



Lane Area Commission on Transportation

2080 Laura Street; Springfield, OR 97477

Meeting Agenda

April 8, 2026

5:30 – 7:30 PM

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

To join the meeting from your computer, tablet or smartphone

[click here to join the meeting](#)

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

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

Meeting highlights

- **ODOT expressway classification review**
- **LTD rural shuttle service**
- **ODOT Capital Investment Plan – LaneACT priorities**

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

- 1. Call to order** – Jennifer Yeh, LaneACT Chair (5 minutes) 5:30
Meeting attendance will be taken prior to the first action item (Item 5), to determine whether a quorum of members is present.
- 2. Review and approve agenda** (5 minutes) 5:35
- 3. Comments from the audience** (5 minutes) 5:40
The LaneACT Chair will ask if there are any comments. Please state your name and address.
- 4. Announcements and information sharing** (10 minutes) 5:45
 - Announcements from the Chair – Jennifer Yeh
 - ODOT update – Vidal Francis
 - Central Lane MPO update – Paul Thompson
 - Member updates – all (please be brief)

5. **Consent items** (a quorum [12] is required for this action item) (5 minutes) 5:55
Action required: Approved in one action, by consensus, the routine items listed below. If a member would like to discuss an item, that item will be removed from the consent agenda and considered separately.
Presenter: Jennifer Yeh – LaneACT Chair
Items to approve:
a. Minutes from February 11 meeting (page 4)
6. **ODOT expressway classification review** (5 min.) 6:00
Summary: ODOT is reviewing the state highways that are classified as expressways to confirm the classifications are still appropriate. Three highways in the Eugene-Springfield area are classified as expressways. ODOT is inviting comments from the ACTs and the public.
Presenter: Bill Johnston – ODOT Transportation Planner
Attachments: topic summary, overview, map, review form (page 9)
7. **LTD rural shuttle service** (25 min.) 6:05
Summary: The Lane Transit District is launching a new rural shuttle service. This is a pilot program funded by the ODOT Statewide Transportation Improvement Fund (STIF). LTD staff will provide an update.
Presenters: Cosette Rees – Director of Regional Mobility Management; Brandon Melton – LTD Senior Planner
Attachments: topic summary, slide presentation (page 14)
8. **ODOT Capital Investment Plan – LaneACT priorities** (60 minutes) 6:30
(a quorum is required for this action item)
Action required: ODOT and the OTC are asking the ACTs to recommend projects to include in the new Capital Investment Plan. The LaneACT discussed this topic at the previous meeting. The objective for this meeting is to agree on a list of projects to recommend.
Facilitators: Vidal Francis – Area Manager; Bill Johnston – Area Planner
Attachments: topic summary, instructions, draft project list (page 21)
9. **Adjourn** (meetings may end early) 7:30

Additional attachments (for information only)

- Future meetings and topics (page 34)
- LaneACT member roster (page 35)

(continued)

Upcoming meetings

- No LaneACT meeting in May
- May 20 (Wednesday) – Steering Committee (9:00–10:00)
- June 10 (Wednesday) – LaneACT (5:30–7:30)
- No LaneACT meeting in July

Notes

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

February 11, 2026 meeting minutes

Format – this meeting was conducted in person with a videoconference option

Present – members eligible to vote at this meeting, alphabetical by last name
(19 members present; 12 members required for quorum)

Jameson Auten – Lane Transit District

Doug Barrett – Confederated Tribes

Bryan Cutchen – Oakridge

Tiffany Edwards – special interest (economic development)

Cathy Engebretson – Coburg

Vidal Francis – ODOT

Shelley Humble – special interest (airports)

Christine Hyink – Cottage Grove

Brodie Hylton – special interest (micro-mobility)

Clark Kent – Creswell

Ken Kohl – Lane County Transportation Advisory Committee (LC TrAC)

August Murphy – Florence (alternate)

Pete Petty – Highway 126 East

Kori Rodley – Springfield

Becky Taylor – Lane County (alternate)

Paul Thompson – Central Lane MPO

Maureen Wright – Veneta

Jennifer Yeh – Eugene (LaneACT Chair)

Rob Zako – special interest (environmental & land use)

Present – alternate members; not eligible to vote because primary member is present

Garret Grey (Confederated Tribes), Bill Johnston (ODOT), Matt Michel (Veneta), Steve Moe (Springfield), Curtis Thomas (Creswell)

Absent – primary voting members not represented by an alternate
vacant (Port of Siuslaw), Megan Shull (special interest)

Other members – non-participating jurisdictions; not included in quorum calculation

Cottage Grove, Dunes City, Junction City, Lowell, Westfir

Other attendees

Kerry Aszklar (LTD), Jenna Berman (ODOT), Lee Beyer (OTC), Dan Callister (LCOG), Rob Inerfeld (Eugene), Brandon Melton (LTD), Bryan Miller, Ellen Teninity, Chris Watchie

1. Call to order

Jennifer Yeh (Chair) called the meeting to order at 5:37 pm. (Technical difficulties with the video conference equipment delayed the start of the meeting.)

Before proceeding with the agenda, Chair Yeh introduced Kori Rodley, city councilor from Springfield. The mayor recently appointed her to serve as the city's primary representative to the LaneACT.

2. Review and approve agenda

The agenda was approved without any modifications.

3. Comments from the audience

Clark Kent (Creswell) commented on a dangerous section of Cloverdale Rd, east of I-5. He noted that Lane County is considering reducing the speed limit from 45 to 35 mph. Chair Yeh thanked Mr. Kent for his comment, noting that members usually provide their comments during the time on the agenda allocated for member comments (Item 4.d.).

4. Announcements and information sharing

ODOT update – Vidal Francis noted that Governor Kotek appointed Lisa Sumption to serve as ODOT Interim Director. He also provided an update on ODOT's budget and staffing situation. ODOT has a \$242 M budget shortfall. Without additional funding from the Legislature, ODOT will need to eliminate 1,000 positions including 470 positions that are currently vacant.

Mr. Francis introduced Ian Roholt, who will be serving as the Interim Area Manager while Mr. Francis is on special assignment in Portland. He will continue to attend LaneACT meetings.

Central Lane MPO update – Paul Thompson noted the MPO Policy Board met on February 11. They approved \$1 M in funding for projects within the MPO area. He also noted that USDOT approved the MPO's Regional Transportation Plan (RTP). He shared his screen to show the group a website where users can view an executive summary of the document.

Doug Barrett (Confederated Tribes) commented on ODOT construction activity near the Siuslaw River Bridge. He reminded Mr. Francis that the Tribe needs to be notified when ground in this area is disturbed so they can monitor the activity. Mr. Vidal explained that ODOT environmental specialists are investigating in preparation for a bridge repair project.

Shelley Humble (Creswell Airport) provided an update on the Critical Oregon Airport Relief (COAR) grant application review. There were 66 applicants requesting \$5.8 M in funding. \$3.5 M was awarded. There will be another grant funding cycle next year. Ms. Humble also noted that the Creswell Airport has formed an advisory committee to assist in updating the master plan.

Jameson Auten (LTD) noted that the transit agency recently opened a new \$11 M operations command center. It will provide support to the operators (drivers), enhance public safety, and

help to serve the public better. Mr. Auten also noted that Eugene will be hosting an American Public Transportation Association conference in 2027.

5. Consent items (action item)

The members approved the minutes from the December 10 meeting.

6. Draft 2027-2030 STIP

Vidal Francis (ODOT) provided a slide presentation explaining how the STIP was developed. It included a list of projects in the LaneACT area. The slides were included in the meeting packet.

Members of the public were invited to speak during this portion of the meeting. No one asked to speak. The LaneACT members had a few questions and comments. The following is a summary.

Paul Thompson (MPO) asked how many bridges would be load rated (restricted). This was in response to a comment from Mr. Francis that ODOT does not have enough funding to replace all the bridges that need to be replaced. Mr. Vidal didn't know the exact number.

Cathy Engebretson (Coburg) asked about the ODOT Great Streets Program that Vidal referred to in his presentation. She wasn't familiar with it. Mr. Francis explained that there are no Great Street projects in the LaneACT area.

Doug Barrett (Confederate Tribes) noted that there is no funding in the STIP to address the flooding problem on OR 126 (west) at Cushman. Mr. Vidal explained that ODOT has applied for several grants but has not been successful.

Paul Thompson commented on ODOT's current budget shortfall. He heard that ODOT and the legislature are considering reallocating funds from capital projects to operations and maintenance. He thinks it would be useful to know, for the CIP discussion (Item 9) which projects in the LaneACT area are at risk of being cancelled.

7. Coordinated Public Transit–Human Services Transportation Plan

Kerry Aszklar (LTD) and Dan Callister (LCOG) provided a slide presentation describing the process for updating this planning document. The slides were included in the meeting packet.

Pete Petty (OR 126 East) thanked LTD for the service they provide to the rural areas along the McKenzie Highway. No one else had any comments or questions.

8. OTC Commissioner Lee Beyer

Mr. Beyer described how the OTC has been spending their time and energy over the last year. He also offered his perspective on various topics. The following is a summary.

Capital Investment Plan – The OTC's decision to develop this document is based in part on the recommendations from a panel of experts the OTC brought in before the 2025 legislative session. Developing and implementing the new plan will be an evolving process.

Accountability – The report that the experts prepared also offered recommendations for addressing concerns about the ODOT’s accountability raised by the legislature and the public.

Mega projects – The OTC has been involved in many discussion relating to three large projects in the Portland area: (1) Rose Quarter project, (2) Abernathy Bridge, and (3) a three-mile section of I-205 between Stafford Rd and the Abernathy Bridge that needs to be widened from 4 lanes to 6 lanes.

Interstate bridge – The I-5 bridge over the Columbia River is another challenging project. It is being managed by Washington state.

ODOT’s budget and staffing challenges – The OTC has been closely involved in these discussions. Without additional funding, ODOT will be in a position where they can only maintain freeways and respond to emergencies.

ODOT director vacancy – A recruitment firm been hired to find candidates.

Gas tax – Oregon was the first state to enact a gas tax. This revenue source doesn’t meet the state’s needs anymore. It will probably be replaced by a user fee eventually.

There was only one question. One of the members asked Mr. Beyer if he was aware of any advocacy groups, other than perhaps the Democratic Party, that might be attempting to influence public opinion prior the referendum on the gas tax. He didn’t think there was any organized effort. Most people think the gas tax measure will fail, so they’re not going to spend energy on it.

9. ODOT Capital Investment Plan – LaneACT priorities

Vidal Francis and Bill Johnston (ODOT) provided a slide presentation explaining the request from ODOT for each ACT to identify the priority projects in their area. The slides were included in the meeting packet along with more detailed instructions. This was the first of two discussions on the topic. The second and final discussion will occur at the April meeting.

The members had several questions and comments. The following is a summary.

Ken Kohl (Lane County TrAC) asked what the term “state of good repair” referred to. Mr. Francis explained that it refers to maintaining the state highway system in good condition.

Paul Thompson (MPO) noted that the local jurisdictions within the MPO area are developing a list of projects that will be presented to the LaneACT in April to be incorporated into the LaneACT list, consistent with the agreement between the LaneACT and the MPO.

Bill Johnston (ODOT) explained that project cost should be a consideration for the ACT. Reasonableness is one of the criteria established by the OTC.

Tiffany Edwards (economic development) commented that it’s not clear to her what lens to use in evaluating projects. Some projects have a safety benefit. Other projects address congestion concerns. Vidal Francis suggested not being overly concerned with the detailed criteria described in the instructions. The role of the ACTs is to provide a local perspective.

Clark Kent (Creswell) commented on the OR 126 (west) project to address the flooding problem at Cushman. He noted that the cost is relatively low (\$1.5 M) and that this has been a concern for many years. He advocated for this project.

Paul Thompson (MPO) noted that there is no dedicated amount of funding allocated for the LaneACT area, which means that the LaneACT is competing with projects from across the state. The LaneACT should recommend projects that will be competitive. He also commented on the column in the worksheet titled local leverage. Others at ODOT told him that this won't be used for initial scoring but it could be important later in the evaluation process.

Doug Barrett (Confederated Tribes) advocated for the OR 126 (west) project to address the flooding problem at Cushman.

Maureen Wirght (Veneta) advocated for the OR 126 project through Veneta that is included on the list.

Chair Yeh concluded the discussion by inviting everyone to send staff their project proposals, if they're not already on the list, for consideration at the April meeting.

Shelley Humble (Creswell Airport) asked if they could propose variations of projects that are already on the list. Vidal Francis indicated this is acceptable.

10. Future meetings and topics

Chair Yeh decided to skip this topic, noting that it was already past 7:30.

11. Adjourn

Chair Yeh adjourned the meeting at 7:37 p.m.

Notes

1. This meeting was recorded in video format using Microsoft Teams. A verbatim transcript was generated automatically. A copy of the transcript is available upon request.
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 March 31 for the LaneACT to review and approve at the April 8 meeting.
4. Corrections, if any, will be noted in the minutes from the April 8 meeting (or the following meeting, if there is not a quorum of members present to approve the minutes).

Agenda Item 6

ODOT expressway classification review

Presenter

Bill Johnston – ODOT Transportation Planner

Action required

No action required. For information only.

Individual members (and the public) may submit comments to ODOT staff.

Summary

Certain highways in Oregon are classified as expressways. The classification is based on the function of the highway and the characteristics of the surrounding area. A one-page overview explaining the purpose of the expressway classification is provided in Attachment A.

There are three highways in the LaneACT area that are classified as expressways: Beltline Highway (OR 569) and Delta Highway (OR in Eugene, and the Eugene-Springfield Highway (OR 126) in Springfield. Refer to the maps provided in Attachment B.

Expressways may receive special consideration from the OTC in prioritizing funding for maintenance and modernization. The expressway designation is also significant in terms of the roadway design and operation standards that apply.

ODOT is currently reviewing the classifications to confirm they are still appropriate. ORS 374.328 directs the OTC to review the expressway classifications every six years.

The process requires ODOT to coordinate with local governments and provide an opportunity for public comment. Eugene and Springfield have already confirmed the classifications are still appropriate. An example review form (for Beltline) is provided in Attachment C.

The LaneACT does not need to endorse these classifications. Individual members (and the public) may submit comments to bill.w.johnston@odot.oregon.gov.

Attachments

- A. Overview explaining expressway classifications (1 page)
- B. Expressways in the LaneACT area (map) (1 page)
- C. Example review form (Beltline) (2 pages)

Expressways



A Highway System Classification of the Oregon Highway Plan

Expressways are defined in the Oregon Highway Plan as:

"...complete routes or segments of existing two-lane and multi-lane highways and planned multi-lane highways that provide for safe and efficient high speed and high volume traffic movements. Their primary function is to provide for interurban travel and connections to ports and major recreation areas with minimal interruptions. A secondary function is to provide for long distance inter-urban travel in metropolitan areas. In urban areas, speeds are moderate to high. In rural areas, speeds are high. Usually there are no pedestrian facilities, and bikeways may be separated from the roadway."

Expressways give priority to the efficient movement of people and goods traveling through an area within specific segments of a highway. This is achieved by limiting access and turn movements on the highway facility, allowing for higher speeds and smooth flow. Expressway designation may be applied as an overlay to the following four highway classifications designated in the Oregon Highway Plan (OHP), Policy 1A:

1. Interstate
2. Statewide Highways
3. Regional Highways
4. District Highways

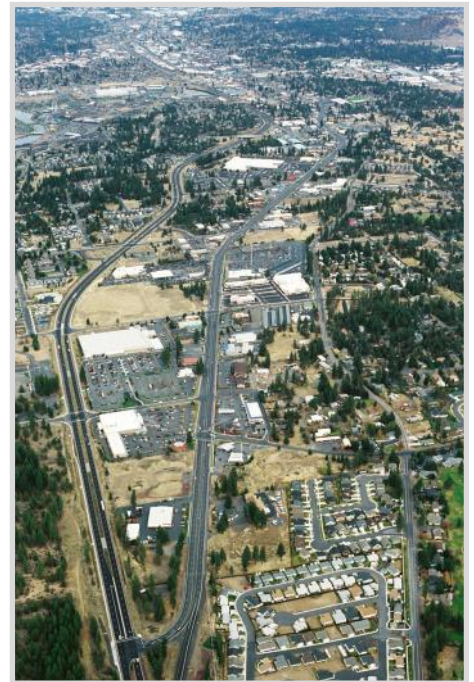
Expressways are classified based on the following criteria:

- Importance as an NHS route with high volumes of traffic;
- Designation as a part of the State Highway Freight System;
- Designation as a safety corridor; or
- Function as an urban bypass.

Expressway designation identifies areas where more detailed modernization and management priorities will be applied. Features to support the function of an Expressway may be implemented over time on an existing roadway or in construction of a new expressway. The following are the main characteristics that are associated with Expressways:

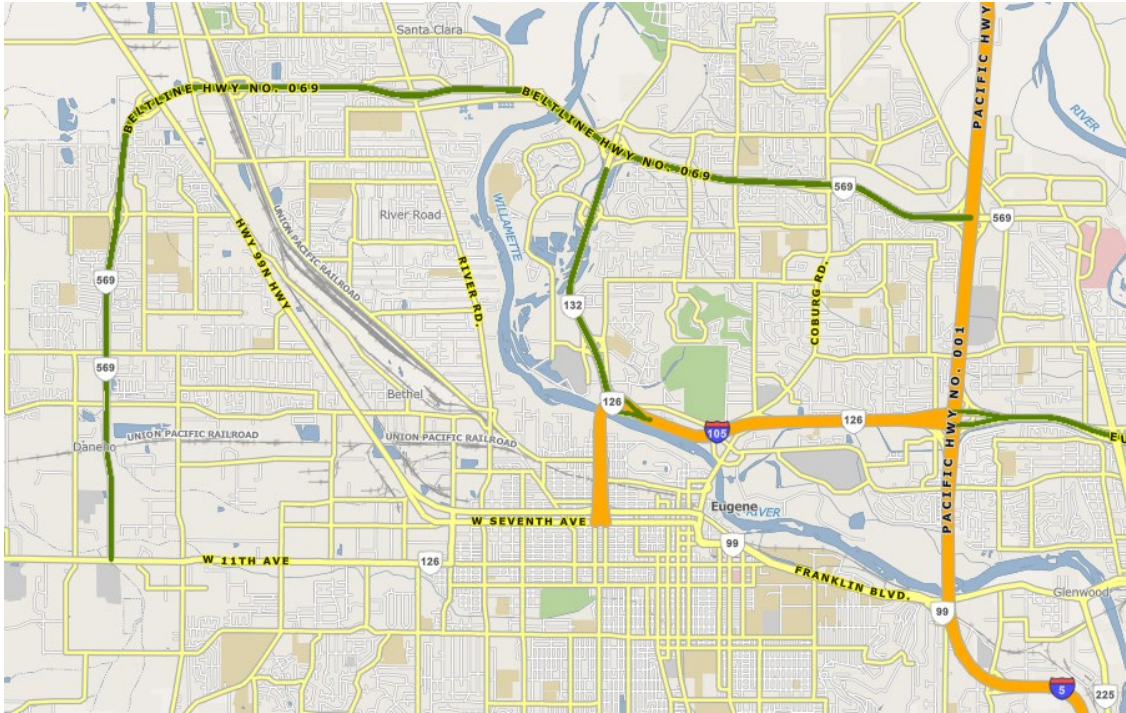
- Private access is discouraged;
- Public road connections are controlled;
- Traffic signals are discouraged in rural areas;
- Nontraversable medians are typically included;
- Parking is prohibited;
- Segment Designations (STA, Commercial Center, etc.) are prohibited; and
- Posted speeds are generally 50 miles per hour or greater.

Expressways are identified by ODOT Region staff in consultation with local governments and approved by the Oregon Transportation Commission (OTC). The OTC will classify new Expressways as a subset of Interstate and Statewide highways in consultation with local governments. The OTC will classify new Expressways as a subset of Regional and District Highways with the agreement of directly affected local governments. For more information on Expressways, consult the [Oregon Highway Plan](#).

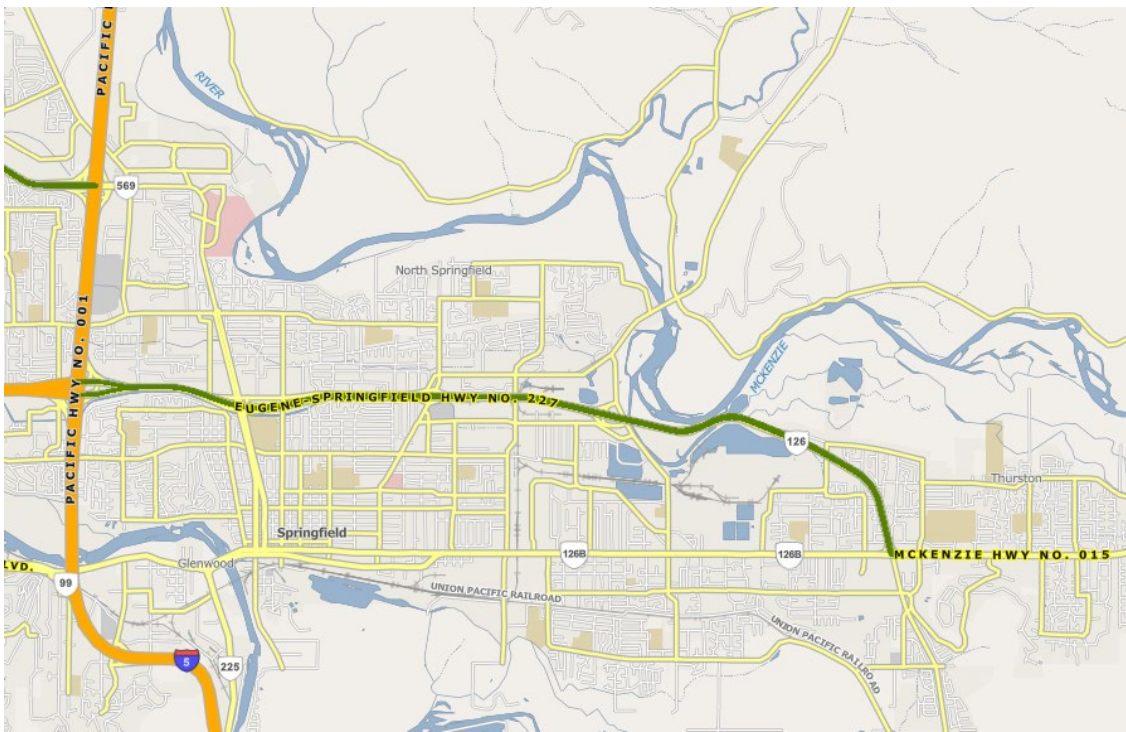


Bend Parkway (US 97)

Expressways in the LaneACT area



Map A – Beltline Highway (OR 569) and Delta Highway (OR 132)



Map B – Eugene-Springfield Highway (OR 126)

Expressway Function Review

Definition: Expressways are complete routes or segments of existing two-lane and multi-lane highways and planned multi-lane highways that provide for safe and efficient high speed and high volume traffic movements. Their primary function is provide for interurban travel and connections to ports and major recreation areas with minimal interruptions. A secondary function is to provide for long distance intra-urban travel in metropolitan areas. In urban areas, speeds are moderate to high. In rural areas, speeds are high. Usually there are no pedestrian facilities, and bikeways may be separated from the roadway. (Oregon Highway Plan, Action 1A.2)

Basic Information

Expressway Name:

Milepost Start: **Milepost End:**

Jurisdiction(s):

Classification Criteria

Expressways is classified on the basis of the following Oregon Highway Plan criteria:
(select all that apply)

- Importance as a National Highway System route with high volumes of traffic
- Designation as part of the State Highway Freight System
- Designation as a safety corridor; or
- Function as an urban bypass

Questions

In coordination with affected local jurisdictions, review the following key questions:

1. Does the expressway designation fit within the surrounding system context? (Broad functional class.)

yes no

Explanation:

2. Does the expressway designation fit within the surrounding land use context?

yes no

Explanation:

3. How strategically important is the facility in question in regard to statewide mobility and economic vitality (freight movement)?

Explanation:

Questions, continued

In coordination with affected local jurisdictions, review the following key questions:

4. If the expressway is located in an Urban Growth Boundary (UGB), is the adjacent land expected to develop at high urban scale densities, such as urban centers?

yes no

Explanation:

5. Does the expressway segment have access control?

yes no

Explanation:

Action

- Existing classification is correct, no re-classification needed
- Remove Expressway designation/re-classify
- Further discussion/research needed
- Other:

Explanation:

Jurisdiction Consultation

Name:
 Title:
 Jurisdiction:
 Date:

Name:
 Title:
 Jurisdiction:
 Date:

Form Completed By

(name and title)

(department)

(date)

Agenda Item 7

LTD rural shuttle service

Presenters

Cosette Rees – Director of Regional Mobility Management
Brandon Melton – Senior Planner

Action required

No action required. For information and discussion only.

Summary

The Lane Transit District (LTD) is launching a new rural shuttle service. This is a pilot program funded by the ODOT Statewide Transportation Improvement Fund (STIF). The formal name of the project is: LTD Rural Shuttle Pilot Program.

This new service is focused on the rural communities in Lane County that do not have reliable transportation options. The service will connect residents to medical care, employment, education, and shopping.

There are three service areas: South Lane County, Mohawk Valley, and OR 36 (Mapleton to Swisshome and Deadwood). The service areas were identified in the Link Lane Transit Development Plan that was developed by the Lane Council of Governments (LCOG) and adopted by the LCOG Board in December 2023.

The program is based on the simple idea (guiding principle) that reliable transportation service can improve the health, independence, and quality of life of rural residents.

The pilot program is being evaluated based on its success in achieving five program goals. The evaluation considers eight quantitative measures, supplemented by input obtained from rider and community surveys. Four surveys will be conducted between May 2026 and May 2027.

At the conclusion of the pilot in June 2027, findings will be presented to LTD and other decision-makers. They will determine whether to continue the service permanently, expand it, transfer it to another agency, or discontinue the service.

Attachment

Presentation (6 pages)



1



2

Rural Shuttle Pilot



Introduction and Overview



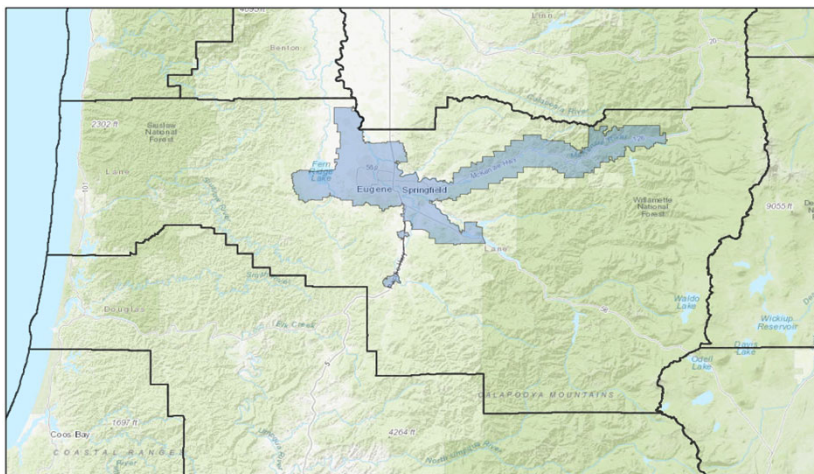
Project Background & Service Design for Rural Shuttle



Future of Rural Transit Services

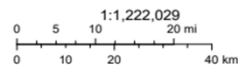
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Introduction and Overview



County Boundaries
LTD Boundary

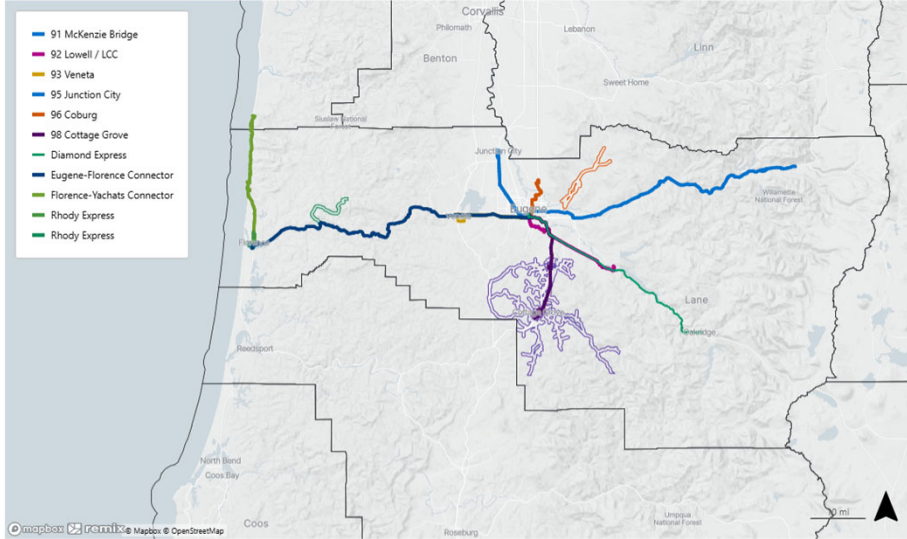
Citations
Esri, HERE, Garmin, FAO, USGS, NGA, EPA, NPS



4722 Square Miles
~383,000 People

4

Introduction and Overview



5

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Project Background & Service Design for Rural Shuttle Pilot



“Meeting the needs of people in rural areas presents a variety of challenges and LTD should explore multiple options depending on the type of community served.”

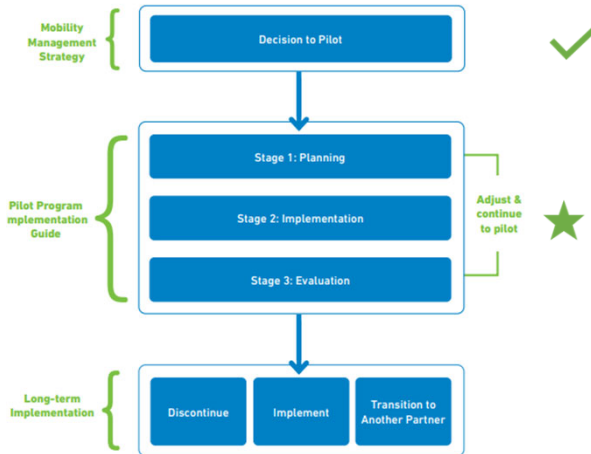
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6

Project Background & Service Design for Rural Shuttle Pilot



Figure 1: LTD's Pilot Process



LTD Pilot Program Implementation Guide, May 2023

7

7

Project Background & Service Design for Rural Shuttle Pilot



"Providing on-demand services would increase access to transit services to populations that are clearly unserved or underserved."

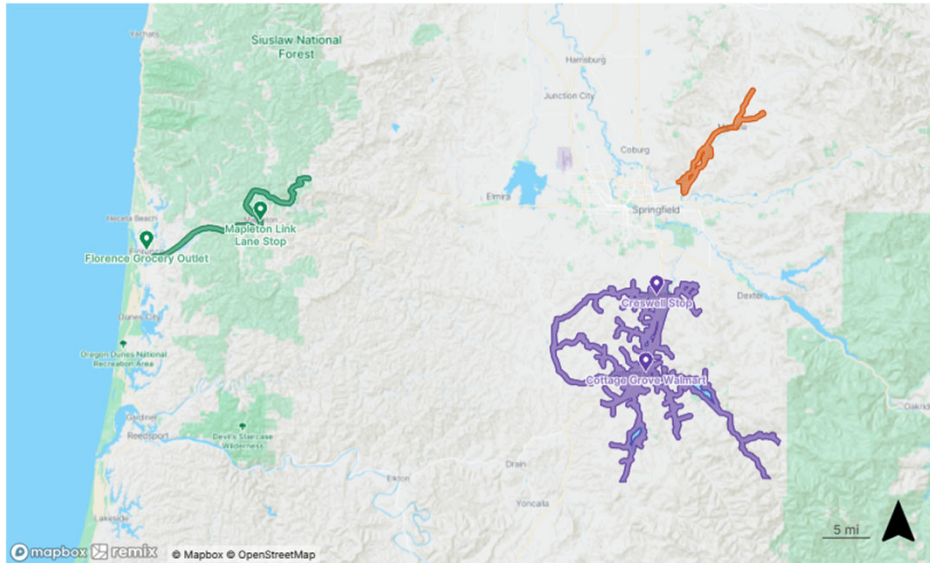
Priority Service Areas

- High
 - Add On-Demand Service to OR 36 Communities (Mapleton, Brickerville, Rainrock, Swisshome & Deadwood)
 - Maintain/Expand On-Demand Service In South Lane County
- Medium
 - Add On-Demand Service in Mohawk-Marcola
- Low
 - Add On-Demand Service in the McKenzie River/McKenzie Pass Area

8

8

Project Background & Service Design for Rural Shuttle Pilot



9

9

Project Background & Service Design for Rural Shuttle Pilot



Goals

- Facilitate first/last mile connections
- Improve mobility equity and access
- Test the viability of technology in a rural setting
- Fill service gaps
- Gain experience to develop the right level/mode of service for rural communities

10

10

Future of Rural Transit Services



11

11

Q&A



 Lane Transit District

12

12

Agenda Item 8

ODOT Capital Investment Plan – LaneACT priorities

Facilitators

Vidal Francis – ODOT Area 5 Manager; Bill Johnston – ODOT Area 5 Planner

Action required

Agree on a list of projects to recommend including in the Capital Investment Plan.

Summary

ODOT is implementing a new process for developing the Statewide Transportation Improvement Program (STIP). The STIP is a document ODOT uses to allocate (program) federal funding for construction projects, planning programs, and other federally funded activities over a four-year period. It is updated every three years. (The first and last years overlap.)

ODOT is developing a new long-range (10-year) document called the Capital Investment Plan (CIP) that identifies potential projects to further refine and evaluate. Some of the projects included in the CIP will eventually be programmed for funding in the STIP. The CIP will be updated every two years.

The first CIP includes STIP years 2027-2036. The first four years of the document's planning horizon are reserved for projects that are already programmed in the 2027-2030 STIP. Any new projects included in the CIP will be programmed in years 2031-2036 (six years).

ODOT is asking the ACTs to recommend projects to include in the CIP. The recommendations will be evaluated by an ODOT review committee to determine if they should be included.

Instructions are provided in Attachment A. A list of projects to consider and a staff recommendation are provided in Attachment C. Staff will lead the discussion at the meeting and provide additional guidance. The LaneACT needs to finalize their recommendations at this meeting. Recommendations are due in April.

Attachments

- A. Instructions (2 pages)
- B. Additional guidance (slides) (5 pages)
- C. Worksheets: (1) Projects to consider; (2) Priority projects (5 pages)

Instructions

1. Objective

- Identify the top five highest-priority projects for the LaneACT area.
- Identify up to 10 additional projects.

2. OTC Goals (refer to Attachment B, Slide 2)

Projects should advance one or more of the OTC priority investment categories (goals):

- **Safety** – reduce fatalities and serious injuries. [weight: 38%]
- **Stewardship** – maintain *state of good repair*; improve seismic and climate resilience. [27%]
- **Mobility** (and accessibility) – reduce travel time; improve multimodal access. [15%]
- **Climate** (and sustainability) – support transition to cleaner fuels; reduce VMT. [10%]
- **Equity** – expand access to essential services. [10%]

3. OTC Criteria

Project selection should consider the following criteria:

- **Reasonableness** – there is an engineering solution and the project is affordable.
- **Urgency** – there is an immediate need for the investment.
- **Regional and statewide benefit** – there is a clear benefit to the LaneACT area and beyond.
- **Alignment with OTC investment priorities** – refer to the goals listed above.

4. Indicators (refer to Attachment B, Slide 3)

The ODOT review committee will use these indicators to evaluate the projects.

- **Safety** – fatal and serious injury crash history; fatal and serious injury crash risk; safety improvement.
- **Stewardship** – pavement condition improvement; bridge condition improvement; other asset improvement; addresses a critical seismic issue; addresses a critical resilience issue
- **Mobility** – traffic flow (travel time and travel time reliability); transit timeliness; critical bicycle or pedestrian connection.
- **Climate** – Reduces greenhouse gas emissions; reduces air pollution.
- **Equity** – Benefits transportation disadvantaged populations.

5. Projects to consider (refer to Attachment C)

- LaneACT staff has compiled a list of projects for LaneACT to consider recommending to ODOT, to include in the CIP.
- Some of the projects were submitted by LaneACT members. Some of the projects were submitted by ODOT. Projects need to be on the state system or benefit the state system.

- The Central Lane MPO (CLMPO) Metropolitan Policy Committee (MPC) prioritized the projects within the MPO planning area (Eugene, Springfield, Coburg).

6. Prioritizing the projects

- The LaneACT needs to identify their top five priority projects plus 10 additional projects.
- The top five projects can be ranked 1-5, or they can simply be identified as a high, medium, or low priority (compared to each other). There can be more than one high priority project.
- The second 10 projects can be prioritized but they do not have to be prioritized. They can be prioritized 1-10 or they can simply be identified as a high, medium, or low priority.
- The LaneACT and the MPO have an agreement relating to project selection. For this selection, the top five MPO priority projects cannot be reordered. The LaneACT may place other projects above or in between the MPO priority projects. The four unranked MPO projects can be rearranged but not placed above the MPO priority projects.

7. Considerations in selecting projects

- Will the project be competitive (score well) when it is evaluated by the ODOT review committee based on the OTC goals and criteria.
- Are all geographic areas (urban and rural) represented in the LaneACT list of priorities.

8. Staff recommendation (refer to Attachment D)

- To assist the LaneACT members with this somewhat complicated task, ODOT and LaneACT staff (Vidal Francis, Ian Roholt, and Bill Johnston) have prepared a recommendation for the members to consider as a starting point for their discussion.
- All the proposed projects are on the state system (or have a clear benefit to the state system). ODOT staff can describe the scope and benefit of the projects. They can also provide some insight into how competitive the projects will be when they are evaluated by the ODOT review committee.

9. LaneACT final project list

- The staff recommendation is only a recommendation. The LaneACT may reorder the projects if they choose, as long as they don't change the order of the top five MPO projects. (The LaneACT may place other projects above or in between the MPO priority projects.)
- The LaneACT needs to finalize their list at this meeting. They are due to ODOT in April.
- It may or may not be possible for the LaneACT to agree on the exact priority order of the top 15 projects. If not, it is acceptable to simply identify the top five projects plus 10 additional projects. The top five projects can simply be ranked as high, medium or low, priority. The 10 additional projects do not need to be ranked.
- The ODOT review committee will evaluate the projects recommended by ACTs. The top five projects will be given more consideration and evaluated more thoroughly.

Additional guidance

ODOT has been providing the ACTs with guidance to help them identify the top investment priorities (projects) in their areas.

- Amanda Pietz (ODOT Policy, Data & Analysis Division Administrator) attended the December 10 LaneACT to explain the purpose of the new Capital Investment Plan (CIP) and provide instructions for identifying projects.
- At the February 11 meeting, Vidal Francis and Bill Johnston (ODOT Area 5 staff) provided more specific instructions.
- On February 17, LaneACT Chair Jennifer Yeh attended a special meeting for the ACT and modal advisory committee chairs. Amanda Pietz provided a slide presentation that provided additional guidance.

Included in this attachment are three additional slides that were not included in the previous presentation, plus a copy of one that was previously included. These are referred to in Attachment A (instructions). The following is a summary of the slides.

Slide 1 – Identifying investment ideas

This slide explains how projects are identified. Most of the projects selected by the ACTs are identified in a locally adopted Transportation System Plan (TSP). Other projects may be identified in studies or other documents that are not formally adopted. Some of the projects identified by ODOT are selected by analyzing data (i.e., data-driven methods).

Slide 2 – OTC Goal Weights

A slightly different version of this slide was included in previous presentations. It shows the priority investment categories identified by the OTC in 2025, with input from the ACTs. The priority investment categories are referred to as goals. The weight assigned to each goal is also shown. The goals essentially define project types. The projects selected by the ACTs should advance one or more of the goals.

Slide 3 – Draft goals and indicators

This slide shows the criteria (referred to as indicators) the ODOT review committee will use to evaluate projects recommended by the ACTs. Ideally the ACTs would consider these criteria in selecting projects, at least qualitatively. The ODOT review committee will use quantitative data to evaluate some of the criteria.

Slide 4 – Example evaluation

This slide shows how the ODOT review committee will apply the criteria to evaluate a project. The example shown is a safety-related project.

Identifying Investment Ideas

Area Commission on Transportation Lists

- 3-5 investment ideas
- 10 additional investments of interest

Top investment ideas from each ACT

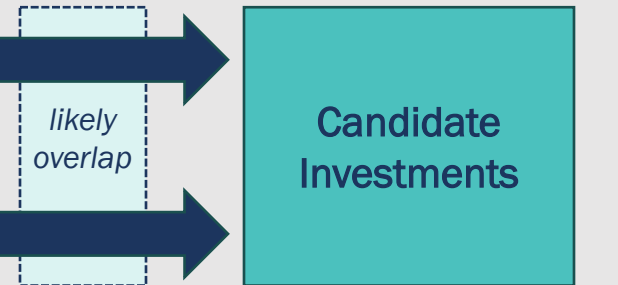
5-10 from each ODOT Region and Program

Plans and Studies

- State, county and city TSPs
- Statewide modal and topic plans
- MPO Regional Transportation Plan (RTP)
- Facility Plans
- Refinement Plans
- Corridor Studies
- Congestion Studies
- Etc.

Asset Data/Management Systems

- Safety Priority Index System (SPIS)
- Pavement Management System
- Bridge Data System
- Culvert Condition Management System
- Drainage Facility Management System
- Statewide Landslide Information Database for Oregon
- Active Transportation Needs Inventory
- Maintenance needs



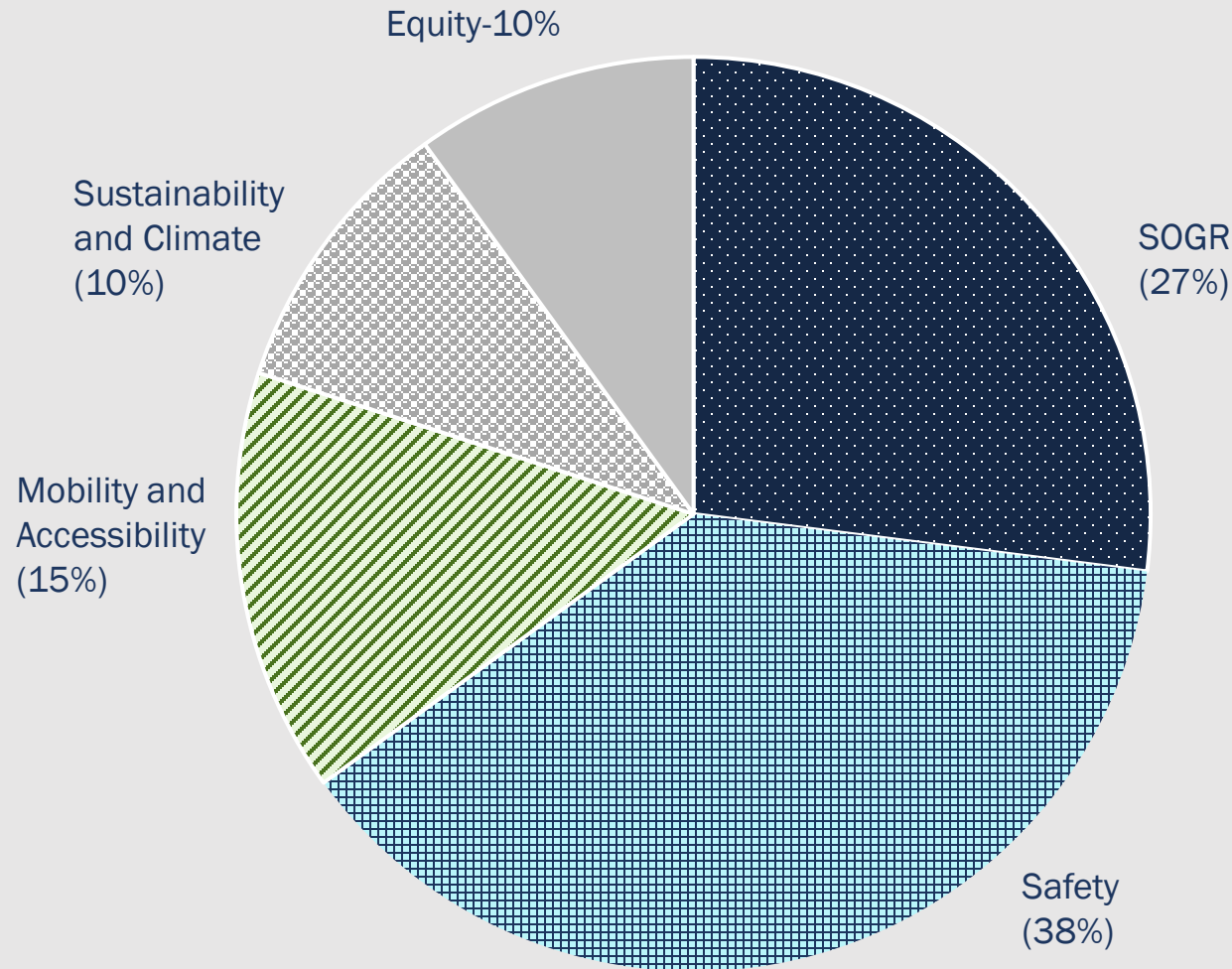
Review rankings and harmonize

Capital Investment Plan

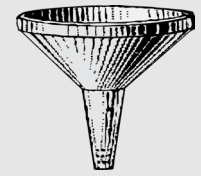


OTC Goal Weights

Goals



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



Draft Goals and Indicators

Goal	Indicators
Safety	Fatal and serious injury crash history
	Fatal and serious injury crash risk
	Safety improvement
Stewardship / State of Good Repair (SOGR)	Pavement Condition Improvement
	Bridge Condition Improvement
	Other Asset Improvement
	Addressing a Critical Seismic Issue
	Addressing a Critical Resilience Issue

Goal	Indicators
Mobility	Traffic Flow (travel time and travel time reliability)
	Transit Timeliness
	Critical Bike or Ped Connection
Climate and Sustainability	Reduces Greenhouse Gas Emissions
	Reduces Air Pollution
Equity	Benefits Transportation-Disadvantaged Populations

Results will be shown by total score, and top scoring projects by each goal area.



Example Deep-Dive: Safety Criteria

Focused on reducing fatalities and serious injuries. The OTC goal weight for Safety is 38%, the highest of all.

Indicator (priority order)	Description	Project Factor	Location (priority order)
Fatal and Serious Injury – Crash History (most heavily weighted)	Project that will improve safety and is located corridor with fatal and serious injury crash history	Proven safety countermeasure	Highest fatal and serious injury location Top SPISS site
Fatal and Serious Injury – Crash Risk (moderately weighted)	Credit for project that: Improves intersection Addresses roadway departure high-Vulnerable Road User (VRU) score area	Safety countermeasure addresses intersection, roadway departure, or VRU	At intersection or centerline/edgeline <u>OR</u> Prioritized by VRU location risk (high, then moderate, then minor)
Safety Improvement (minor weight)	Project improves safety	Proven safety countermeasure	Not at a highest fatal and serious injury location or top SPISS site

Worksheets

The LaneACT needs to identify the top five highest-priority projects for the LaneACT area, plus 10 additional projects. To assist the members with this somewhat complicated task, LaneACT and ODOT staff have prepared the following worksheets.

Worksheet 1 – Projects to consider

- LaneACT staff (Bill Johnston) has compiled a list of projects for the LaneACT to consider recommending to ODOT, to include in the CIP.
- Some of the projects were submitted by LaneACT members. Some of the projects were submitted by ODOT.
- The Central Lane MPO (CLMPO) Metropolitan Policy Committee (MPC) prioritized the projects within the MPO planning area (Eugene, Springfield, Coburg).
- Refer to the notes at the bottom of the worksheet for additional explanation.

Worksheet 2 – Priority projects (staff recommendation)

- To assist the members in prioritizing (ranking) the projects, ODOT staff (Vidal Francis, Ian Roholt, and Bill Johnston) have prepared a recommendation for the members to consider as a starting point for their discussion.
- All the proposed projects are on the state system (or have a clear benefit to the state system). ODOT staff can describe the scope and benefit of the projects. They can also provide some insight into how competitive the projects will be when they are evaluated by the ODOT review committee.

At the meeting on April 8, staff will display this worksheet on the screen. The LaneACT may reorder the projects if they choose, as long as they don't change the order of the top five MPO projects. (The LaneACT may place other projects above or in between the MPO priority projects.)

Refer to Attachment A (instructions) for more detailed instructions. Refer also to the notes at the bottom of the worksheet. Staff will provide verbal instructions at the meeting.

Worksheet 1 – Projects to consider

Draft: March 30, 2026

(refer to the notes at the bottom of the worksheet)

ID (note 5)	Name (note 6)	Description	Urgency (select from drop down and describe)	Regional Significance (describe)	OTC Priorities (select from drop down and describe)	Local Leverage	Other Information
A. Rural and small community projects – proposed by ODOT (Salem)							
126W-A	OR 126 (west) guardrail infill (Lane County)	Install guardrails at various locations between MP 14.5 (Mapleton) and MP 42.3 (west of Veneta). Cost: \$2.5 M	High	Improving safety is a high priority.	OR 126 (west) is an important regional highway that connects the southern Willamette Valley to the Oregon Coast.	Safety	The need for guardrail and other safety improvements was identified in the Highway 126 West Interim Corridor Strategy (1998), and in other more recent studies.
126E-A	OR 126 (east) guardrail infill	Replace guardrail damaged by the 2020 Holiday Farm Fire between MP 21 (Leaburg) and MP 55 (east of McKenzie Bridge). Cost: \$2.5 M	High	Previously existing guardrails were damaged.	OR 126 (east) is an important regional highway that connects the southern Willamette Valley to the Cascade Mountains and Central Oregon.	Safety	These improvements are identified in the OR 126 East Highway Safety Study (2024).
OR58-A	OR 58 enhanced crosswalks (Oakridge)	Install up to 5 enhanced crosswalks within the city limits. Cost: \$2 M	High	OR 58 in Oakridge is a 4-lane highway. It is difficult for pedestrians to cross.	OR 58 is an important regional highway that connects the southern Willamette Valley to the Cascade Mountains and Central Oregon.	Safety	Also improves accessibility for local residents.
IS-A	I-5 paving project (Lane County)	Resurface I-5 between MP 203.5 (Lane County boundary, north of Coburg) and MP 197.4 (McKenzie River, north of Springfield). Cost: \$15 M	High	Maintaining I-5 is important.	I-5 is an interstate highway.	State of Good Repair	These crossings are recommended in the Oakridge Pedestrian Safety Study (2016). They are not specifically identified in the city's Transportation System Plan (2020).
B. Rural and small community projects – proposed by LaneACT members							
101-A	US 101 at Munsel Lake Road intersection improvements (Florence)	Install a traffic signal or roundabout. Cost: \$1.3 M			US 101 is this primary route along the Oregon Coast. It is a designated Scenic Byway.	Accessibility/Mobility	This project also has a safety benefit.
126W-B	OR 126 (west) at Cushman emergency bypass (Lane County)	Construct a one-lane emergency bypass at a railroad underpass that is subject to flooding, 5 miles east of Florence. Cost: \$1.5 M			OR 126 is an important regional highway that connects the southern Willamette Valley to the Coast. OHP freight route.	Accessibility/Mobility	Maintains mobility during flood events.
126W-C	OR 126 (west) urban upgrade (Veneta)	Upgrade OR 126 to between east and west city limits. Construct bike lanes and sidewalks. Address travel speeds and safety concerns. May include roundabout at Territorial Highway and other intersection improvements. Cost \$20-\$40 M.			OR 126 is an important regional highway the connects the Willamette Valley to the Coast. The bike lanes are identified in the Lane County Bike Master Plan.	Mobility and Accessibility	Equity
126W-D	OR 126 (west): Lake Side Dr to Central Rd multi-use path (Lane County)	The OR 126 Huston Rd to Lake Side Dr project includes a separated multi-use path. This project will extend the path 1,000 ft farther to the east to Perkins Peninsula Park. Cost: \$3 M			OR 126 is an important regional highway the connects the Willamette Valley to the Coast. The project is identified in the Lane County Bike Master Plan.	Safety	Mobility and Accessibility
126W-E	OR 126 (west): Eugene to Veneta intersection improvements (Lane County)	Eugene to Veneta Phase 2: Intersection improvements. Six intersections between Ken Neilsen Rd and Central Rd. Cost: \$20 M			OR 126 is an important regional highway that connects the southern Willamette Valley to the Coast. This section of OR 126 also serves local commuters.	Safety	The primary purpose of this corridor improvement project is to address safety concerns on OR 126.
126E-B	OR 126 (east) safety improvements (Lane County)	Construct or install low-cost, high-benefit safety improvements identified in the OR 126 East Highway Safety Study (2024). Cost: \$5 M			OR 126 is an important regional highway that connects the southern Willamette Valley to the Cascade Mountains and Central Oregon.	Safety	
99-A	OR 99 intersection and roadway improvements (Creswell)	Reconfigure Oregon Ave between Mill St and Front St. Includes widening Oregon Ave and installing a signal at the Front St intersection. Cost: \$2 M		Funding has already been identified to replace the existing signal at Mill St.	OR 99 is classified as a District Highway in the OHP. Tourists use OR 99 to access wineries and other attractions in the area,	Accessibility/Mobility	This project also has a safety benefit.
99-B	Creswell OR 99: Oregon Ave to south UGB interim improvements (Creswell)	Access management treatments, separated bicycle lane, and pedestrian walkway on west side of S. Front St (OR 99). Cost: \$1 M			OR 99 is classified as a District Highway in the OHP. Tourists use OR 99 to access wineries and other attractions in the area,	Safety	
58-B	OR 58 improvements (Oakridge)	Reconfigure highway from 4 to 2 lanes to accommodate sidewalks and bike lanes. Also includes traffic signal and illumination. Cost: \$30 M			OR 58 is an important regional highway that connects the southern Willamette Valley to the Cascade Mountains and Central Oregon. OHP freight route.	Safety	This project also has an accessibility/mobility benefit.

ID (note 5)	Name (note 6)	Description	Urgency (select from drop down and describe)	Regional Significance (describe)	OTC Priorities (select from drop down and describe)	Local Leverage	Other Information
C. Urban area projects – proposed by Central Lane MPO							
126B-B	OR 126B: Mill St to 21st St roadway reconfiguration (Springfield) [MPO priority 1]	Reconfigure South A St (126 Business) from 3 lanes to 2 lanes to accommodate bike lanes and pedestrian crossings. Cost: \$3 M - \$20 M		Primarily intended to improve pedestrian connectivity in the downtown area.	Accessibility/Mobility	This project also has a safety benefit.	Springfield TSP Project S-10. The city is currently preparing a study to better define the scope of the project.
569-A	OR 569 (Beltline Highway) local arterial (Eugene) [MPO priority 2]	Construct new arterial roadway and bridge across the Willamette, adjacent to Beltline, to relieve congestion on the highway. Cost \$125 M		OR 569 is regionally significant highway. The new arterial roadway will provide an alternate route for local traffic.	Accessibility/Mobility	This project also has a safety benefit. The section of Beltline is a high crash location.	The city can use SCD funds to cover up to 6% of the total project cost. The arterial roadway will connect the local street network on either side of river, which will significantly reduce the amount of traffic on the highway. This project is identified in the Beltline Facility Plan.
126W-F	OR 126 (west): Terry St to Green Hill Road improvements (Eugene) [MPO priority 3]	Upgrade W 11th Ave (OR126/OR569) to major arterial standards. Widen from 2 lanes to 4 lanes with center median, bike lanes, sidewalks, and planting strips. Includes a roundabout at Green Hill Rd. Cost: \$12 M		OR 126 is an important regional highway. Improving this section of OR 126 would also have a local benefit.	Accessibility/Mobility	This project also has a safety benefit.	The city can use SCD funds to cover up to 21% of the total project cost. Eugene TSP Project MM-14. This project is part of the larger OR 126 Eugene to Veneta facility plan.
126B-A	OR 126B Willamette River Bridge replacement (Springfield) [MPO priority 4]	Replace westbound Willamette River Bridge. The existing bridge is weight restricted and doesn't have adequate sidewalks or bicycle facilities. Cost: \$60 M		OR 126 Business is an important principal arterial. It is classified as a Statewide Highway in the Oregon Highway Plan.	Accessibility/Mobility		Fire trucks cannot use the existing bridge because of the weight restrictions. The bridge is historical. It would need to be replaced with a "signature" structure. The park and Willamette River Greenway regulations add complexity.
569-B	OR569 at River Rd interchange modifications (Eugene) [MPO priority 5]	Add dedicated bus lanes and/or bus priority signals on River Road in the vicinity of the interchange. Will enable buses to travel through the intersections with less delay. Cost: \$10 M		This project will improve bus service along the River Road corridor. This will help to reduce congestion at the Beltline at River Rd interchange.	Accessibility/Mobility	Public transportation also has a equity and climate benefit.	The Beltline interchange is a chokepoint for buses traveling on River Road. These modifications will increase travel speed and schedule reliability. Dedicated bus lanes could be configured without rebuilding the interchange.
I5-A	I-5 paving project (Lane County)	Resurface I-5 between MP 203.5 (Lane County boundary, north of Coburg) and MP 197.4 (McKenzie River, north of Springfield. Cost: \$20 M		I-5 is an interstate highway.	State of Good Repair		This project was identified by ODOT. CLMPO included it in their project list. It is also included in the ODOT list (Section A).
99-C	OR 99 Beltline to Awbrey Lane safety improvements (Eugene)	Construct safety improvements on this high speed section of Highway 99. Cost: \$5 M		OR Highway 99 is a regionally significant highway.	Safety		Project includes a safety plan to identify specific improvements. Could extend north to Junction city. Highway 99 south of Beltline is a city facility.
569-C	OR 569 (Beltline Highway) Roosevelt Blvd to W 11th Ave widening (Eugene)	Widen this section of the Randy Papé Beltline Highway from 2 lanes to 4 lanes. Cost: \$28 M		OR 569 is regionally significant highway.	Accessibility/Mobility	The city can use SCD funds to cover up to 25% of the total project cost.	Eugene TSP Project MM-20. This is the only 2 lane section of Beltline. This rest of the corridor is 4 lanes.
126E-C	OR 126 at 42nd St interchange improvements (Springfield)	Reconfigure the OR 126 (Expressway) interchange at 42nd St. Cost: \$40 M?		Will improve freight access to Springfield industrial area.	Accessibility/Mobility		Springfield TSP Project R-35.

Notes

1. This worksheet was prepared by LaneACT staff (Bill Johnston) for the members to discuss at their meeting on April 8.
2. The projects are not listed in priority order. They are categorized (grouped) by location and by the member government or agency that proposed the project (for the LaneACT to consider).
3. The projects are color coded by category. When the LaneACT rearranges the projects, to prioritize them, identifying which category the project is associated with may be a consideration.
4. The MPO ranked their first five projects (Refer to Column C). The LaneACT may place other projects above or in between these projects, but they may not change the order. The four unranked MPO projects can be rearranged but not placed above the MPO priority projects.
5. The ID (Column B) refers to the highway number followed by a project number (A, B, C . . .). The project number does not indicate a priority.
6. The project name (Column C) indicates the location of the project (in parentheses). The project may or may not have been proposed by the jurisdiction.
7. There are 21 projects listed in this worksheet. (I5-A is listed twice but only counted once.) The LaneACT can submit a total of 15 projects for the ODOT review committee to evaluate further. The top five will be given more consideration than the other projects.

EOR

Worksheet 2 – Priority projects (staff recommendation)

Draft: March 30, 2026

(refer to the notes at the bottom of the worksheet)

ID (note 7)	Name (note 8)	Description	Urgency (select from drop down and describe)	Regional Significance (describe)	OTC Priorities (select from drop down and describe)	Local Leverage	Other Information	
A. Top 5 priority projects (note 3)								
126W-E	OR 126 (west): Eugene to Veneta intersection improvements (Lane County)	Eugene to Veneta Phase 2: Intersection improvements. Six intersections between Ken Neilsen Rd and Central Rd. Cost: \$20 M	High	This is the second phase of implementation for the OR 126 Eugene to Veneta facility plan.	OR 126 is an important regional highway that connects the southern Willamette Valley to the Coast. This section of OR 126 also serves local commuters.	Safety	The primary purpose of this corridor improvement project is to address safety concerns on OR 126.	Does not include the Ed Cone Blvd or Green Hill Rd intersections, which are within the Eugene UGB. Refer to Project 126W-F.
126E-B	OR 126 (east) safety improvements (Lane County)	Construct or install low-cost safety improvements identified in the OR 126 East Highway Safety Study (2024). Cost: \$5 M	High	This project will address some of the safety concerns along the McKenzie River Highway.	OR 126 is an important regional highway that connects the southern Willamette Valley to the Cascade Mountains and Central Oregon.	Safety		
126W-B	OR 126 (west) at Cushman emergency bypass (Lane County)	Construct a one-lane emergency bypass at a railroad underpass that is subject to flooding, 5 miles east of Florence. Cost: \$1.5 M	High	The LaneACT has been advocating for solution to this problem for many years.	OR 126 is an important regional highway that connects the southern Willamette Valley to the Coast. OHP freight route.	Accessibility/Mobility	Maintains mobility during flood events.	
126B-B	OR 126B: Mill St to 21st St roadway reconfiguration (Springfield) [CLMPO priority 1]	Reconfigure South A St (126 Business) from 3 lanes to 2 lanes to accommodate bike lanes and pedestrian crossings. Cost: \$3 M - \$20 M	High	This is the MPO's highest ranked project.	Primarily intended to improve pedestrian connectivity in the downtown area.	Accessibility/Mobility	This project also has a safety benefit.	Springfield TSP Project S-10. The city is currently preparing a study to better define the scope of the project.
OR58-A	OR 58 enhanced crosswalks (Oakridge)	Install up to 5 enhanced crosswalks within the city limits. Cost: \$2 M	High	OR 58 in Oakridge is a 4-lane highway. It is difficult for pedestrians to cross.	OR 58 is an important regional highway that connects the southern Willamette Valley to the Cascade Mountains and Central Oregon.	Safety	Also improves accessibility for local residents.	These crossings are recommended in the Oakridge Pedestrian Safety Study (2016). They are not specifically identified in the city's Transportation System Plan (2020).
B. Other priority projects (up to 10) (note 4)								
569-A	OR 569 (Beltline Highway) local arterial (Eugene) [CLMPO priority 2]	Construct new arterial roadway and bridge across the Willamette, adjacent to Beltline, to relieve congestion on the highway. Cost \$125 M	Medium	Other lower-ranked MPO projects may be more competitive (score higher). Projects > \$50 M are classified as "mega projects."	OR 569 is regionally significant highway. The new arterial roadway will provide an alternate route for local traffic.	Accessibility/Mobility	This project also has a safety benefit. The section of Beltline is a high crash location.	The city can use SCD funds to cover up to 6% of the total project cost. The arterial roadway will connect the local street network on either side of river, which will significantly reduce the amount of traffic on the highway. This project is identified in the Beltline Facility Plan. It can't be phased.
99-A	OR 99 intersection and roadway improvements (Creswell)	Reconfigure Oregon Ave between Mill St and Front St. Includes widening Oregon Ave and installing a signal at the Front St intersection. Cost: \$2 M	Medium	Funding has already been allocated in the STIP to replace the existing signal at Mill St.	OR 99 is classified as a District Highway in the OHP. Tourists use OR 99 to access wineries and other attractions in the area.	Accessibility/Mobility	This project also has a safety benefit.	Creswell TSP Project I1. This project will address safety and congestion concerns.
126W-F	OR 126 (west): Terry St to Green Hill Road improvements (Eugene) [CLMPO priority 3]	Upgrade W 11th Ave (OR126/OR569) to major arterial standards. Widen from 2 lanes to 4 lanes with center median, bike lanes, sidewalks, and planting strips. Includes a roundabout at Green Hill Rd. Cost: \$12 M	Medium	This part of the OR 126 Eugene to Veneta facility plan. There are more significant safety concerns farther to the west.	OR 126 is an important regional highway. Improving this section of OR 126 would also have a local benefit.	Accessibility/Mobility	This project also has a safety benefit.	The city can use SCD funds to cover up to 21% of the total project cost. Eugene TSP Project MM-14. This project is part of the larger OR 126 Eugene to Veneta facility plan.
101-A	US 101 at Munsel Lake Road intersection improvements (Florence)	Install a traffic signal or roundabout. Cost: \$1.3 M	Medium	This is the only project in Florence.	US 101 is this primary route along the Oregon Coast. It is a designated Scenic Byway.	Accessibility/Mobility	This project also has a safety benefit.	Florence TSP Project R17
126B-A	OR 126B Willamette River Bridge replacement (Springfield) [CLMPO priority 4]	Replace westbound Willamette River Bridge. The existing bridge is weight restricted and doesn't have adequate sidewalks or bicycle facilities. Cost: \$60 M	Medium	There is a legitimate rationale for replacing this bridge, but it would be expensive	OR 126 Business is an important principal arterial. It is classified as a Statewide Highway in the Oregon Highway Plan.	Accessibility/Mobility		Fire trucks cannot use the existing bridge because of the weight restrictions. The bridge is historical. It would need to be replaced with a "signature" structure. The park and Willamette River Greenway regulations add complexity.
569-B	OR569 at River Rd interchange modifications (Eugene) [CLMPO priority 5]	Add dedicated bus lanes and/or bus priority signals on River Road in the vicinity of the interchange. Will enable buses to travel through the intersections with less delay. Cost: \$10 M			This project will improve bus service along the River Road corridor. This will help to reduce congestion at the Beltline at River Rd interchange.	Accessibility/Mobility	Public transportation also has a equity and climate benefit.	The Beltline interchange is a chokepoint for buses traveling on River Road. These modifications will increase travel speed and schedule reliability.
I5-A	I-5 paving project (Lane County)	Resurface I-5 between MP 203.5 (Lane County boundary, north of Coburg) and MP 197.4 (McKenzie River, north of Springfield). Cost: \$20 M	Medium	This is an important project. The LaneACT assumes ODOT will advocate for this themselves.	I-5 is an interstate highway.	State of Good Repair		This project was identified by ODOT. CLMPO included it in their project list. It is also included in the ODOT list (Section A).
99-C	OR 99 Beltline to Awbrey Lane safety improvements (Eugene)	Construct safety improvements on this high speed section of Highway 99. Cost: \$5 M	Medium	This project may be more competitive than other higher-ranked MPO projects.	OR Highway 99 is a regionally significant highway.	Safety	The Theona Dr intersection (at Jerry's Home Improvement) has already been improved.	Project includes a safety plan to identify specific improvements. Could extend north to Junction city. Highway 99 south of Beltline is a city facility.

ID (note 7)	Name (note 8)	Description	Urgency (select from drop down and describe)	Regional Significance (describe)	OTC Priorities (select from drop down and describe)	Local Leverage	Other Information
126W-C	OR 126 (west) urban upgrade (Veneta)	Upgrade OR 126 to between east and west city limits. Construct bike lanes and sidewalks. Address travel speeds and safety concerns. May include roundabout at Territorial Highway and other intersection improvements. Cost \$20-\$40 M.	Medium	The other OR 126 (west) projects are higher priority.	OR 126 is an important regional highway that connects the Willamette Valley to the Coast. The bike lanes are identified in the Lane County Bike Master Plan.	Mobility and Accessibility Equity	ODOT is preparing a facility plan to better define the needed improvements. Refer to Veneta TSP projects O5 and Up8 . Veneta proposed this project (moderate-high priority).
58-B	OR 58 improvements (Oakridge)	Reconfigure highway from 4 to 2 lanes to accommodate sidewalks and bike lanes. Also includes traffic signal and illumination. Cost: \$30 M	Medium	The scope of the project needs to be more clearly defined. Political support needs to be confirmed.	OR 58 is an important regional highway that connects the southern Willamette Valley to the Cascade Mountains and Central Oregon. OHP freight route.	Safety This project also has an accessibility/mobility benefit.	Incorporates various projects identified in the TSP. Includes pedestrian crossings described in Project OR58-A. Need to confirm ODOT and city support for lane reduction.
C. Projects considered but not included in the list of priority projects							
99-B	Creswell OR 99: Oregon Ave to south UGB interim improvements (Creswell)	Access management treatments, separated bicycle lane, and pedestrian walkway on west side of S. Front St (OR 99). Cost: \$1 M	Low	There is a higher-ranked Creswell project in Section B, plus a another project in the STIP.	OR 99 is classified as a District Highway in the OHP. Tourists use OR 99 to access wineries and other attractions in the area,	Safety	Creswell TSP Project MM5I.
126W-D	OR 126 (west): Lake Side Dr to Central Rd multi-use path (Lane County)	The OR 126 Huston Rd to Lake Side Dr project includes a separated multi-use path. This project will extend the path 1,000 ft farther to the east to Perkins Peninsula Park. Cost: \$3 M	Low	The other OR 126 (west) projects are higher priority.	OR 126 is an important regional highway that connects the Willamette Valley to the Coast. The project is identified in the Lane County Bike Master Plan.	Safety Mobility and Accessibility	OR126 will eventually be widened from 2 lanes to 4 lanes. Veneta proposed this project (Medium priority). A NEPA study has been completed for the entire corridor.
569-C	OR 569 (Beltline Highway) Roosevelt Blvd to W 11th Ave widening (Eugene)	Widen this section of the Randy Papé Beltline Highway from 2 lanes to 4 lanes. Cost: \$28 M	Low	There are no significant safety or congestion concerns along this section of Beltline, even though it is only two lanes.	OR 569 is regionally significant highway.	Accessibility/Mobility The city can use SCD funds to cover up to 25% of the total project cost.	Eugene TSP Project MM-20. This is the only 2 lane section of Beltline. This rest of the corridor is 4 lanes.
126E-C	OR 126 at 42nd St interchange improvements (Springfield)	Reconfigure the OR 126 (Expressway) interchange at 42nd St. Cost: \$40 M	Low	This is primarily an economic development project.	Will improve freight access to Springfield industrial area.	Accessibility/Mobility	Springfield TSP Project R-35.
126W-A	OR 126 (west) guardrail infill (Lane County)	Install guardrails at various locations between MP 14.5 (Mapleton) and MP 42.3 (west of Veneta). Cost: \$2.5 M	Low	This is an important project. The LaneACT assumes ODOT will advocate for this themselves.	OR 126 (west) is an important regional highway that connects the southern Willamette Valley to the Oregon Coast.	Safety	The need for guardrail and other safety improvements was identified in the Highway 126 West Interim Corridor Strategy (1998), and in other more recent studies.
126E-A	OR 126 (east) guardrail infill	Replace guardrail damaged by the 2020 Holiday Farm Fire between MP 21 (Leaburg) and MP 55 (east of McKenzie Bridge). Cost: \$2.5 M	Low	This is an important project. The LaneACT assumes ODOT will advocate for this themselves.	OR 126 (east) is an important regional highway that connects the southern Willamette Valley to the Cascade Mountains and Central Oregon.	Safety	These improvements are identified in the OR 126 East Highway Safety Study (2024).

Notes

1. This worksheet was prepared by ODOT and LaneACT staff (Vidal Francis, Ian Roholt, and Bill Johnston) for the members to discuss at their meeting on April 8.
2. The LaneACT needs to identify their top five priority projects plus 10 additional projects. This is staff's recommendation for the LaneACT to consider.
3. The top five projects can be ranked 1-5, or they can simply be identified as a high, medium, or low priority (compared to each other). There can be more than one high priority project.
4. The second 10 projects can be prioritized but they do not have to be prioritized. They can be prioritized 1-10 or they can simply be identified as a high, medium, or low priority project.
5. The projects are color coded as follows. **GREEN**: proposed by ODOT. **PURPLE**: proposed by LaneACT members. **BLUE**: Proposed by Central Lane MPO. The previous worksheet shows the projects organized by category.
6. The five MPO priority projects (identified in Column C) cannot be reordered. The LaneACT may place other projects above or in between the MPO priority projects. The four unranked MPO projects can be rearranged but not placed above the MPO priority projects.
7. The ID (Column B) refers to the highway number followed by a project number (A, B, C . . .). The project number does not indicate a priority.
8. The project name (Column C) indicates the location of the project (in parentheses). The project may or may not have been proposed by the jurisdiction.

EOR

Future meetings and topics

updated March 31, 2026

May – no meeting this month

June 10, 2026

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

- **ACT & Modal Committee Chairs meeting (April) summary** – 30 min. LaneACT Chair
- **Driver education and traffic safety in Lane County** – 30 min. Heidi Shayla and Drew Pfefferle, LCOG
- **LaneACT work plan** – 30 min. Bill Johnston, LaneACT staff

July – no meeting this month

August 12, 2026

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

- **LaneACT Bylaws Committee** – 30 min. Matt Michel, Committee Chair. The Chair will review the new ACT charter template, explain the distinction between charters and bylaws, and discuss the schedule for adopting a charter and completing the effort to update the bylaws.
- **LaneACT work plan** – 30 min. Bill Johnston, LaneACT staff
- **(reserved)** – topic to be determined

September – no meeting this month

October 14, 2026

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

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

November – no meeting this month

December 9, 2026

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

- **LaneACT officer election** – 20 min. LaneACT Chair
- **(reserved)** – other topics to be determined



LaneACT member roster



updated February 9, 2026

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)	(note 8 and 9)
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									non-participating
	Cottage Grove	alternate									non-participating
	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									non-participating
	Dunes City	alternate									non-participating
	Eugene	primary	Jennifer	Yeh	Councilor	jyeh@eugene-or.gov	x	12/31/2026	01/01/2025	N.A.	Chair (2026)
	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	August	Murphy	PW Director (interim)	august@ci.florence.or.us		N.A.		N.A.	
	Junction City	primary									non-participating
	Junction City	alternate									non-participating
	Lane County	primary	Ryan	Ceniga	Commissioner	Ryan.Ceniga@lanecountyor.gov	x	12/31/2026		N.A.	Vice Chair (2026)
	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.	temporarily inactive
	Lowell	alternate		(vacant)						N.A.	temporarily inactive
	Oakridge	primary	Bryan	Cutchen	Mayor	mayor@ci.oakridge.or.us	x	12/31/2026		N.A.	
	Oakridge	alternate		(vacant)						N.A.	
	Springfield	primary	Kori	Rodley	Councilor	krodley@springfield-or.gov	x	12/31/2028	01/01/2026	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									non-participating
	Westfir	alternate									non-participating
B. Agencies and special area representatives											
	Central Lane MPO	primary	Paul	Thompson	Transportation Manager	pthompson@lcoq-or.gov		N.A.	2010	N.A.	alternate?
	Central Lane MPO	alternate	Brenda	Moore	Executive Director	bmoore@lcoq-or.gov		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		(vacant)						N.A.	
	Lane County TrAC	primary	Ken	Kohl	county resident	kkohl@gmail.com		12/31/2028	01/01/2025	N.A.	
	Lane County TrAC	alternate		(vacant)							
	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.	temporarily inactive
	Port of Siuslaw	alternate	David	Huntington	Manager	port@portofsiuslaw.com		N.A.		N.A.	temporarily inactive
C. Special interests – Designated (note 7)											
	bicycle & ped.	primary	Megan	Shull	LCOG SRFS Coordinator	mshull@lcoq-or.gov		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.			vacant
	trucking	primary		(vacant)				N.A.			vacant

No.	jurisdiction	member role	first name	last name	title	email address	elected official	elected term ends	LaneACT term (start)	LaneACT term (end)	notes
D. Special Interests – Other (note 7)											
	aviation	primary	Shelley	Humble	Creswell Airport	shumble@creswellor.gov		N.A.	10/08/2025		
	disability community	primary		(vacant)				N.A.			vacant
	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 organize decides they should serve.
7. There are two categories of LaneACT special interest members. (ODOT does not use the term stakeholder.) **(a) 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. **(b) 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.
8. Non-participating jurisdictions have either formally indicated they do not want to participate in the LaneACT or have simply stopped attending meetings. Temporarily inactive jurisdictions are expected to resume participating after their vacancies are filled. Non-participating and temporarily inactive are not defined in the bylaws. Member jurisdictions with these status designations are simply considered vacant positions. Vacant positions are not included in the quorum calculation. Refer to LaneACT bylaws: 4.B, Vacancies.
9. Some vacant special interest positions (e.g., disability community) are temporarily vacant. They are expected to be filled in the near future. Other vacant positions (e.g., trucking and rail) have been vacant for several years because it is difficult to find individuals willing to serve. Vacant special interest positions are not included in the quorum calculation.

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