

Meeting Agenda

August 12, 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

- **Statewide Transportation Improvement Fund**
- **Driver education in Lane County**
- **LaneACT 2026-2027 Work Plan**

***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
 - a. Announcements from the Chair – Jennifer Yeh
 - b. ODOT update – Ian Roholt
 - c. Central Lane MPO update – Paul Thompson
 - d. 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 June 10 meeting (page 4)
6. **STIF grant applications** (quorum required, 50 min.) 6:00
Action required: The ODOT Public Transportation Division (PTD) administers the Statewide Transportation Improvement Fund (STIF), which funds several grant programs. PTD is currently reviewing requests for funding through the Competitive Transit (CT) grant program. PTD has asked the LaneACT to review and comment on 13 applications in the LaneACT area. The comments may include a consensus recommendation to fund (or not fund) the request. It is not necessary to rank the applications.
Presenter: Bill Johnston – LaneACT staff
Attachments: summary memo, instructions, project summaries (page 8)
7. **Driver education in Lane County** (30 min.) 6:50
Summary: Staff from the Lane Council of Governments will provide a presentation describing their research on driver education programs.
Presenter: Heidi Shayla – Lane Council of Governments
Attachments: topic summary, slide presentation (page 25)
8. **LaneACT 2026-2027 Work Plan** (10 min.) 7:20
Summary: Staff will review the LaneACT 2026-2027 Work Plan developed by the Steering Committee with input from the LaneACT members.
Presenter: Bill Johnston – LaneACT staff
Attachments: topic summary, work plan (page 32)
9. **Adjourn** (meetings may end early) 7:30

Additional attachments (for information only)

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

Upcoming meetings

- No LaneACT meeting in September
- Sept 16 (Wed) – Steering Committee (11:00–noon)
- October 14 (Wed) – LaneACT (5:30–7:30)
- No LaneACT meeting in November

(continued)

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

June 10, 2026 meeting minutes

Format – this meeting was conducted by video conference

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

Doug Barrett – Confederated Tribes

Robert Carp – Florence

Ryan Ceniga – Lane County

Bryan Cutchen – Oakridge

Vidal Francis – ODOT

Shelley Humble – special interest (airports)

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

Matt Michael – Veneta

Pete Petty – OR 126 East

Megan Shull – special interest (micro-mobility)

Paul Thompson – Central Lane MPO

Jennifer Yeh – Eugene (LaneACT Chair)

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

Garret Grey (Confederated Tribes), Bill Johnston (ODOT), August Murphy, Becky Taylor (Lane County)

Absent – primary voting members not represented by an alternate

Clark Kent (Creswell), Tiffany Edwards (economic development), Cathy Engebretson (Coburg), Brodie Hylton (micro-mobility), Heather Murphy (LTD), Kori Rodley (Springfield), Rob Zako (environmental & land use), vacant (Port of Siuslaw)

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

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

Other attendees

Lee Beyer (OTC), John Boren (ODOT), Cindy Ichikawa (Florence), Rob Inerfeld (Eugene), Walt McCallister (ODOT), Brandon Melton (LTD), Stephanie Picotte (Eugene Airport), Ian Roholt (ODOT), Ken Shonkwiler (ODOT), Rachel Zakem (ODOT)

1. Call to order

Jennifer Yeh (Chair) called the meeting to order at 5:35 p.m.

2. Review and approve agenda

Chair Yeh revised the order of the topics, moving the action items to the start of the agenda. The Chair also added an additional item to the consent agenda. Lane County and the City of Florence requested a letter of support for a grant application.

3. Comments from the audience

There were no comments from the audience.

4. Consent items (action item) [Item 5 on the original agenda]

Ian Roholt (ODOT) noted one correction to the draft minutes from the April 8 meeting. They incorrectly indicated the meeting was conducted in person with a video conference option. The meeting was video conference only.

Bill Johnston (ODOT) explained that Lane County and the City of Florence will be applying for an Oregon Carbon Reduction Program grant. They are requesting \$1.1 million in funding to design a multi-use path and two roundabouts along Heceta Beach Road and Rhododendron Drive in Florence. They are requesting a letter of support from LaneACT. Mr. Johnston sent a summary memo and draft letter to the LaneACT members prior to the meeting.

The LaneACT approved (by consensus) the minutes from the April 8 meeting (as corrected). They also authorized LaneACT staff to prepare a letter for the Chair's signature supporting the grant application.

5. Connect Oregon 2026 grant applications (action item) [Item 7 on the original agenda]

Bill Johnston presented this topic. He provided an overview of the 2026 Connect Oregon grant program. There is only one application in the LaneACT area. The City of Eugene Airport is requesting \$3.9 M to expand Concourse A. The LaneACT agreed (by consensus) to recommend funding the project. The recommendation will be forwarded to the Region 2 Connect Oregon Review Committee who will meet at end of August. The LaneACT appointed the Chair and Vice Chair to represent the LaneACT at the meeting.

6. LaneACT Bylaws Committee (action item) [Item 9 on the original agenda]

Matt Michel, Chair of the Bylaws Committee, presented this topic. He explained that the committee is ready to resume their effort to update the bylaws, now that the OTC Policy on Formation and Operation of ACTS has been updated. First, however, the committee will need to develop a new charter for the LaneACT using a template provided by ODOT. The LaneACT formally renewed the committee's authorization to develop recommendations for updating the bylaws. They also expanded the authorization to include developing a charter for the LaneACT.

7. ACT & Modal Committee Chairs meeting [Item 6 on the original agenda]

Vidal Francis (ODOT) provided a summary of a meeting that was held in Corvallis on May 6. (Chair Yeh was unable to attend.) Each ACT provided an update on their activities.

Mr. Francis Vidal provided a short slide presentation at the May 6 meeting that summarized LaneACT's activities. It described the accomplishments from the previous year and the major work items the LaneACT will be focused on in the coming year.

The ACTs were also asked to respond to three questions. (1) What is your biggest challenge? (2) What is your biggest opportunity? (3) What is your greatest need you that the OTC should know about?

The corresponding responses on the LaneACT slides were: (1) Keeping members interested. Funding for projects in the LaneACT area. (2) The ACTs can provide useful input to ODOT and the OTC. (3) The ACTs can provide useful input to ODOT and the OTC.

Mr. Frances elaborated on the responses he provided at the May 6 meeting.

8. ODOT Transportation Safety Action Plan [Item 8 on the original agenda]

Walt McCallister from the ODOT Transportation Safety Office provided a presentation describing the ODOT Transportation Safety Action Plan. (The presentation was included in the meeting packet.) He explained that ODOT is in the process of updating the plan. The public comment period is open from June 15 to July 31.

9. LaneACT work plan [Item 10 on the original agenda]

Bill Johnston explained that LaneACT needs to update its two-year work plan. ODOT provided a template for the ACTs to use in developing their 2026-2027 work plans.

Chair Yeh invited members to provide input for the Steering Committee to consider in developing the work plan for the LaneACT. The meeting packet included some suggested priorities, goals and topics (identified by staff) for the members to consider. The members did not have any additional suggestions.

Mr. Johnston indicated the Steering Committee would meet on July 15 to review staff's recommendations and finalize the work plan. He indicated the final version would be presented at the August meeting.

10. Announcements and information sharing [Item 4 on the original agenda]

ODOT update – Ian Roholt noted that Chris Warner has been appointed to serve as the ODOT Interim Director. He is currently the chief of staff for Governor Kotek. He has a background in transportation. He previously served as the Director of the Portland Bureau of Transportation.

Mr. Roholt provided an update on the ODOT budget. ODOT is in the process of developing the Agency Request Budget that will be recommended to the governor. He noted there is a \$200 million budget gap.

He provided an update on the ODOT Capital Investment Plan (CIP). He explained that LaneACT's recommended list of projects will be reviewed by the CIP Project Selection Committee, which includes representatives from the Association of Oregon Cities (AOC) and the League of Oregon Counties (LOC).

Central Lane MPO update – There was no MPO update this month. Paul Thompson was in attendance at the beginning of the meeting but needed to leave early.

Shelley Humble (Creswell Airport) announced that there would be special event at the airport on July 4. Children between the age of 18 and 17 can get a free airplane ride, to introduce them to aviation. She noted there is a shortage of pilots and aircraft mechanics. She also mentioned that the airport would be hosting a national competition for "short takeoffs and landings" (STOLS). 1000 people are expected to attend.

Bryan Cutchen (Oakridge) provided an update on the grant the Oakridge airport received to upgrade its runway. Construction is underway. It should be completed by July.

Megan Shull (bicycle and pedestrian representative) provided an update on the LCOG Rural Safe Routes to School program. The ODOT grant that funded the program is not being renewed. However, she is optimistic that new funding will be identified.

Ms. Shull also noted that the City of Eugene is expanding their web-based incident reporting platform to allow citizens to report speeding e-bikes and scooters on city paths. The city will also be initiating an outreach effort to educate people on what is allowable and what is not.

11. Adjourn

Chair Yeh adjourned the meeting at 6:50 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 August 5 for the LaneACT to review and approve at the August 12 meeting.
4. Corrections, if any, will be noted in the minutes from the August 12 meeting (or the following meeting, if there is not a quorum of members present to approve the minutes).

Agenda Item 6

STIF grant applications

Presenter

Bill Johnston – LaneACT staff

Action required

1. Consider 13 applications from transportation providers in the LaneACT area who are requesting funding for from the Statewide Transportation Improvement Fund (STIF).
2. Provide comments and a recommendation to fund (or not fund) each individual request, which will be forwarded to the *STIF Project Selection Committee*.

Summary

The ODOT Public Transportation Division (PTD) has solicited applications from public transportation service providers requesting funding from the 2027-28 Competitive Transit Grant programs.

The Phase 1 program provides funding for vehicles. Applications were due on May 29. The Phase 2 program provides funding for operations. Applications were due on June 15.

Thirteen applications were received for projects (funding requests) in the LaneACT area. Five of the requests are for funding to purchase new vehicles (Phase 1). Eight of the requests are for funding to support bus and other public transportation services (Phase 2).

PTD has asked the LaneACT to review and comment on both Phase 1 and Phase 2 applications. Attached are instructions along with summaries of the funding requests.

LaneACT staff will facilitate a discussion at the meeting and compile whatever comments are provided. The meeting agenda provides 50 minutes for the discussion. Members are encouraged to review the attached documents in advance of the meeting.

The applicants have been invited to the meeting to answer questions. They will not be providing presentations.

Attachments

- A. Instructions (2 pages)
- B. Project summaries (14 pages)

Instructions

1. The ODOT Public Transportation Division (PTD) has asked the LaneACT to review and comment on 13 applications (funding requests) in the LaneACT area. Summaries of the requests are provided in Attachment B.
2. Qualitative comments are sufficient. The LaneACT's comments will be forwarded to the *STIF Project Selection Committee* who will evaluate the applications more thoroughly. Included in this attachment (on the following page) are the criteria the selection committee will consider in their evaluation.
3. The project summaries provided in Attachment B should provide enough detail to inform the LaneACT's comments. For those members who would like to see the complete applications, a link is provided in Appendix B.
4. The ACTs are not expected to rank the applications. However, PTD has asked the ACTs to provide a recommendation to either fund or not fund each project. It may or may not be necessary to formally poll the members at the meeting. The group can probably reach a consensus through informal discussion.
5. The following are suggestions (from LaneACT staff) to help the members evaluate the applications and formulate their comments.
 - Some of the funding requests may appear to be more worthy of funding than others. Other requests may appear questionable, in terms of benefit or cost. This may help the members differentiate the projects.
 - The criteria on the following page may provide some guidance.
 - Another approach would be to focus (and comment) on the positive aspects of each project. This could increase the likelihood that more projects in the LaneACT area will be selected for funding.
6. The LaneACT members may have additional suggestions for the group to consider in evaluating the funding requests.

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Project selection criteria

The *STIF Project Selection Committee* will evaluate the applications more thoroughly than the ACTs. The criteria they will use are described in the table below, which is included in the *2027-2028 Competitive Transit Grant Guidance Manual*. [\[link\]](#)

The applicants are required to explain how their funding proposals meet these criteria. Their responses are included in their applications. The ACTs may find it useful to refer to these criteria, and the applicant's responses, in determining whether the project should be recommended for funding.

Focus Areas	Selection Criteria	Score Weighting	
		Capital Projects	Operations Projects
Safety	Project enhances safety of vulnerable road users and transit riders	20%	10%
Access	Project planning and implementation incorporates meaningful involvement of resource-limited individuals or groups in decision-making. Project sustains or improves ridership and access to transportation for resource-limited communities.	20%	30%
Climate Benefits	Project advances state goals for reducing greenhouse gas emissions by maintaining or increasing transit ridership, deploying low- or no-emission vehicles, or using low carbon materials or carbon-efficient design principles	20%	20%
Readiness to Proceed	Applicant demonstrates that project will be successfully completed by end of grant agreement period	10%	10%
Infrastructure and Multi-modal Connectivity	Project improves condition of transit-related infrastructure that supports multimodal connectivity of the public transportation system.	10%	-
Community Benefits	Project addresses important community needs, and will deliver a significant benefit to the community, such as increased ridership and vehicle State of Good Repair.	20%	30%

Project summaries

Included in this attachment are summaries of the 13 applications received for projects in the LaneACT area. A table summarizing all the application is provided on the following page.

On the following pages (after the table) are one-page summaries for each individual project.

Complete applications can be viewed on the Competitive Transit Grant Applications webpage:

<https://www.oregon.gov/odot/RPTD/Pages/Competitive-Transit-Grant-Applications.aspx>

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LaneACT area funding requests – summary

#	project title	agency	total cost (grant + match)	project summary
1	Two-Wheeled Transit Transition Funds	City of Eugene	\$315,000	Local bike share system. Operational costs.
2	Wheelchair Accessible Taxi Pilot	City of Eugene	\$150,000	Pilot program to provide wheelchair accessible taxi service. Administrative and operational costs.
3	Eugene-Florence Connector Route	Lane Council of Governments	\$740,000	7 days/week from Florence to Eugene. Route administration and operational costs.
4	LinkLane Category B Bus Purchase	Lane Council of Governments	\$385,000	Category B bus for the Eugene-Florence Connector.
5	Florence-Yachats Connector	Lane Council of Governments	\$385,000	7 days/week from Florence to Yachats. Route administration and operational costs.
6	Diamond Express	Lane Transit District	\$450,000	6 days/week between Oakridge and Eugene. Operational and preventive maintenance costs.
7	LTD Rural Shuttle	Lane Transit District	\$472,000	4 days/week serving three rural areas of Lane County. Operational, preventive maintenance, and mobility management costs.
8	Downtown Circulator - Pilot Extension	Lane Transit District	\$1,032,871	7 days/week service for Riverfront and Downtown Eugene. Operational costs.
9	Diamond Express Replacement Vehicle	Lane Transit District	\$900,000	New 40-foot bus for Diamond Express Oakridge-Eugene service.
10	Downtown Circulator Vehicle Replacement	Lane Transit District	\$900,000	New 40-foot bus for dedicated use on LTD's Downtown Loop.
11	Fixed Route Vehicle Replacement	Lane Transit District	\$900,000	New 40-foot bus for use on LTD's fixed route metropolitan area service.
12	UO Intercity Electric Bus Charging Project	University of Oregon	\$1,496,722	Vehicle charging infrastructure to electrify the ODOT Portland to Eugene bus corridor.
13	Replacement ADA Van	Confederated Tribes (CLUSI)	\$225,000	Replace 12-passenger van used to transport people with disabilities and other transit-dependent riders within the Tribe's service area.
Total cost, all projects			\$8,351,593	(grant amount plus match)
Total funding request, all projects			\$6,591,497	(excludes match)

Project 1

Two-Wheeled Transit Transition Funds

Applicant: City of Eugene

Summary

The City of Eugene seeks STIF Competitive Transit Grant funding to support operating costs for the regional bike share system as it transitions away from long-term private sponsorship by PeaceHealth. This funding will cover core operating costs, including system maintenance, rebalancing, customer service, and software platform needs. These investments will ensure uninterrupted service for riders while the City and other bike share program partners finalize a long-term public funding and governance model aligned with regional transportation goals.

This funding will bridge operating cost gaps as we sunset “PeaceHealth Rides” and work toward launching a new transit-integrated, and expanded bike share program in mid-2028. Continued bike share operations advance STIF objectives by providing low-cost, zero-emission mobility options for students, essential workers, and riders with limited transportation choices. The system strengthens first-and last-mile connections to LTD services, supports climate and equity goals, and maintains access to a vital transportation resource for neighborhoods with limited transit access.

The project stabilizes an important public mobility service during a critical transition and positions the system for long-term, community-centered success.

Funding request and project cost

task	total cost (grant + match)	grant vs match	
		required match: 20%	
		grant	match
Operations	\$315,000	\$252,000	\$63,000
Total:	\$315,000	\$252,000	\$63,000

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Project 2

Wheelchair Accessible Taxi Pilot Program

Applicant: City of Eugene

Summary

The Wheelchair Accessible Taxi Pilot Program is a communitywide effort to establish equitable, 24/7 taxi service for people who use wheelchairs and whose needs cannot be accommodated by existing taxi companies, transportation network companies (such as Uber), or paratransit services. The program aims to fill a long-standing accessibility gap by ensuring that riders who rely on mobility devices have the same on-demand travel options as other community members.

Funding request and project cost

task	total cost (grant + match)	grant vs match	
		required match: 20%	
		grant	match
Administration	\$9,375	\$7,500	\$1,875
New Pilot Operations	\$140,625	\$112,500	\$28,125
Total:	\$150,000	\$120,000	\$30,000

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Project 3

Eugene-Florence Connector

Applicant: Lane Council of Governments

Summary

The Eugene-Florence Connector begins and ends at the Eugene Amtrak Station with stops in both directions at the LTD downtown transit station, Veneta, Mapleton, Old Town Florence, and the Florence Grocery Outlet. Please see the Route Location Map and Photos attached. This route runs seven days per week with one AM, one midday and one PM round trip.

Fares are \$5.00 one-way and \$1.00 between Florence and Mapleton. The route interlines with public and private transit routes in both Florence and Eugene. In Florence, it connects with the Rhody Express for transit trips within Florence; the Florence-Yachats Connector for access to coastal Oregon north of Florence; and with the Coos County Area Transit's Florence Express for access to coastal Oregon south

of Florence. In Eugene, it connects with Lane Transit District's (LTD) transit network which reaches urban and rural Lane County at Eugene's downtown transit station as well as with the Amtrak Station for access to statewide and national destinations. Buses are ADA accessible. Each bus is equipped with bike racks.

The funding requested is for operational and administrative costs in FY2028. The funding includes contractor operational costs, vehicle maintenance, administration, and marketing costs.

Funding request and project cost

task	total cost (grant + match)	grant vs match	
		required match: 20%	
		grant	match
Administration	\$65,500	\$52,400	\$13,100
Operations	\$674,500	\$539,600	\$134,900
Total:	\$740,000	\$592,000	\$148,000

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Project 4

Link Lane Category B Bus Purchase

Applicant: Lane Council of Governments

Summary

The Florence-Yachats Connector links the rural, coastal communities of Florence and Yachats along Oregon's Highway 101 and serves as an important car-free transportation option for local community members and visitors along Oregon's premier coastline. Prior to this route's beginning of operations in 2018, the distance between Florence and Yachats was the only stretch along Highway 101 that did not have a transit option. This route now serves travelers between and beyond Florence and Yachats. It is an important modal option for people backpacking and biking along the coast. The Oregon Coast Trail is primarily "on road" along this stretch of highway, the Florence-Yachats Connector provides an alternate, safer mode for bicyclists and backpackers to traverse this stretch.

The route begins at the Florence Grocery Outlet where the Coos County Area Transit's Florence Express, Lane Transit District's Rhody Express, and Lane Council of Governments (LCOG) Eugene-Florence

Connector Route all interline. At the northern terminus, it links with the Lincoln County's Northwest Connector for transport along Highway 101 north of Yachats. The route operates 7 days per week from 7:30 AM to 7:25 PM with 4 round trips per day. It has one stop at Carl G. Washburne State Park and reaches its northern terminus at West 3rd Street and Pontiac Street in Yachats. The return route uses the same stops. Please see the Route Location Map and Photos attached.

The funding requested for this project is for route operational costs through FY2028. The operational funding includes contractor operational costs, vehicle maintenance, administration, and marketing costs.

Funding request and project cost

task	total cost (grant + match)	grant vs match	
		required match: 20%	
		grant	match
Administration	\$25,000	\$20,000	\$5,000
Operations	\$360,000	\$288,000	\$72,000
Total:	\$385,000	\$308,000	\$77,000

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Project 6

Diamond Express Oakridge to Eugene Service

Applicant: Lane Transit District

Summary

LTD proposes to continue an essential transportation project that serves as a direct link between the rural community of Oakridge and the Eugene/Springfield metropolitan area, approximately 45 miles west of Oakridge. The Diamond Express is the only public transportation service that links Oakridge and Westfir to the metro area, including hospitals, shopping, schools, and employment. The service also allows rural residents to access additional transit options, such as Amtrak and Link Lane. This project supports the transit network by serving the two main transit stations in the Eugene/Springfield area, a central hub for interregional transportation services.

The Diamond Express operates four round trips between Oakridge and Eugene on weekdays and two round trips on Saturdays. The Diamond Express makes multiple stops in Oakridge (including flag stops), two in Westfir, and up to seven stops in Eugene including University of Oregon, the Downtown Eugene LTD Transit Center, and the Eugene Amtrak station.

The primary Diamond Express bus is a 35-passenger vehicle with two spaces for persons who use a mobility device. This bus also includes a front-mounted bicycle rack that holds three bikes. The back-up vehicle for this service is also a 35-passenger full-size transit bus with two wheelchair securement bays. Because the back-up vehicle, a 2003 refurbished bus, is in marginal condition and requires frequent maintenance, LTD has also allocated a 19-seat cutaway bus¹ to this service as an additional back-up. LTD has applied for funding for a new full-size transit bus for this service.

Funding request and project cost

task	total cost (grant + match)	grant vs match	
		required match: 20%	
		grant	match
operations	\$430,000	\$332,000	\$98,000
preventative maint.	\$20,000	\$16,000	\$4,000
Total:	\$450,000	\$348,000	\$102,000

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¹ A cutaway is a small bus built on the chassis of a light or medium-duty van or truck. Cutaway refers to the rear portion of the van or truck being cut away from the cab.

Project 7

LTD Rural Shuttle

Applicant: Lane Transit District

Summary

LTD launched the LTD Rural Shuttle pilot service in March 2026. Three areas were selected: (1) South Lane County (rural areas surrounding Cottage Grove and Creswell); (2) the Mohawk Valley (serving the towns of Mohawk and Marcola); and (3) the Highway 36 corridor between Deadwood and Mapleton.

The three areas were selected to address the needs of unserved and underserved areas and populations within the rural portion of the county. Each service is intended to connect rural residents to services in larger rural cities such as Cottage Grove and Florence, and to provide lifeline connections to a public transit network as well as to the Eugene-Springfield metropolitan area. Notably, the Mohawk Valley and Highway 36 corridor from Deadwood to Mapleton have not previously been served by any public transit provider.

This is a prescheduled origin-to-destination service. Passengers must schedule rides by 4 p.m. the day before traveling. Fares on the South Lane Rural Shuttle are set at \$5.00 for one way and \$10.00 per round trip. The round-trip fare includes a complimentary LTD day pass for passengers who plan to continue their travels on LTD's fixed route system. Fares on the Mohawk Valley and Highway 36 Rural Shuttles are set at an introductory rate of \$2.50 for one way and \$5.00 per round trip. The roundtrip fare includes a complimentary LTD day pass or complimentary LTD Rhody Express day pass.

LTD plans to evaluate this pilot service throughout the 16-month pilot period, including regular monitoring of number of rides, revenue hours, revenue miles, and costs, as well as surveying both Rural Shuttle riders and residents of the selected rural areas.

A vehicle fleet supporting this service has already been procured and is operational. LTD is requesting additional funding to continue the current service for an additional 12 months.

Funding request and project cost

task	total cost (grant + match)	grant vs match	
		required match: 20%	
		grant	match
operations	\$430,000	\$346,000	\$84,000
preventive maint.	\$24,000	\$19,200	\$4,800
mobility management	\$18,000	\$14,400	\$3,600
total:	\$472,000	\$379,600	\$92,400

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Project 8

Downtown Circulator – Pilot Extension

Applicant: Lane Transit District

Summary

The Downtown and Riverfront Circulator is a critical initiative designed to address the evolving transportation needs of Downtown Eugene. As the area undergoes significant changes, including the development of new high-density housing in the Riverfront neighborhood and the establishment of a new City Hall at the Riverfront, it is essential to provide a transit solution that accommodates this growth and enhances mobility for all community members.

This project proposes continuing operations for a new (as of July 1, 2025) circulator service that connects key destinations, including LTD's Downtown Eugene Station, Eugene Depot (Amtrak Station), the Riverfront District, the new City Hall, housing for older adults and people living with disabilities, and other major points of interest within downtown. The service operates frequently (30-minute intervals) to facilitate short trips and will feature low or no fares to ensure accessibility for everyone, especially older adults, people with disabilities, and families with small children.

The project is designed as a fixed-route service, aligning with stakeholder recommendations from the recent Downtown and Riverfront Public Transportation and Shared Mobility Study. LTD anticipates the need for up to 7 vehicles and expects to provide 29,000 annual revenue hours (as defined by the National Transit Database). LTD will implement this service adhering to its program guidelines. This circulator significantly improves mobility within the downtown area, making it easier for residents and visitors to navigate the evolving urban landscape.

Funding request and project cost

task	total cost (grant + match)	grant vs match	
		required match: 20%	
		grant	match
Operations	\$1,032,871	\$826,297	\$206,574
Total:	\$1,032,871	826,297	\$206,574

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Project 9

Diamond Express Vehicle Replacement

Applicant: Lane Transit District

Summary

Lane Transit District is requesting a total project budget of \$900,000 to replace a 2003 refurbished full-size transit bus in marginal condition that is currently used in LTD's Diamond Express service with a new full-size transit bus.

LTD's Diamond Express service is the only public transportation service that connects the geographically-isolated communities of Oakridge and Westfir to the Eugene-Springfield metropolitan area. This service runs a long and challenging route along two-lane Oregon Highway 58, before joining I-5 near Goshen to head into Eugene. The Diamond Express operates an approximately 90-mile round trip four times a day on weekdays and two times on Saturday, for a total of almost 2,000 revenue miles per week. The length of the route, the speeds traveled, and road conditions all take their toll on the vehicles that are used on this year-round service.

The Diamond Express service currently uses two full-size transit buses, Bus 36, a 2023 40-foot Gillig transit bus, and Bus 16, a 2003 40-foot Gillig that is used as a back-up vehicle. LTD has also allocated a cutaway bus to this service as a back-up for Bus 16, which is frequently out of service due to its age and condition.

Diamond Express Bus 16 is a 2003 40-foot Gillig low floor bus, that was purchased refurbished from Complete Coach Works (CCW) in May of 2019. Mileage at the time of delivery was 64,545; currently (i.e., late March 2026), this vehicle has 390,931 miles on it. This vehicle is past its useful life considering the original age of the bus plus the miles and years in use from refurbishment and delivery dates. This vehicle is currently out of service pending repair of a cracked frame, a maintenance issue that is indicative of the age and marginal condition of this vehicle.

The replacement vehicle will be a clean diesel Category A 40-foot transit bus with 31 seats and two ADA wheelchair securement areas.

Funding request and project cost

task	total cost (grant + match)	grant vs match	
		required match: 20%	
		grant	match
Vehicle Acquisition	\$900,000	\$720,000	\$180,000
Total:	\$900,000	\$720,000	\$180,000

[break]

Project 10

Downtown Circulator Vehicle Replacement

Applicant: Lane Transit District

Summary

Lane Transit District is requesting funds to purchase a replacement 40' Lowfloor Gillig bus that will serve the Downtown and Riverfront Circulator. The Downtown and Riverfront Circulator is a critical initiative designed to address the evolving transportation needs of Downtown Eugene. As the area undergoes significant changes, including the development of new high-density housing in the Riverfront neighborhood and the establishment of a new City Hall at the Riverfront, it is essential to provide a transit solution that accommodates this growth and enhances mobility for all community members.

This project proposes continuing operations for a new (as of July 1, 2025) circulator service that connects key destinations, including LTD's Downtown Eugene Station, Eugene Depot (Amtrak Station), the Riverfront District, the new City Hall, housing for older adults and people living with disabilities, and other major points of interest within downtown. The service operates frequently to facilitate short trips and will feature low or no fares to ensure accessibility for everyone, especially older adults, people with disabilities, and families with small children. The project is designed as a fixed-route service, aligning with stakeholder recommendations from the recent Downtown and Riverfront Public Transportation and Shared Mobility Study.

The project anticipates the need for up to 7 new vehicles and expects to provide 29,000 annual revenue hours (as defined by the National Transit Database). LTD to implement this service, adhering to LTD's Pilot Program Guidelines and Mobility Management Framework. This circulator will significantly improve mobility within the downtown area, making it easier for residents and visitors to navigate the evolving urban landscape. The Downtown Circulator bus will feature specialized branding that identifies and advertises the Downtown and Riverfront Circulator.

Funding request and project cost

task	total cost (grant + match)	grant vs match	
		required match: 20%	
		grant	match
Vehicle Acquisition	\$900,000	\$720,000	\$180,000
Total:	\$900,000	\$720,000	\$180,000

[break]

Project 11

Fixed Route Vehicle Replacement

Applicant: Lane Transit District

Summary

LTD is requesting funding to purchase a new full-size bus to be used for fixed-route service. The new bus will replace a 2011 40 ft bus in marginal condition.

Funding request and project cost

task	total cost (grant + match)	grant vs match	
		required match: 20%	
		grant	match
Vehicle Acquisition	\$900,000	\$720,000	\$180,000
Total:	\$900,000	\$720,000	\$180,000

[break]

Project 12

UO Intercity Electric Bus Charging Project

Applicant: University of Oregon

Summary

The ODOT Public Transportation Division funds and manages the POINT intercity bus service. ODOT contracts with private transportation companies to operate the buses. The Cascades route connects Portland and Eugene. The buses are operated by MTRWestern.

Over the last several years, UO, MTRWestern, City of Eugene, Eugene Water & Electric Board (EWEB), and others have discussed the feasibility of operating electric buses on this route, which has the highest ridership of the four intercity routes. To facilitate this, an electric charging station is needed in Eugene.

There are two stops in Eugene. One is at the Jaqua Academic Center on the UO campus, at 1615 E 13th Ave. The other is at the Eugene Amtrak Station. This grant request is for funding to install a heavy-duty fast charger at the UO stop. This scope of the project also includes installing a new bus shelter and concrete bus parking pad in front of the charging infrastructure.

UO, Eugene, EWEB, and MTRWestern, are contributing in-kind services and equipment that will be applied toward the required match. Refer to the funding summary below.

Funding request and project cost

task	total cost (grant + match)	grant vs match	
		required match: 20%	
		grant	match
Administration	\$432,390	\$259,490	\$172,900
Equipment (charger, transformer, switchgear, contingency)	\$881,332	675,110	\$206,222
Facilities (bus shelter, bus parking pad)	\$183,000	\$183,000	\$36,600
Total:	\$1,496,722	\$1,197,378	\$299,344

Match detail

- Administration: in-kind contribution from UO and City of Eugene: \$172,900.
- Equipment: contribution from EWEB and UO (\$41,222) and MTRWestern (\$165,000) = \$206,222.
- Additional match: \$36,600 (source TBD).

[break]

Project 13

Replacement ADA Van

Applicant: Confederated Tribes of Coos, Lower Umpqua, and Siuslaw Indians (CTCLUSI)

Summary

CTCLUSI is requesting funding to replace the CTCLUSI Transportation Department's existing Category D ADA-accessible van, which has experienced persistent mechanical and operational issues since being placed into service. Frequent repairs, recurring system failures, and extended periods of downtime have reduced the vehicle's reliability and diminished the Department's ability to provide consistent transportation services to Tribal Elders, individuals with disabilities, and other transit-dependent riders throughout the Tribe's service area.

The proposed capital purchase is an ADA-compliant replacement vehicle procured through the Oregon Price Agreement (OPA) ADA Transit Vehicle program from an approved vendor. CTCLUSI has identified an Optimal Gas Low Floor Non-CDL Bus configured to accommodate up to 12 passengers, including two wheelchair positions. The low-floor design will improve accessibility, passenger comfort, and operational efficiency while meeting the transportation needs of riders with mobility limitations.

The replacement vehicle will be integrated into the Tribe's existing transportation program and will be used to provide access to medical appointments, social and family services, Tribal programs, cultural events, and other essential destinations throughout the five-county service area. By replacing an unreliable vehicle with a dependable ADA-accessible transit vehicle, the project will improve service reliability, reduce maintenance-related service interruptions, and ensure continued mobility for Tribal Elders and members with disabilities.

The project represents a cost-effective investment in the long-term sustainability of the Tribal transit fleet and directly supports the Tribe's goal of providing safe, equitable, and accessible transportation services to underserved populations in rural Oregon

Funding request and project cost

task	total cost (grant + match)	grant vs match	
		required match: 20%	
		grant	match
Vehicle Acquisition	\$225,000	\$180,000	\$45,000
Total:	\$225,000	\$180,000	\$45,000

Agenda Item 7

Driver education in Lane County

Presenter

Heidi Shayla – Lane Council of Governments

Action required

No action required. For information and discussion only.

Summary

Oregon has one of the nation's strongest teen driver education programs. The effectiveness of these programs, however, depends on whether families can access them.

In Lane County, longstanding barriers prevent thousands of teens, particularly those in rural areas or from income-limited families, from receiving the professional instruction that keeps all road users safe.

The Lane Council of Governments (LCOG) has researched this topic and prepared a report titled *Barriers and Opportunities: Rethinking Driver Education Access in Lane County*. The project was funded by a grant from ODOT.

At the August 12 meeting, Heidi Shayla – the author of the report – will present and discuss her findings. Her presentation is attached.

Attachment

Presentation (6 pages)

Barriers and Opportunities: Rethinking Driver Education Access in Lane County

Heidi Shayla
Driver Education Coordinator
Lane Council of Governments

1

Statistics for Teen Drivers: National

Teen drivers are **3x** more likely to be in a fatal crash than adults. Those crashes often result in other victims.

Teen drivers make up **3.7%** of all drivers in the U.S. but cause **9.1%** of all crashes and **6.1%** of fatal crashes.

Drivers **18–24** without professional driver's ed are **70%** more likely than their peers to be in a serious crash.

Nearly **2/3** of people killed in crashes involving young drivers are not the teen driver, but passengers, pedestrians, or occupants of other vehicles.

2

Statistics for Teen Drivers: Oregon

Oregon ranks **29th** in the U.S. for most teen-involved fatal deaths per capita.

In 2024, drivers aged 14-20 made up only **6.6%** of Oregon drivers, but were involved in **10%** of fatal crashes and more than **12%** of severe injury crashes

91% of the teenage drivers involved in crashes in Oregon had no professional driver education.

In Lane County in 2024, drivers 14-20 years old were involved in **53** severe injury crashes and **4** fatal crashes.

3

Does Professional Driver Education make a Difference?

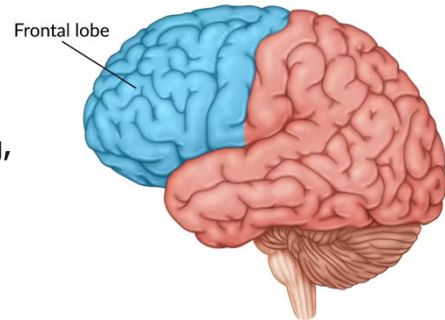
A national study found that teens who learn to drive from a parent or another adult who is not a professional driver education instructor are nearly **3x** more likely to be involved in a fatal crash than teens taught by professional driving instructors.

An Oregon study found that combining Graduated Driver Licensing with professional driver education results in a **48%** reduction in fatal and injury crashes involving teens.

4

Brain Science: The Frontal Lobe

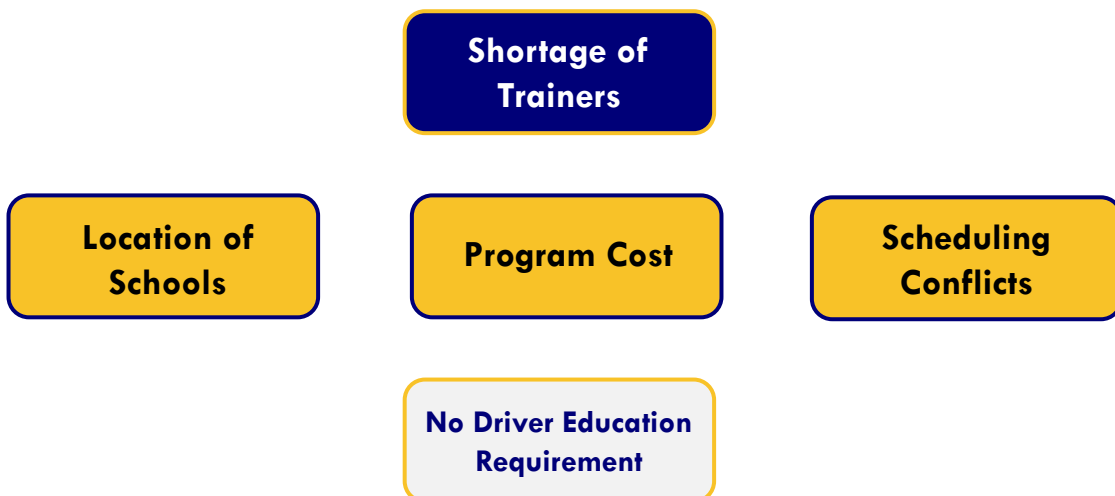
This region of the brain is responsible for cognitive functions like planning, decision-making, and impulse control, which are key to developing crucial driving-related skills.



Taking professional driver's education at 16-18 years old, when the frontal lobe is still maturing, provides risk-management education at a key moment in brain development, when new information and skill building can become more ingrained.

5

Barriers to Affordable & Accessible Driver Education in Lane County



6

Lessons for Lane County: What's Working Elsewhere?



Coquille
School District #8



7

Strategies to Increase Access to Driver Education

Build a Regional Consortium	Develop a Training Pipeline	Create a Local Scholarship Fund	Leverage Local Talent
Establish a regional driver education consortium modeled after Muskingum Valley Educational Service Center Driving School.	Build a local training pipeline for newly certified DE trainers to get real-world experience and make them job ready.	Launch a local driver education scholarship fund modeled after New Jersey.	Leverage school personnel and community members to teach BTW driver education modeled after the Coquille School District.

8

Statewide Strategies to Expand Teen Driver Education

Split Teen
Classroom &
behind-the-wheel
training

Invest in Quality
Online Curriculum

Split Instructor
Classroom &
Behind-the-
Wheel Training

Streamline
Instructor
Certification
Access

9

What We're Doing

- Partner with Lane ESD and other partners to expand driver education access in Lane County.
- Grow **LaneTeenDriver.org** with more resources for teens and parents.
- Recruit more driver education instructors in rural Lane County.



10

Thank You

Heidi Shayla

Driver Education Coordinator

hshayla@lcog-or.gov

Agenda Item 8

LaneACT Work Plan

Presenter

Bill Johnston – LaneACT staff

Action requested

Review the work plan developed by the Steering Committee. Additional suggested refinements will be considered.

Summary

ODOT requires the ACTs to update their work plans every two years (approximately). The LaneACT finalized their 2024-2025 work plan in January 2024.

ODOT recently provided the ACTs with a new template to use in developing their 2026-2027 work plans. LaneACT staff reviewed the template with the members at the previous meeting on June 10.

The Chair invited members to provide input for the Steering Committee to consider in developing the work plan for the LaneACT. Staff provided some suggested priorities, goals and topics to include. The members did not have any additional suggestions.

The Steering Committee met on July 15 to review staff's recommendations. They also discussed some additional refinements of their own.

Attached is the final version of the LaneACT 2026-2027 Work Plan. It is not too late for the members to suggest additional refinements. The Steering Committee can revise the document if necessary.

Attached

LaneACT 2026-2027 Work Plan (4 pages)

Work Plan

January 2026 – December 2027

July 2026 ¹

Contents

1. Overview
2. LaneACT officers
3. Areas of interest and priorities
4. Two-year goals and initiatives
5. Meeting topic plan
6. Public involvement
7. ACT membership
8. LaneACT charter
9. References

1. Overview

Area Commissions on Transportation provide a forum for local leaders to discuss regional transportation issues and provide input to the Oregon Transportation Commission (OTC), the Oregon Department of Transportation (ODOT), and other governing bodies and agencies, to inform their decisions.

According to the OTC Policy on Formation and Operation of ACTs, each ACT is expected to prepare a two-year work plan that identifies their general areas of interest and specific topics to discuss. The work plan is intended to help focus the activities of the ACT and clarify how the group will engage with decision makers and inform regional and statewide discussions on important transportation issues.

The LaneACT work plan includes specific topics identified by the OTC and ODOT that all the ACTs are expected to discuss during the work plan period (calendar years 2026-2027). The work plan also includes additional topics the LaneACT would like to discuss if time allows. Consistent with the direction provided by the OTC and ODOT, these topics have a transportation nexus and are limited to topics the LaneACT has an ability to influence.

2. LaneACT officers

(terms expire on 12/31/2026)

Chair: Jennifer Yeh – City of Eugene, City Councilor

Vice Chair: Ryan Ceniga – Lane County Commissioner

¹ This document was prepared by the LaneACT Steering Committee. It was finalized on July 15, 2026.

3. Areas of interest and priorities

- Safety – Reduce the frequency and severity of crashes on both state and local facilities.
- Active transportation – Improve bicycle and pedestrian facilities, and public transportation.
- Maintenance and preservation – Maintain the existing transportation system in a state of good repair.
- Resiliency – Upgrade bridges and roadways to withstand seismic events and the effects of climate change. Reduce reliance on motor vehicles.

4. Two-year goals and initiatives

- Exchange information – Keep members informed about federal, state, and local initiatives to improve the transportation system.
- Provide input – Provide input to ODOT and the OTC relating to planning documents, funding programs, project selection criteria, and specific projects.
- LaneACT member development – Provide training for new members. Encourage members to serve in leadership roles.
- LaneACT governance – Update governing documents to improve the organization and operation of the ACT.

5. Meeting topic plan

The following is a list of specific topics the LaneACT anticipates discussing during this work plan period (2026–2027). The list includes topics identified by ODOT, along with additional topics identified by the LaneACT. An approximate timeframe for discussing these topics is provided. Refer to the calendar of future meetings included in each LaneACT meeting packet for a more current list of topics planned for the upcoming six-month period.

A. Topics identified by ODOT

- Capital Investment Plan development
 - April 2026: Identify the top 3-5 investment/needs of highest interest to the ACT. Identify other investments of interest (no more than 10), using same considerations.
 - Early Fall 2026: Receive updates on projects under consideration
 - Late Fall 2026: Offer comment to the OTC on the draft CIP
- 2027-2030 STIP development
 - January 2026-April 2026: This phase will be reviewing the draft STIP that is out for public comment. OTC seeking input from the ACT.
- Safety & Transportation Safety Action Plan
 - Mid 2026 – Public Review
 - October 2026 – Adoption

- Connect Oregon Project Selection
 - Spring & Early Summer 2026: Review Period
- Oregon Highway Plan
 - 2nd half of 2026 - ACT engagement at key milestones, timeline to be determined.
- Climate Resilience [Executive Order 25-26](#)
 - Directs state agencies to take action to promote the resilience of our communities and natural and working lands and waters.
- Oregon Rail Plan
 - Summer 2026 - Public Review
 - Mid Fall 2026 – Adoption
- Oregon Freight Plan
 - Development underway

B. Additional topics identified by the LaneACT

- Invite ODOT and local agencies to present information on topics of interest to the LaneACT (as time allows).
- Receive updates on proposed legislation being considered by the Oregon Legislature (during the legislative session).
- Adopt a charter (by the end of 2026). Update the LaneACT Bylaws (by June 2027)..
- Fulfill other administrative responsibilities of the LaneACT (ongoing).

6. Public involvement

The LaneACT complies with Oregon Public Meetings Law (ORS 192.610 to 192.690). The LaneACT also complies with the public involvement expectations described in the *OTC Policy on Formation and Operation of ACTs* (updated 2026). All LaneACT meetings are advertised one week in advance (on the LaneACT webpage) and open to the public. Time for public comment is provided at the beginning of each meeting.

The LaneACT adopted a Public Participation Plan in 2013. It refers to the Oregon Public Meetings Law. It also identifies strategies for encouraging individuals and organizations with diverse points of view to participate in the LaneACT.

7. ACT membership

The LaneACT membership is specified in the LaneACT Bylaws. The membership complies with the guidelines provided in the *OTC Policy on Formation and Operation of ACTs*.

The LaneACT Bylaws allow for 28 to 30 voting members. The LaneACT has formally authorized 28 positions. Three of the 28 positions are currently vacant (trucking, rail, disability community

representative). Three local government members are non-participating (Dunes City, Westfir, and Junction City). Two local government members are temporarily inactive (Cottage Grove and Lowell). In total, there are 19 active members. The requirement for a quorum is 12.

The bylaws will be updated later this year (2026) or early next year to create a new position for the Coquille Indian Tribe. They own property in Lane County and recently asked to be included as a member of the LaneACT.

LaneACT staff periodically initiates an effort to recruit new members and reach out to inactive members. Staff also relies on current members to help identify candidates to fill special interest positions. There will be an outreach effort later this year (2026).

8. LaneACT Charter

The LaneACT has not yet adopted a charter. LaneACT staff received the charter template developed by ODOT staff in February. The LaneACT Bylaws Committee is in the process of adapting the template for the LaneACT. The LaneACT's goal is to adopt a charter by the end of 2026. In the meantime, the LaneACT Bylaws will continue to serve as the governing document for the LaneACT.

After the charter is adopted, the bylaws will be updated to remove the redundant provisions that are included in the charter. The bylaws will still be needed. They include more detailed operating procedures that are not included in the charter. The LaneACT Bylaws and other operating documents can be viewed and downloaded from the LaneACT webpage.

The charter template includes a code of conduct as an appendix. When the LaneACT adopts the charter they will also adopt the code of conduct.

9. References

The LaneACT operating documents can be viewed and downloaded from the LaneACT webpage. [\[link\]](#)

Future meetings and topics

updated August 5, 2026

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.
- **ODOT Capital Investment Plan** – 30 min. Ken Shonkwiler, ODOT
- **LTD Long Range Mobility Plan (Connect 2045)** – 25 min. Dave Roth, LTD

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
- **Coquille Indian Tribe: Introduction** – 15 min. Matt Jensen, Transportation Planner
- **LTD Mobility-Enabling Service Hub (MESH) digital trip planner** – 20 min. Brandon Melton
- **Adopt LaneACT Charter** (tentative) – 20 min. Matt Michel – Bylaws Committee Chair

January – no meeting this month

February 10, 2027

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

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

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@lcoog-or.gov		N.A.	2010	N.A.	alternate?
	Central Lane MPO	alternate	Brenda	Moore	Executive Director	bmoore@lcoog-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	klkohl@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 SRTS Coordinator	mshull@lcoog-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.

EOR