jennifer Yeh (Eugene) (LaneACT Chair)
- Others:** Anais Mathez (LaneACT staff); Amanda Pietz (ODOT Policy, Data & Analysis Division Administrator)

1. Call to order (Welcome and Introductions)

Vice Chair Jameson Auten called the meeting to order at 5:30 pm. Quorum was not met.

2. Review and approve agenda

Vidal Francis requested that the agenda item on the ODOT Capital Investment Plan (originally item 7) be moved up following item 3. Due to the lack of quorum, the agenda could not be formally approved.

3. Comments from the audience

There were no comments from the audience.

4. ODOT Capital Investment Plan

Amanda Pietz, ODOT's Policy, Data & Analysis Division Administrator, presented the agency's transition toward a more strategic and data-informed Capital Investment Plan (CIP). The CIP aims to connect long-term planning to near-term investments with a focus on improved project delivery, transparency, and return on investment.

The CIP will prioritize projects based on urgency, readiness, and risk. Investments will be phased across a 10-year horizon, categorized into near-term and out-year buckets. The plan allows flexibility to move projects between buckets as their development progresses. The STIP (Statewide Transportation Improvement Program) will be updated annually, improving project timelines and cost accuracy. Goals for project prioritization will be updated every 3 to 5 years, while project lists will be refreshed annually. Example frameworks from other states (e.g., Nevada) were referenced to demonstrate scoring and prioritization methodologies.

Ken Kohl asked about risk analysis in project selection. Ms. Pietz confirmed this was a goal and that earlier investment in planning would reduce long-term uncertainty and cost overruns.

Rob Zako noted the presentation was dense and requested follow-up conversations.

Mr. Francis encouraged members to submit written comments, which ODOT staff can help compile and share with the Oregon Transportation Commission (OTC).

Vice Chair Auten and others expressed appreciation for the presentation and noted its significance for project planning in Lane County.

5. Announcements and information sharing

a. Announcements from the Chair – Jennifer Yeh

Chair Yeh was absent, and therefore did not have any updates.

b. ODOT update – Vidal Francis

Mr. Francis shared that there were no major legislative developments reported and that ODOT is still awaiting formal bill drafts.

He had attended the All ACT and Modal Committee meeting with other LaneACT representatives. The meeting emphasized the new CIP process and goal prioritization.

Two major construction projects are occurring in Lane County. One project is the Salt Creek Bridge on Highway 58 (east of Oakridge), which is in full demolition and reconstruction. This is about a 2-year project. The other project is the OR 126 Green Bridge in Springfield. Rehabilitation for the bridge is planned for this summer.

c. Central Lane Metropolitan Policy Committee update – Paul Thompson

Paul Thompson had no updates to share.

d. Staff Update – Anais Mathez

Anais Mathez had no update, but mentioned there has been a lack of quorum at the last several meetings.

e. Member Updates

- Mr. Zako: Highlighted upcoming events:
 - The Better Ways Block Party is on May 19, hosted by BEST at the Farmers Market Plaza.
 - Former Rep. Earl Blumenauer will be in Eugene on May 29 for a discussion with local practitioners.
- Chief Doug Barrett: Noted traffic safety concerns on OR 126 entering Florence. He requested consideration of a permanent speed limit reduction near North Fork Road due to increased traffic and recent collisions.
 - Mr. Francis committed to sharing the concern with ODOT's traffic safety team.
- Megan Shull: Noted that May is Bike Month; she encouraged participation in regional events. Over 1,000 students in Springfield learned to ride bikes this year through Safe Routes to School programming.
- Cathy Engebretson: Voiced appreciation for the staff and meeting structure. She supported fewer but more focused meetings, with flexibility to add special meetings as needed.

6. Consent Items

a. Approve minutes from March 12 meeting

Consent item was deferred due to the lack of quorum.

b. Approve minutes from April 9 meeting

Consent item was deferred due to the lack of quorum.

7. Legislative update

Mr. Zako presented a comparison of two emerging legislative transportation funding frameworks:

Joint Committee on Transportation Framework (Democratic led)

- Proposes \$1.9 billion per biennium through increases in fuel taxes, licensing fees, and new vehicle-related fees.
- Prioritizes funding for highway repair, transit, and active transportation.
- Includes measures to maintain equity between light and heavy vehicles as required by Oregon's Constitution.

House Republican Caucus Framework

- Emphasizes cutting existing programs and reallocating funds rather than raising taxes.
- Proposes eliminating or reducing funding for the Statewide Transportation Improvement Fund (STIF), bike/pedestrian programs, and passenger rail.
- Claims to increase efficiency within ODOT by reducing staffing and leasing unused properties.

Members expressed concern about STIF cuts. Garrett Gray emphasized how rural tribal members depend on STIF-funded transportation for critical medical access. Several members urged waiting until a bill is formally introduced before drafting a response. Legislative developments are expected to move quickly over the next five to six weeks.

8. LaneACT member survey

Ms. Mathez summarized the results of the LaneACT Member Survey. There was a high interest in funding opportunities and discussions around safety, rural needs, and major regional projects. There was a low interest in procedural items such as bylaws and general administrative updates. There were mixed preferences for meeting frequency, with some favoring less frequent but more focused meetings. Some members had confusion regarding the role of ACTs and alternates as well.

Mr. Francis and Ms. Mathez emphasized that the Steering Committee will review these results and consider changes to future meeting structures. Members expressed appreciation for the transparency and opportunity to provide input.

9. Future meetings and topics

Ms. Mathez reported on future meeting and topics

- The next meeting is scheduled for June 11, 2025.
- There is no meeting in July (summer recess).
- The August meeting will include a summary of the legislative session and other priority topics.

Bill Johnston added:

- LaneACT will soon need to update its Work Plan (last completed in 2023).
- ODOT will provide new templates and topic guidance later this year.

10. Adjourn

Vice Chair Auten 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 May 22, for LaneACT to review and approve on June 11.

June 11, 2025 meeting minutes

- Format:** This meeting was conducted by videoconference
- Present:** members eligible to vote at this meeting (alphabetical by last name)
13 members present (**15** members required for quorum)
Chief Doug Barrett – Confederated Tribes
Robert Carp – Florence
Bryan Cutchen – Oakridge (left early)
Cathy Engebretson – Coburg
Vidal Francis – Oregon Department of Transportation (ODOT)
Brodie Hylton – other representative
Clark Kent – Creswell
John Marshall – Lane County Transportation Advisory Committee (LC TrAC)
Megan Shull – bicycle & pedestrian representative
Becky Taylor – Lane County (alternate 2)
Paul Thompson – Central Lane MPO
Maureen Wright – Veneta
Jennifer Yeh – Chair, Eugene
- Present:** (alternate members, not eligible to vote because the primary member is present)
Garret Grey – Confederated Tribes (alternate)
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.)
Tiffany Edwards (other representative); Shelley Humble (other representative);
Christine Hyink (Cottage Grove); Bill Meyer (Port of Siuslaw); Steve Moe
(Springfield); Heather Murphy (LTD); Eugene Organ (other representative, term
expired); Pete Petty (Highway 126 East); vacant (Lowell); Sidney Washburn
(Junction City); Rob Zako (environmental representative)
- Others:** Anais Mathez (LaneACT staff); Paul Comery (UO transportation planner)

1. Call to order

Chair Jennifer Yeh called the meeting to order at 5:30 pm. There were not enough voting members present for quorum.

2. Review and approve agenda

Bill Johnston noted that the agenda states in Item 4a that an update will be provided by Vice Chair Jameson Auten. This should refer to Chair Jennifer Yeh.

3. Comments from the audience

There were no comments from the audience.

4. Announcements and information sharing

a. Announcements from the Chair – Jennifer Yeh

The Chair expressed her appreciation to the members for attending the meeting. She anticipated valuable discussion and feedback on the agenda topics.

b. ODOT update – Vidal Francis

Mr. Francis provided an update on the State Legislature. He noted that over 3,500 bills were submitted this session, with 1,600 advancing to committees for consideration. ODOT tracked approximately 350 bills; 70 of them were considered priorities. The new transportation funding bill includes new requirements for ODOT to be more accountable for estimating costs and completing projects on time. There will be an expanded role for the Continuous Improvement Advisory Committee.

New sources of funding include a fuel tax increase from \$0.40 to \$0.55 per gallon, a simplified weight-mile tax for trucks, increased vehicle title and registration fees, mileage-based fee for high-efficiency vehicles, an increase in the transit payroll tax to 0.3%, and a vehicle transfer tax (1% for used vehicles, 2% for new).

The bill would allocate \$125M per year for major projects (Rose Quarter, I-205, Center Street Bridge, Newberg-Dundee Bypass), \$125M for the Great Streets program, \$25M for Safe Routes to School, and \$5M for wildlife crossings. The remaining funds will be allocated to ODOT, counties, and cities using the established (current) formula for distributing state gas tax (50/30/20).

Chief Barrett expressed concerns about vehicle speeds near the Three Rivers Casino on OR 126 in Florence. Mr. Francis shared a map and findings from a recent speed study that ODOT conducted in this area. The posted speed at the entrance to the casino is 55 MPH. As drivers enter the urbanized area to the west, there is a transition zone. The posted speed is lowered to 45 MPH, then 35 MPH. The 85th percentile speed (at the entrance to the casino) is 55 MPH, consistent with the posted speed. The 45 MPH transition zone cannot be extended to the east, toward the entrance to the casino. ODOT engineering standards restrict the length of the 45 MPH zone. It cannot extend more than 1,000 feet from the 35 MPH zone, which is also established based on certain criteria. The

Mr. Francis suggested that additional advisory signs or traffic calming treatments could help to reduce vehicle speeds in this area. Before ODOT would conduct another speed study, ODOT would need a formal request from Lane County. This section of OR 126 is not within the City of Florence.

c. Central Lane Metropolitan Policy Committee update – Paul Thompson

Mr. Thompson noted that the MPC held a policy board meeting on June 5. They reviewed the goals and objectives being developed for the new 20-year Regional Transportation Plan (RTP), which is scheduled to be adopted in November. They also received an update on the Safe Routes to School programs. The MPC formally approved the Climate Friendly and Equitable Communities (CFEC) Implementation Chapter of the RTP, which focuses on emission reduction, alternative transportation access, and reducing reliance on single-occupant vehicles.

d. Staff update – Anais Mathez

Ms. Mathez had no updates to share.

e. Member updates

Mr. Cutchen noted that there was a ribbon-cutting ceremony on May 30 for the Aufderheide Oregon Scenic Bikeway, which connects Highways 58 and 126 via Forest Service Road 19. He praised the collaboration between ODOT, the U.S. Forest Service, Travel Lane County, and local partners.

5. Consent items

The LaneACT was not able to approve the items on the consent agenda. There were not enough voting members present for a quorum.

6. Legislative update

Mr. Francis provided more information about the draft transportation funding bill that he summarized during the ODOT update (Item 4.b). He noted that the bill, if it is adopted, would reallocate funding for the OR 58 Passing Lane near Oakridge that had been provided in HB 2017 (2017). ODOT has determined that this project is not feasible. There are too many geographic constraints (the river, railroad, and a cliff). There is also a Category 1 Blue Heron rookery within the project area, which cannot be easily mitigated. The required NEPA review would take 4 to 6 years. There is also opposition from nearby residents. .

7. ODOT Capital Investment Plan

Ms. Mathez explained that ODOT has requested input from the ACTs on ODOT's new 10-year Capital Investment Plan. Specifically, ODOT asked for responses to two questions.

Question 1: What top three investment priorities should guide project selection?

LaneACT response:

- Safety: Safety applies to all users (motorists, cyclists, pedestrians).
- Mobility and accessibility: Ensure connectivity and access to services and jobs.

- Resilience: This is a more neutral (less controversial) term encompassing climate adaptation and infrastructure durability.
- Fairness: This term is a good substitute for equity. It's more consistent with current federal agency preferences.
- Multimodal integration: Prioritize projects that accommodate bikes, buses, pedestrians, and carpooling.
- Leverage potential: Prioritize projects that compliment other projects (create synergy) and that increase competitiveness for funding.

Question 2: What unique considerations apply to Lane County?

LaneACT response:

- Urban–rural divide: Ensure that rural areas receive a proportional share of the funding.
- Rural transit needs: Fund projects that include bus pull-outs and other safe stop locations for rural transit routes.
- Geographic challenges: Consider the effects of king tide flooding (e.g., OR 126 at Cushman underpass) and landslides.
- Safe access to services: Residents in rural Lane County often live far from work and rely on automobiles. Transit options are limited.

Ms. Mathez explained that she will compile the LaneACT's comments and forward them to ODOT.

8. LaneACT member survey – follow up

Ms. Mathez summarized the results of the LaneACT member survey that were presented at the May 14 meeting. She described the two proposed resolutions included in the June meeting packet that are intended to address two specific concerns identified in the survey.

The first resolution formalizes the member's preference for meeting every other month, rather than monthly. The second resolution clarifies the authority of the Steering Committee to make certain kinds of administrative decisions without involving the LaneACT.

Mr. Thompson raised concerns about the resolutions conflicting with the bylaws. He suggested it would be more appropriate to amend the bylaws rather than adopting stand-alone resolutions. He proposed the following language.

- Amend Section 5.E to read: "LaneACT will hold meetings in February, April, June, August, October, and December at a regularly scheduled time, unless the LaneACT or the Steering Committee determines there is no need to meet.
- Amend the sentence in Section 5.C that currently states, "Duties of the Steering Committee include development of meeting agendas, development and monitoring of a Work Plan, and mentoring of new members." Add "and other administrative matters. Or to be more precise, the LaneACT, "will meet every other month starting in February of each year."

Mr. Francis noted that the LaneACT Bylaws Committee is developing recommendations for updating the bylaws. This effort is currently on hold, at the direction of the LaneACT. These resolutions are intended to serve as interim measures until the committee finishes its work and the LaneACT amends the bylaws.

Mr. Johnston disagreed that the proposed resolutions conflict with the bylaws. The first resolution simply provides authorization to meet less frequently, which the bylaws allow for. The second resolution simply authorizes the Steering Committee to make decisions on behalf of the LaneACT concerning minor administrative matters that are not specifically described in the bylaws. He clarified that the resolutions would be posted on the LaneACT webpage along with the other operating documents.

No action was taken. There were not enough members present for quorum. Mr. Johnston suggested to Chair Yeh that the Steering Committee consider these comments at their next meeting and decide how to proceed.

9. LaneACT member recruitment

Ms. Mathez noted that there are several vacant seats including:

- Rail representative
- Trucking representative
- Special interest – disability community
- Special interest – aviation (term expiring soon)
- Florence – City Council will appoint a new representative
- Port of Siuslaw (term expiring soon) – the Port Commission will appoint a new representative

Ms. Shull confirmed she will continue to serve as the bicycle & pedestrian representative.

Ms. Mathez encouraged members to reach out to potential candidates and provide recommendations to LaneACT staff.

10. Future meetings and topics

Ms. Mathez noted that there will not be a meeting in July.

The tentative agenda for the August meeting includes a review of the 2025 Legislative Session, a presentation on the ODOT Vulnerable Users Program, recruitment update, and the Steering Committee resolutions (because they were not approved at this meeting).

Members were invited to submit suggestions for future topics to the Steering Committee.

11. Adjourn

Chair Yeh adjourned the meeting at 7:05. She 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 July 31, for LaneACT to review and approve at the August meeting.

August 13, 2025 meeting minutes

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

1. Call to order

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

2. Review and approve agenda

Bill Johnston (staff) noted that the quorum requirement indicated on the agenda (14) was not correct. Prior to the meeting he updated the calculation to account for several vacancies that were not previously accounted for. The updated quorum requirement is 13.

3. Comments from the audience

There were no comments from the audience.

4. Announcements and information sharing

a. Announcements from the Chair – Jennifer Yeh

The Chair did not have any announcements.

b. ODOT update – Vidal Francis

Staff support for the ACTs – The State Legislature directed ODOT to discontinue using contractors to provide staff support for the ACTs. All support for the ACTs is to be provided by ODOT staff. (Refer to Item 7 for additional detail.)

2027-2030 Statewide Transportation Improvement Program (STIP) – ODOT began developing the STIP in 2023. It will be finalized in 2026. ODOT has completed the scoping process, to confirm that the projects that were included on the preliminary list of projects to fund are feasible and to refine the cost estimates. ODOT and the Oregon Transportation Commission (OTC) are discussing how the list of projects will be incorporated into the new Capital Improvement Plan (CIP). He will share the list with the LaneACT at the next meeting.

c. Central Lane MPO update – Paul Thompson

Mr. Thompson did not have any information to share. The MPO Policy Board did not meet in July or August.

d. Member updates

John Marshall (Lane County Transportation Advisory Committee) – **(1)** The TrAC will be holding a public hearing in September to consider a proposed update to the Lane County road and bridge plan (Capital Improvement Program – Road and Bridge Projects). **(2)** Lane County received Safe Routes to School funding for sidewalk improvements and pedestrian crossings in the Marcola area.

Cathy Engebretson (Coburg) – The city will be improving one of their collector streets. Lane County will be involved because the street intersects with a county road. The improvements will make the intersection safer for pedestrians.

Megan Shull (special interest, bicycle & pedestrian) – **(1)** The Lane Council of Governments (LCOG) has hired a new Safe Routes to School Coordinator, David Nieto-Wentzel. He will be taking on most of the SRTS related work that she was previously responsible for. **(2)** LCOG will be updating the *Safe Routes to School Strategic Plan* for the Eugene-Springfield-Lane County area. The updated plan will include the rural area, which was not included in the previous plan. **(3)** The LCOG SRTS program will be launching this year's *See and Be Seen* initiative to raise awareness about pedestrian safety. They will be coordinating with community partners to distribute safety materials.

Shelley Humble (special interest, aviation, term expired) – She received an email from the Oregon Department of Aviation announcing the 2026 Critical Oregon Airport Relief (COAR)

grant program. Each ACT needs to appoint a member to serve on the Aviation Review Committee. She said she has represented the LaneACT in the past but clarified that she does not have to be the representative. Grant applications are due in October. The review committee will meet in January.

Jameson Auten (Lane Transit District) – (1) LTD will be updating their long-range mobility plan. The effort will begin soon. There will be opportunities for local governments and the public to provide input. (2) LTD has delayed the start date for their new rural on-demand service pilot project that will serve residents in Creswell and Cottage Grove. One of the contractors who submitted a proposal submitted a protest challenging the selection process. As a result, LTD decided to reissue the request for proposals (RFP). The contract with the current provider ended on June 30. LTD estimates the new service will begin on January 1. To maintain service in the interim, LTD has extended the contract with the current provider.¹

Bryan Cutchen (Oakridge) – Oakridge received funding last year through ODOT's Small City Allotment Program. They are using the funds to repave two streets that are in poor condition and for some new sidewalks. The city is grateful to have received these funds.

5. Consent items (action item; quorum required)

There were four consent items on the agenda. They were the minutes from the previous four meetings (March-June) that had not yet been approved. The minutes from the March-May meetings had not been previously approved because there was not a quorum of members present at the subsequent meetings.

The LaneACT was not able to approve these minutes at this meeting because there was not a quorum of members present. Bill Johnston (staff) indicated that only 10 members eligible to vote were present, and that 13 members were required for a quorum. Consequently, the minutes from the previous meetings, along with the minutes from this meeting (August), would be on the agenda for the next meeting in October.

Note: There was actually a quorum of members present. The count was not correct. Staff overlooked three members who were present.

6. ODOT staff reductions

Vidal Francis (ODOT Area 5 Manager) and Jim Gamble (ODOT District 5 Manager) explained how ODOT's new 2-year budget for the 2026-2027 biennium (July 1, 2025 – June 30, 2027), recently approved by the State Legislature, will impact the agency.

Mr. Francis described the impact of the budget on the project delivery (design) and construction (oversight) workgroups that he oversees. The following is a summary.

¹ LTD operates an on-demand (pre-scheduled) origin-to-destination service for the residents of Creswell and Cottage Grove. South Lane Wheels (SLW) has been providing this service through a grant-funded pilot project that ended on June 30. A new provider, Direct Medical Transport (DMT), was scheduled to begin operating a new, reduced service on July 1. The new service is also funded through a grant, subject to federal procurement rules.

- The Legislature concluded the 2025 session on June 27 without providing additional funding to compensate for a decline in revenue from gas tax, and for other purposes. As a result, a significant number of ODOT employees will be laid off.
- Area 5 will lose one design-related position and four construction-related positions in the first round of layoffs. There may be additional layoffs in January.
- To compensate, Mr. Francis asked ODOT Region 4 to help prepare the design documents for a bridge rehabilitation project on U.S. 101 (Siuslaw River Bridge). His team is considering options for providing construction oversight with fewer employees.
- The layoffs were originally scheduled to begin on July 31. On July 22, Governor Kotek announced she had called the Legislature to reconvene for a special session on August 29 for the purpose of considering another funding package. She also postponed the effective date of the layoffs to September 15.
- In addition to preparing for the layoffs, ODOT is implementing other cost-cutting measures. These include restricting travel, training, and contracts for non-essential services.

Jim Gamble (District 5) described the impact of the budget on the operations and maintenance workgroups he oversees. The following is a summary.

- District 5 has not had a budget increase since 2019. It has operated on the same \$12 million per year since then. In anticipation of possible budget reductions, the District has intentionally left approximately 10 percent of its positions vacant over the last year. (He later clarified it was 15 percent.) There are 66 positions in District 5. ($66 \times 0.15 = 10$ positions)
- When the layoffs were announced recently, nine vacant positions were eliminated. In addition, seven more positions were eliminated. (A total of 16 positions were eliminated.)
- As a result, the maintenance facility in Veneta will be closed. This creates a gap in coverage, and an increase in response times on OR 126 West, because there will be no maintenance facility between Glenwood (in Springfield) and Florence (on the Coast).
- The Assistant District Manager position is being eliminated, along with a coordinator at the McKenzie Bridge maintenance facility. This leaves that facility with only three employees, which creates another gap in service and increase in response time. The District may need to adjust maintenance area boundaries to compensate for these gaps.
- It is not clear yet what additional positions will be eliminated in January. There is a concern the field mechanic in the Oakridge maintenance facility (which is statewide position) could be eliminated. This would make it difficult to keep the pass on OR 58 open during the winter.
- Plowing snow and repairing potholes is only one aspect of operations and maintenance. Responding to emergencies is equally important. This includes clearing landslides, fallen trees, and muck on the roadway from flooding. The layoffs will reduce ODOT's capacity to respond to these emergencies.
- ODOT also provides incident responders who patrol the roads and assist motorists with disabled vehicles. They also assist the State Police in responding to crashes. ODOT incident responders are often first on the scene.

- The budget reduction will impact many operations and maintenance activities. The level of service will be lower.
- Recruiting new employees will be more difficult too. ODOT has not had not had layoffs in operations and maintenance in over 50 years, since the early 1970s. This stability has made it easier to recruit new employees. It will be more difficult in the future.

After the Area and District managers finished their presentations, they invited questions from the members. The following is a summary.

Ryan Ceniga (Lane County) asked about Tombstone Pass on OR Highway 20, east of the junction with OR 126 East. He heard that ODOT is considering closing the pass in winter. Mr. Gamble responded. He clarified that Highway 20 is in District 4. His understanding is that they will be closing the pass in the winter, in response to the budget reduction. District 5 is re-evaluating its winter maintenance policy for Old McKenzie Highway. In the past, ODOT has closed the highway on the Thursday before Veteran's Day and reopened it the third Monday in June. In response to the budget reduction, it may be closed a month earlier in October.

John Marshall (Lane County TrAC) asked about the District 5 budget, in response to Mr. Gamble's comment that it has been \$12 million since 2019. He asked what an appropriate budget would be if there were no constraints. How much would District 5 request?

Mr. Gamble explained that he does not submit a budget request. The funding allocations are determined by ODOT management based on the number of road miles and employees. He makes do with the funds he is provided. This year, with 15 percent of the positions vacant, they were barely able to provide all the services that were required. They were actually over budget, anticipating that some of the weather-related repairs would be reimbursed by the federal government.

Mr. Francis provided additional explanation. Operation and maintenance is primarily funded by the state gas tax. Project delivery and construction are primarily funded with federal money. The federal government determines how federal funds can be used. Transferring funds from project delivery and construction to operations and maintenance is not allowed.

Mr. Gamble provided additional insight into the District's expenditures. He described how involved cleaning up homeless encampments can be. The cost to clean up an average sized camp is \$6000. It can cost \$16,000 to clean up a large camp, which may require contracting with a hazmat specialist to remove needles and other biohazards.

The District is not allocated funding for this activity. It is paid for with the same funds that are used to pay for paving and other maintenance projects. Because there is no dedicated funding, ODOT has been conservative in using resources for camp cleanups. The focus is on high priority camps near the roadway that could create a traffic hazard. Another strategy is to be more proactive in mowing and brush removal, to discourage individuals from camping.

7. LaneACT staff support

Bill Johnston (staff) explained how ODOT Area 5 staff will continue to provide support for the LaneACT without assistance from 3J Consulting. The following is a summary.

- SB 5541 establishes the budget for ODOT for 2026-2027. It includes a provision that requires ODOT to discontinue contracting with other agencies (or private contractors) to provide staff support for the ACTs. All support is to be provided by ODOT staff.
- For the last two years, Anais Mathez and Journie Gering from 3J Consulting have assisted ODOT Area 5 staff in providing support for the LaneACT. Going forward, Bill Johnston and Vidal Frances will provide all the support, with some assistance from the office specialists in the Springfield office.
- Meetings will continue to be conducted by videoconference. ODOT will be using Microsoft Teams rather than Zoom. Teams will automatically generate a verbatim transcript from the recording, which will be used to prepare a shorter meeting summary (minutes). Microsoft's AI software (Copilot) may be used to generate a draft summary. The final version will be edited by staff to ensure accuracy and readability.
- The LaneACT is perhaps better positioned for this transition than other ACTs. Area 5 staff have been very involved over the last two years in preparing documents and coordinating meetings. They have not been as reliant on contract support as the other ACTs.
- Transitioning to an every-other-month meeting schedule will help reduce the workload. It takes a considerable amount of time to prepare for and conduct a meeting. Area 5 staff have other responsibilities, and only a limited amount of time available for LaneACT support.
- The LaneACT has been planning on reducing the number of meetings, because there is less for them to do than there was in the past. This is consistent with the other ACTs. Many ACTs have been operating on an every-other-month schedule for some time.

8. ODOT Vulnerable Users Crash Response Program

Keith Blair (ODOT Region 2 Traffic Unit Manager) provided a slide presentation describing this new program that was established in 2024. The purpose of the program is to identify corridors with a high rate of crashes involving vulnerable users and to implement appropriate safety improvements. In the context of traffic safety, the term vulnerable users refers to pedestrians and bicycle riders.

A copy of the slide presentation was included in the meeting packet. These minutes do not include a summary of Mr. Blair's verbal presentation of the information. The following is a summary of the discussion that followed the presentation.

Jennifer Yeh (Chair) asked a question about one of the slides (slide 2). It indicated there has been a 72% increase in pedestrian fatalities since 2014, in Oregon. (Nationally, there has been a 48% increase.) Is there an explanation for this? Is it because more people are driving bigger vehicles?

Mr. Blair explained that the data is not entirely clear. There are many contributing factors:

- Vehicle size and design – In the 1990s and 2010s the average vehicle was lower to the ground. Vans and crossovers were more similar to sedans, with lower grills. In a crash, pedestrians and bicyclists were likely to be thrown over the vehicle. More people are now driving full-size SUVs and pickup trucks that are heavier and have larger, flatter front grills.

In a crash, pedestrians and bicyclists are more likely to be thrown forward or under the vehicle, which is more likely to be fatal.

- More pedestrians – More teenagers are waiting longer to drive. More young adults are electing not to own a car. They prefer to use public transportation, especially if they live in an urban environment with good service.
- Aging population – Older people who rely on public transportation are more vulnerable. They are not as agile as they once were. Some need mobility devices to get to their bus stops. Those who drive may not see as well as they used to or have some cognitive decline.
- Distracted driving – Smart phones and other technology are a great convenience but they are also a great distraction, both for drivers and pedestrians.
- Vehicle speed – The percentage of vehicles speeding started to increase in 2020, when the COVID pandemic began. Speeding is now at historically high rates, especially extreme speeding. This could be related to mental health issues or increased drug and alcohol dependency that developed during the pandemic.

Bill Johnston (ODOT) asked what percentage of crashes involving vulnerable users occurred at night. He wondered if increased headlight brightness is factor. He read that federal regulations do not limit the maximum intensity of headlights. Bright headlights can temporarily blind oncoming vehicles and pedestrians. Mr. Blair guessed that 15 to 20 percent of the crashes occurred at night. He noted that most of the nighttime crashes involve pedestrians or bicyclists dressed in dark clothing, who were not wearing reflective backpacks, hats, or other accessories.

John Marshall (Lane County TrAC) asked if ODOT is coordinating with local jurisdictions to reduce these types of crashes. Mr. Blair provided a few examples. He noted that, through an agreement, the City of Eugene operates the signals at the intersections along Beltline Highway, which are owned by ODOT. The city has provided valuable input in the design of improvements planned at the Roosevelt intersection. He also cited an example in Hubbard where ODOT coordinated with the city and the transit district to improve a pedestrian crossing near a bus stop.

9. LaneACT resolutions (action item; quorum required)

Bill Johnston (staff) described the proposed resolutions included in the meeting packet. He indicated that the LaneACT would not be able to approve them at this meeting because there was not a quorum of members present. This item will be on the agenda again for the next meeting in October.

Note: There was actually a quorum of members present. The count was not correct. Staff overlooked three members who were present.

10. Future meetings and topics

Bill Johnston (staff) reviewed the list of future meetings and topics included in the meeting packet. Jennifer Yeh invited members to submit suggestions for future topics to the Steering Committee.

11. Adjourn

Jennifer Yeh (Chair) adjourned the meeting at 6:51 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 August 19, for the LaneACT to review and approve at their next meeting.

Agenda Item 7

Lane County Transportation Safety Action Plan

Presenter

Becky Taylor – Lane County Senior Transportation Planner

Action requested

No action required. For information and discussion only.

Summary

The Board of County Commissioners adopted Lane County's first Transportation Safety Action Plan (TSAP) in 2017. The county is currently in the process of updating the plan. The update is scheduled to be completed this year.

The original plan was developed using the Toward Zero Deaths (TZD) framework developed by the National Cooperative Highway Research Program (NCHRP). The NCHRP was established by the Transportation Research Board (TRB), which is part of the National Academy of Sciences.

To advance the goal of reducing the number of fatal and serious injury crashes, the county created the Fatal Crash Investigation Team (FCIT) in 2017. The FCIT includes representatives from the Sheriff's Office, Public Health, and Public Works with expertise in traffic enforcement, prevention education, and roadway engineering. The FCIT is providing guidance to county staff in developing the TSAP update.

The update is being funded by the USDOT, through the Safe Streets and Roads for All (SS4A) grant program. The original 2017 plan was funded by ODOT.

At the LaneACT meeting on October 8, county staff will describe the TSAP update in more detail. There will be time for questions and discussion. For more information, contact Becky Taylor, Senior Transportation Planner, at becky.taylor@lanecountyor.gov or (541) 682-6932.

Attached

Slide presentation (7 pages)

Additional information (Lane County webpages)

Transportation Safety Action Plan 2025 Update [\[link\]](#)

Toward Zero Deaths [\[link\]](#)

2017 TSAP (on CivicLive website) [\[link\]](#)

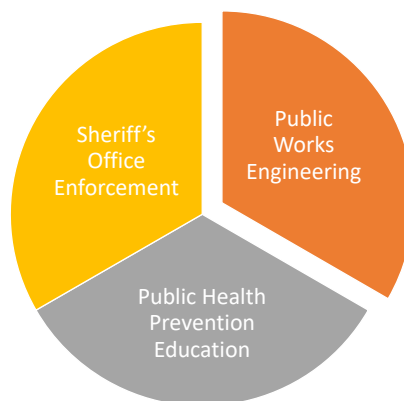


TOWARD ZERO DEATHS

SAFE ROADS FOR LANE COUNTY

1

Lane County Fatal Crash Investigation Team



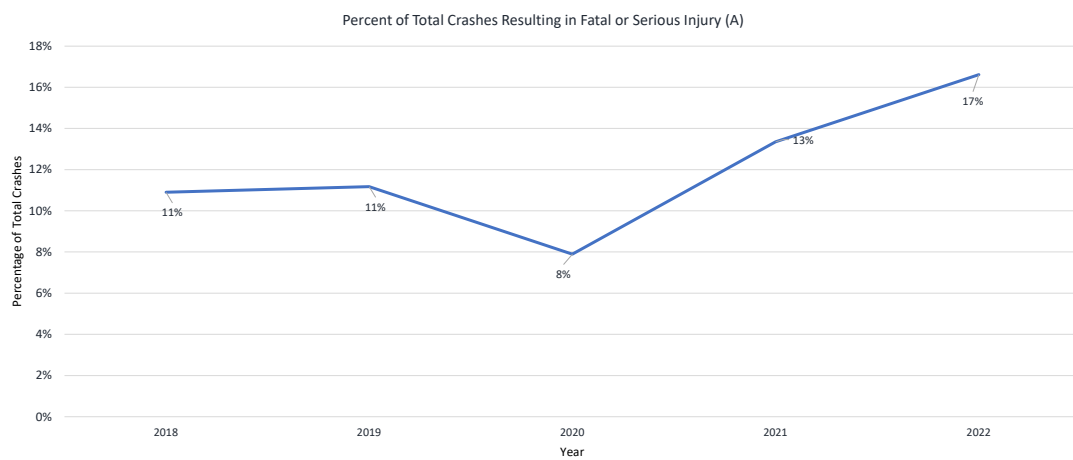
2



Safe System Approach:
Roads are forgiving of
human error.

3

Percent of Crashes Resulting in Fatal or Serious Injury by Year (2018-2022)



4

Fatal and Serious Injury Crash Rates by County

COUNTY	NUMBER OF FATAL AND SERIOUS INJURY CRASHES (2018-2022)	2024 POPULATION ESTIMATE	FATAL AND SERIOUS INJURY CRASHES PER 100,000 POPULATION
MULTNOMAH	2,004	800,227	250.4
WASHINGTON	1,103	611,389	180.4
LANE	1,045	382,771	273.0
MARION	1,026	247,798	414.1
CLACKAMAS	866	426,567	203.0

5

Rural Safety Challenges

AREA	FATAL AND SERIOUS INJURY CRASH TOTAL (2018-2022)	2024 POPULATION ESTIMATE	FATAL AND SERIOUS CRASHES PER 100,000 POPULATION
RURAL LANE COUNTY	542	103,300	526.2
OTHER SMALL CITIES	81	39,400	205.6
EUGENE/SPRINGFIELD (METRO)	422	240,000	175.8

6

Lane County Rural Transportation Planning



2017 Transportation Safety Action Plan



2017 Transportation System Plan



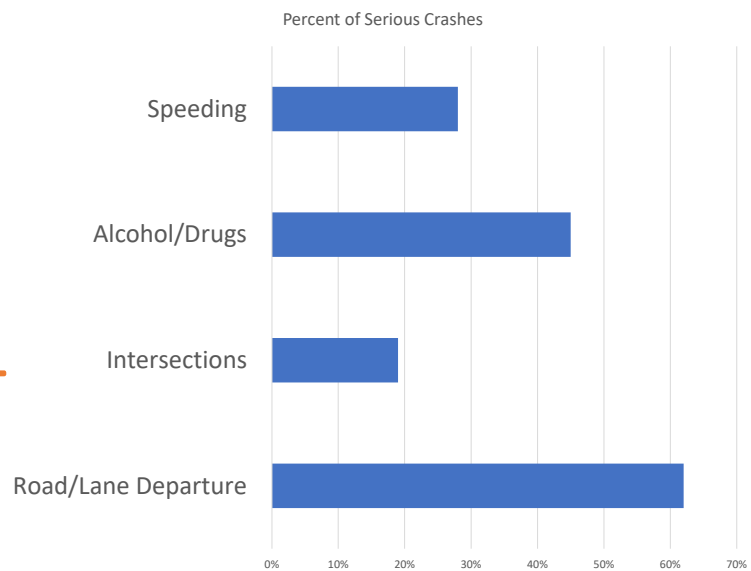
2022 Bicycle Master Plan



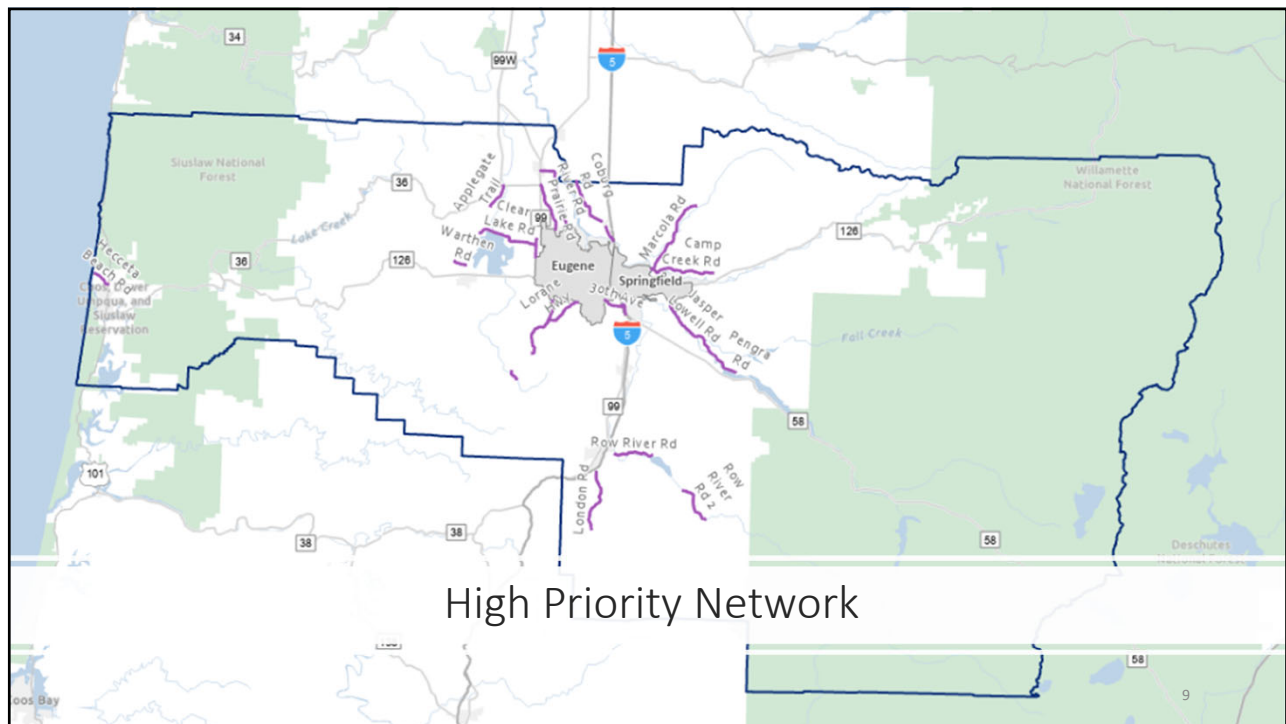
2023 Community Survey

7

Leading Fatal and Serious Injury Crash Attributes



8



Summer 2025 Targeted Outreach



What We Heard



Most concerned about risky driving behaviors like speeding and distraction, and widespread frustration with the lack of traffic enforcement



Broad support for low-cost improvements (e.g., rumble strips, signage, pavement markings)



Mixed support for large-scale changes (e.g., shoulder widening, roundabouts), often linked to concerns about property impacts

11

2025 TSAP RECOMMENDATIONS



Short term (0-2 years)



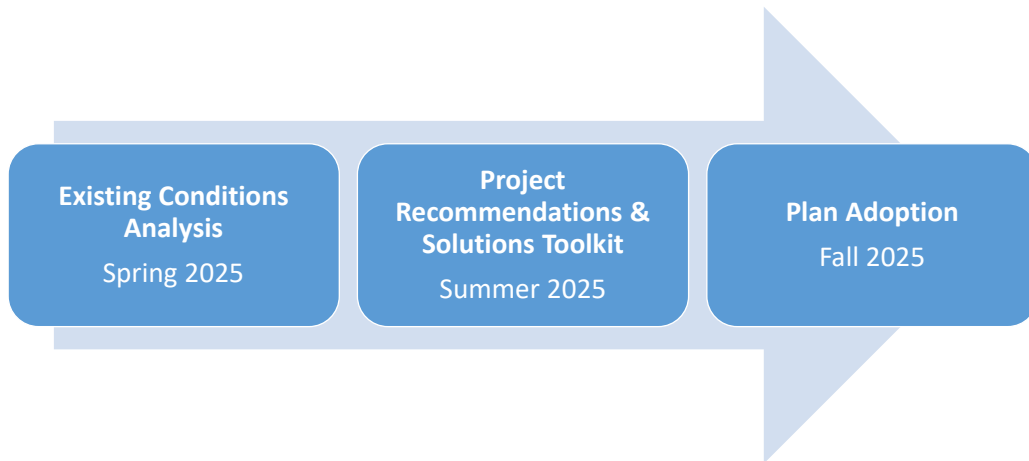
Mid-term (3-5 years)



Long-term (beyond 5 years)

12

Transportation Safety Action Plan Update



13



Questions?

Contact:

Becky Taylor
Senior Transportation Planner
Lane County
becky.taylor@lanecountyor.gov
541-682-6932

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Agenda Item 8

LaneACT resolutions

Presenter

Bill Johnston – LaneACT staff

Action requested *(quorum required)*

Approve resolutions to **(1)** meet less frequently, and **(2)** clarify the authority of the Steering Committee to make administrative decisions without approval from the LaneACT.

The LaneACT discussed this item at the June 11 and August 10 meetings. No action was taken because there was not a quorum. The Steering Committee is asking the members to approve the resolutions at the October meeting.

Summary

The LaneACT Steering Committee conducted a survey in April 2025 to gather feedback from members to help improve LaneACT meetings. Key findings from the survey were discussed at the May 14, 2025 LaneACT meeting.

Many of the members that responded to the survey indicated they did not think it was necessary for the LaneACT to meet every month. They also indicated they have limited interest in administrative topics relating to LaneACT governance.

Attached are two draft resolutions that address these concerns. The first resolution formalizes the members' preference for meeting less frequently (every other month).

The second resolution clarifies the authority of the Steering Committee to make certain kinds of decisions without involving the LaneACT. This will help minimize the number of administrative topics discussed at LaneACT meetings.

The LaneACT does not usually adopt formal resolutions. (These may be the first two.) A resolution is a special type of motion. Governing bodies use resolutions when more formality is desired. The LaneACT Bylaws do not mention resolutions. They are explained in Robert's Rules of Order, which apply to the LaneACT.

Attachments

- A. Resolution 2025-01 (Meeting Schedule)
- B. Resolution 2025-02 (Steering Committee Authority)

Meeting Schedule

[draft for approval]

A. Background

The LaneACT Steering Committee conducted a survey in April 2025 to gather feedback from members to help improve LaneACT meetings. Key findings from the survey were discussed at the May 14, 2025 LaneACT meeting.

Many of the members that responded to the survey indicated they did not think it was necessary for the LaneACT to meet every month.

Meeting frequency is discussed in the LaneACT Bylaws, Section 5.E (Meetings). The text specifies: “LaneACT will hold monthly meetings at a regularly scheduled time, unless it determines there is no need to meet.”

The purpose of this resolution is to formalize the members’ preference for meeting less frequently.

B. Resolution

1. The LaneACT will hold meetings approximately every other month. Meetings will not be held in January or July (for a winter and summer recess).
2. Some deviation from this general schedule may be required to address special requests from the Oregon Transportation Commission and other time-sensitive tasks.
3. The Steering Committee will determine whether there is a need to deviate from the general schedule. They may or may not substitute one meeting for another, to limit the total number of meetings to six each year. The Steering Committee may decide there is a need to meet more than six times.
4. This resolution is effective immediately upon approval.

C. Approval

This resolution was approved by the LaneACT members at the regular meeting held on October 8, 2025. This is documented in the approved minutes of that meeting.

Steering Committee Authority

[draft for approval]

A. Background

The LaneACT Steering Committee conducted a survey in April 2025 to gather feedback from members to help improve LaneACT meetings. Key findings from the survey were discussed at the May 14, 2025 LaneACT meeting.

Many of the members that responded to the survey indicated they are not interested in administrative topics relating to LaneACT governance.

Meeting agendas are discussed in the LaneACT Bylaws, Section 5.C (Committees). The text specifies: “Duties of the Steering Committee include development of meeting agendas, development and monitoring of a Work Plan, and mentoring of new members.”

The purpose of this resolution is to clarify the authority of the Steering Committee and to formalize the members’ preference to minimize the number of administrative topics discussed at LaneACT meetings.

B. Resolution

1. The LaneACT members authorize and encourage the Steering Committee to make decisions relating to administrative matters, within the limits defined in the LaneACT Bylaws.
2. The bylaws authorize the Steering Committee to develop meeting agendas. The LaneACT members interpret this broadly to include determining whether there is a need to meet. (Refer to Resolution 2025-01.)
3. The bylaws authorize the Steering Committee to develop and monitor a workplan. The LaneACT members interpret this broadly to include deciding on the final content of the workplan, after obtaining input from the members.
4. The Steering Committee may rely on their judgement to determine how to address tasks not specifically described in the bylaws. There may or may not be a need to obtain input from the LaneACT members.

C. Approval

This resolution was approved by the LaneACT members at the regular meeting held on October 8, 2025. This is documented in the approved minutes of that meeting.

Agenda Item 9

LaneACT Officer Nominating Committee

Presenter

Jennifer Yeh – LaneACT Chair

Action requested *(quorum required)*

Establish an ad hoc committee to identify candidates to serve as officers for 2025.

Summary

The one-year terms of the LaneACT Chair (Jennifer Yeh) and Vice Chair (Jameson Auten) expire at the end of the year.

The LaneACT usually forms a nominating committee several months in advance of elections to identify candidates to serve as officers. The bylaws specify that elections are to be held in December, and that the terms of the new officers begin the first meeting of the calendar year.

The responsibilities of the committee are as follows:

1. Identify candidates to serve as Chair and Vice Chair.
2. Consider whether to recommend a candidate to serve as Ambassador. This position is described in the bylaws but has not been filled consistently over the years.
3. Provide a recommendation to the LaneACT at the December meeting. Include some rationale for the recommendation.

The committee's recommendations will be considered at the December meeting. Nominations "from the floor" will also be recognized. If there is more than one candidate for any one position, an election (vote) will be held (for that position).

Attachments

none

Agenda Item 10

Appoint representative to Aviation Review Committee

Presenter

Jennifer Yeh – LaneACT Chair

Action requested *(quorum required)*

Appoint a LaneACT member to serve on the Aviation Review Committee.

Summary

The Oregon Department of Aviation administers the Critical Oregon Airport Relief (COAR) grant program. The is one of two airport improvement programs funded through the Aviation System Action Program (ASAP), which was established by the Legislature in 2015.

The 2025-2026 funding cycle for the COAR program begins this fall. The application period is October 13-31. Airport owners and operators from across the state will be submitting applications for consideration.

As in previous years, the State Aviation Board is asking each ACT to appoint a representative to serve as a member of the Aviation Review Committee (ARC). The LaneACT needs to confirm their appointment by October 31.

The ARC is a limited duration committee convened for the purpose of reviewing grant applications. It is described in Oregon Revised Statute (ORS) 319.023, which establishes the requirements for distributing revenues from the aircraft fuel tax, which funds the program.

The ARC members are required to review and score the applications on their own by the end of the year. They will then convene at least once as a group in early 2026 to compile the scores and make a recommendation to the State Aviation Board. The Board will decide which proposals to fund.

At the October 8 LaneACT meeting, the Chair will ask if any of the members are interested in serving on the Aviation Review Committee.

Additional information

Oregon Aviation System Action Program (ASAP) [\[link\]](#)

Critical Oregon Airport Relief (COAR) grant program [\[link\]](#)

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

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