

## Meeting Agenda

**February 11, 2026**

**5:30 – 7:30 PM**

**This meeting will be conducted in-person with a videoconference option**

The meeting will be held at the ODOT office in Springfield – 2080 Laura St

**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

- **Draft 2027-2030 STIP** (public meeting)
- **OTC Vice Chair Lee Beyer**
- **LTD Coordinated Public Transit Plan**
- **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.*
  - a. Introduce new members (Kori Rodley, Springfield City Councilor)
- 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. Public comments on the 2027-2030 Statewide Transportation Program (STIP) will also be allowed during item 6.*

4. **Announcements and information sharing** (10 minutes) 5:45
- a. Announcements from the Chair – Jennifer Yeh
  - b. ODOT update – Vidal Francis
  - c. Central Lane MPO update – Paul Thompson
  - d. Member updates – all (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 December 10 meeting (page 4)
6. **Draft 2027-2030 STIP** (public meeting, 15 min.) 6:00
- Summary:** ODOT began developing the 2027-2030 Statewide Transportation Improvement Program (STIP) in 2023. The Oregon Transportation Commission will adopt the final document later this year. This item on the LaneACT agenda will serve as a public meeting. Members of the public and the LaneACT are invited to provide comments on the projects within the LaneACT area (or other projects) that are included in the draft STIP.
- Presenter:** Ian Roholt – Interim ODOT Area 5 Manager
- Attachments:** topic summary, list of projects, slide presentation (page 8)
7. **Coordinated Public Transit–Human Services Transportation Plan** (20 min.) 6:15
- Summary:** The Coordinated Plan, as it is referred to, guides how the Lane Transit District and its community partners provide transportation services for older adults, people with disabilities, and others with limited access to these services. LTD, with assistance from the Lane Council of Governments, is currently updating the plan. Staff will provide an update on the effort.
- Presenters:** Kerry Aszklar – LTD; Dan Callister – LCOG
- Attachments:** topic summary, slide presentation (page 20)
8. **OTC Commissioner Lee Beyer** (15 min.) 6:35
- Summary:** Lee Beyer, Vice Chair of the Oregon Transportation Commission, will be attending this LaneACT meeting. The Commissioner will provide an update on OTC activities and respond to questions from the members.
- Attachment:** none

(continued)

**9. ODOT Capital Investment Plan – LaneACT priorities** (35 minutes) 6:50

**Summary:** ODOT is implementing a new process for developing the Statewide Transportation Improvement Program (STIP). ODOT and the OTC are asking the ACTs to identify priority projects to include in the new Capital Investment Plan, to be further evaluated. Some of the projects included in the CIP will eventually be programmed for funding in a future STIP. This is the first of two discussions the LaneACT will have on this topic.

**Presenter:** Vidal Francis – Area 5 Manager; Bill Johnston – Area 5 Planner

**Attachments:** topic summary, instructions, slide presentation (page 28)

**10. Future meetings and topics** (5 minutes) 7:25

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

**Presenter:** Bill Johnston – LaneACT staff

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

**Additional attachments** (for information only)

- Future meetings and topics (page 43)
- LaneACT member roster (page 44)

**Upcoming meetings**

- No LaneACT meeting in March
- March 18 (Wednesday) – Steering Committee (9:00–10:00)
- April 8 (Wednesday) – LaneACT (5:30–7:30)
- No LaneACT meeting in May
- May 20 (Wednesday) – Steering Committee (9:00–10:00)

**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](mailto: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](mailto:ODOTeeo@odot.oregon.gov)

## Lane Area Commission on Transportation

### December 10, 2025 meeting minutes

- Format:** This meeting was conducted by videoconference
- Present:** (members eligible to vote at this meeting, alphabetical by last name)  
(17 members present; 12 members required for quorum)  
Nancy Bell – Coburg (alternate)  
Doug Barrett – Confederated Tribes  
Bryan Cutchen – Oakridge  
Tiffany Edwards – special interest (economic development)  
Vidal Francis – ODOT  
Shelley Humble – special interest (airports)  
Clark Kent – Creswell  
Ken Kohl – Lane County Transportation Advisory Committee (LC TrAC)  
Matt Michel – Veneta (alternate)  
Steve Moe – Springfield  
August Murphy – Florence (alternate)  
Heather Murphy – Lane Transit District  
Pete Petty – Highway 126 East  
Megan Shull – special interest (bicycle & pedestrian)  
Becky Taylor – Lane County (alternate)  
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), Curtis Thomas (Creswell)
- Absent:** (primary voting members not represented by an alternate): Brodie Hylton (special interest), vacant (Port of Siuslaw), Rob Zako (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), John Boren (ODOT), Rob Inerfeld (Eugene), Matt Jensen (Coquille Indian Tribe), Brandon Melton (LTD), Cassidy Mills (Lane County), Don Nordin (individual), Amanda Pietz (ODOT), Jo Rodgers (Lane County Public Health)

#### 1. Call to order

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

Before proceeding with the agenda, she introduced Matt Jensen from the Coquille Indian Tribe. She explained that the tribe has asked to become a full voting member of the LaneACT. The bylaws will need to be updated first (later in 2026). Until then, Mr. Jensen will be attending meetings as a guest. (The LaneACT Steering Committee discussed this on November 19.)



Mr. Jensen introduced himself. He is the land use and transportation planner for the tribe. (He is not a member of the tribal council.) He represents the tribe as a voting member of the Southwest ACT (Coos, Curry and Douglas Counties). The tribe has asked to become a member of the LaneACT because they own land in Lane County and have trust status.

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

Bill Johnston (LaneACT staff) proposed rearranging the order of topics so that Amanda Pietz from ODOT could discuss the Capital Investment Plan earlier in agenda. He displayed a revised agenda that he provided to Chair Yeh earlier in the day (by email). No one objected.

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

None.

## **4. Consent items** (action item)

The members approved the minutes from the October 8 meeting.

## **5. LaneACT officer election** (action item)

Vidal Francis presented the recommendation of the LaneACT Officer Nominating Committee. The committee recommend electing Jennifer Yeh (Eugene City Councilor) to serve a second term as Chair, and Ryan Ceniga (Lane County Commissioner) to serve as Vice Chair.

Chair Yeh asked if any of the members wanted to nominate others to be considered for election. No one responded so the Chair proceeded with the election.

Outcome: The members agreed by consensus to appoint Jennifer Yeh and Ryan Ceniga to serve as Chair and Vice Chair for 2026.

## **6. Connect Oregon Federal Grant Match Program** (action item)

ODOT asked the LaneACT to provide a recommendation to either approve or not approve a request, from ODOT, for funds to construct an additional rail siding at the Eugene Station for passenger trains to layover. Bill Johnston (LaneACT staff) introduced the topic. John Boren (ODOT Freight Program Manager) was available to answer questions. The meeting packet included a summary memo explaining the Connect Oregon Program and a project description.

Outcome: The members agreed by consensus to recommend the project for funding.

## **7. ODOT Capital Investment Plan**

Amanda Pietz (ODOT Policy, Data & Analysis Division Administrator) provided a presentation describing the new Capital Investment Plan and the ACTs' role in helping ODOT to develop the document. The meeting packet included a summary memo describing the effort and a copy of the slide presentation.

After Ms. Pietz finished her presentation, Chair Yeh asked if there were any questions or comments. Clark Kent (Creswell) commented that it is important that the needs of smaller communities aren't overlooked in this process.

Vidal Francis asked Ms. Pietz to clarify the distinction between the top recommended projects (3-5) and the second tier of recommended projects (up to 10). He also wanted to know if the ACT needs to provide a rationale for including them. Ms. Pietz explained the distinction between the two tiers. She clarified that the ACT doesn't need to recommend the maximum number of projects (15). She also clarified that it would be helpful if the ACT provided a rationale but it is not essential.

Mr. Francis also asked about local match. Ms. Pietz agreed that the ability of a local government to contribute their own funds could be considered in selecting projects.

## **8. Lane County Transportation Equity Assessment**

Jo Rodgers from the Lane County Public Health Department provided a presentation describing the study her agency is preparing. The ODOT Innovative Mobility Program is funding the study. The meeting packet included a summary memo describing the project and a copy of the slide presentation.

After Ms. Rodgers finished her presentation, Chair Yeh asked if there were any questions or comments. Bill Johnston noted that the study won't be completed until 2027. He suggested Ms. Rodgers could provide an update for the LaneACT at a future meeting. Vidal Francis suggested the study look at state and local policies to determine if they are somehow limiting access to transportation.

## **9. Announcements and information sharing**

Chair Yeh provide her update. She noted that OTC Vice Chair Lee Beyer said he will be attending more LaneACT meets in 2026.

Vidal Francis provide an update on ODOT activities. He noted the current ODOT director Kris Strickler is leaving the agency at the end of December. The Governor has appointed Lisa Sumption from the Oregon Parks Department to serve as the interim director.

Mr. Vidal also commented on the referendum to repeal Senate Bill 3991 which provides additional funding for ODOT. He noted that ODOT currently has over 750 vacancies.

He noted that the next LaneACT meeting in February will be an in-person meeting (with a videoconference option). It will serve as a public meeting to allow the public to comment on the draft 2027-2030 Statewide Transportation Improvement Program (STIP).

Paul Thompson provided an update on Central Lane MPO activities. The MPO Policy Board met on December 4. They adopted a new Regional Transportation Plan (RTP), Air Quality Conformity Determination (AQCD), and Congestion Management Process (CMP). Mr. Thompson also noted that the MPO is currently considering requests for funding from local agencies for specific projects. The public comment period is open through the first week in February.

Bill Johnston provided a preview of future meetings and topics. He referred to summary included in the meeting packet.

Steve Moe from Springfield was the only member who had information to share. He noted that the Mill Street improvements will be completed in February. Vidal Francis explained that ODOT has been involved in that project, and the Laura Street project.

Mr. Moe asked Mr. Francis about the westbound Willamette River Bridge that ODOT is refurbishing. He wanted to know when the bridge will be closed and how traffic be detoured. Mr. Francis explained that the bridge will be closed for a few days in January. Traffic will be rerouted to the eastbound bridge. ODOT is coordinating closely with the city, LTD, the fire department, and other emergency service providers.

## 10. Adjourn

Chair Yeh adjourned the meeting early at 7:02 p.m. She noted that the next meeting will be in February.

### Notes

1. This meeting was conducted by videoconference using Microsoft Teams. It was recorded in video format. A verbatim transcript was automatically generated by Teams. 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 February 4, for the LaneACT to review and approve at the February 11 meeting.
4. Corrections, if any, will be noted in the minutes from the February 11 meeting (or the following meeting, if there is not a quorum of members present to approve the minutes).

Agenda Item 6

**Draft 2027-2030 STIP**

**Presenter**

Vidal Francis – ODOT Area 5 Manager

**Action requested**

No action required. For information only. The LaneACT members and the public are invited to ask questions and provide comments, either in writing at this meeting or on the ODOT website later. The public comment period is open January 22 – March 31.

**Summary**

ODOT began developing the 2027-2030 Statewide Transportation Improvement Program (STIP) in 2023. The Oregon Transportation Commission (OTC) will adopt the final document in June.

At the February 11 LaneACT meeting, ODOT staff will provide a presentation explaining how the STIP was developed. A copy of the presentation is attached. A draft list of the projects in the LaneACT area that ODOT is recommending for funding is also attached.

This item on the LaneACT agenda will serve as a public meeting. Members of the public are invited to ask questions and provide comments. Ordinarily comments from the public are only allowed at the beginning of the meeting.

Formal comments, from either the public or LaneACT members, need to be submitted in writing. Forms will be provided at the meeting. Comments can also be submitted electronically on the ODOT online open house webpage or by email. Refer to the links provided below.

**Attachments**

- A. Draft 2027-2030 STIP project list (1 page)
- B. Slide presentation (10 pages)

**To submit comments**

1. Go to the STIP webpage: <https://www.oregon.gov/odot/STIP/Pages/index.aspx>
2. Click: [Visit our online open house](#)
3. Click: Provide Feedback

You can also submit comments by email: [ODOT.STIP@odot.oregon.gov](mailto:ODOT.STIP@odot.oregon.gov)

## 2027-2030 STIP projects in the LaneACT area

A	B	C	D	E	F	G	H	I	J
Scoping number	KN	Project name	Phase	Phase year	Total cost	Funding program	Administrator	Area	MPO
2730_00060	24156	Washington St: 13th Ave - 22nd Ave (City of Eugene)	PE	2027	\$ 126,000.00	Region 2 ARTS	LOCAL/CERT	5	Eugene-Springfield
			CN	2029	\$ 291,000.00	Region 2 ARTS			
2730_00062	24157	Franklin Blvd: Glenwood Blvd - Henderson Ave (Springfield)	PE	2027	\$ 686,000.00	Region 2 ARTS	LOCAL/CERT	5	Eugene-Springfield
			RW	2028	\$ 161,000.00	Region 2 ARTS			
			UR	2028	\$ 25,000.00	Region 2 ARTS			
			CN	2029	\$ 1,590,000.00	Region 2 ARTS			
2730_00080	24225	E 24th Ave: Amazon Shared-Use Path - Agate St (Eugene)	PE	2027	\$ 305,000.00	Region 2 ARTS	LOCAL/CERT	5	Eugene-Springfield
			CN	2029	\$ 707,000.00	Region 2 ARTS			
2730_00199	24235	OR99: N Mill St. and Cloverdale Rd. (Creswell)	PE	2027	\$ 1,295,000.00	Fix-it Region 2	ODOT	5	N.A.
	CIP		RW	2029	\$ 440,000.00	Fix-it Region 2			
	CIP		UR	2029	\$ 20,000.00	Fix-it Region 2			
	CIP		CN	2029	\$ 3,750,000.00	Fix-it Region 2			
2730_00045	24265	OR36: MP 15.01 Hollo Creek Culvert Replacement	PE	2027	\$ 1,902,521.00	HB2017 Culverts / Fish	ODOT	5	N.A.
	CIP		RW	2028	\$ 250,000.00	Fix-it/Fish Passage			
	CIP		CN	2030	\$ 10,000,000.00	Fix-it/Fish Passage			
2730_00038	24091	I-5: NB Overpass connecting I-5 to Beltline Hwy WB	PE	2027	\$ 1,940,000.00	Bridge & Bridge Seismic	ODOT	5	Eugene-Springfield
	CIP		CN	2029	\$ 11,660,000.00	Bridge & Bridge Seismic			
2730_00271	22422	River Road-Santa Clara Pedestrian and Bicycle Bridge (Eugene)	RW	2028	\$ 45,000.00	OR Community Paths	LOCAL/CERT	5	Eugene-Springfield
			UR	2029	\$ 1,050,000.00	OR Community Paths	LOCAL/CERT		
2730_00272	24210	Veneta-Elmira Multi-Use Path (Lane County)	RW	2027	\$ 130,000.00	OR Community Paths	LOCAL/CERT	5	
			UR	2028	\$ 130,000.00	OR Community Paths	LOCAL/CERT		
			CN	2029	\$ 3,295,500.00	OR Community Paths	LOCAL/CERT		
Bridge	24369	London Road: Coast Fork Willamette River Br (Lane County)	PE	2026	\$ 460,000.00	Local Bridge Program	LOCAL/CERT	5	
			RW	2028	\$ 60,000.00				
			CN	2029	\$ 1,270,000.00				

### Notes

1. This worksheet was reformatted by Bill Johnston on 01/29/2026. The original worksheet (dated 10/29/2025) includes all Region 2 projects. The London Road bridge project (24369) was added on 12/06/2025.
2. This is the draft 100% list. It has not yet been adopted by the Oregon Transportation Commission (OTC).
3. All of the OR Community Paths projects are FR: SW Off-Sys Biked.
4. CIP in column B indicates the STIP only includes funding for the preliminary engineering phase (PE). A placeholder for future right of way (RW), utility relocate (UR), and construction (CN) funding will be included in the CIP.

# Draft 2027-2030 STIP Public Comment

The public is invited to provide comments on the draft STIP at the  
LaneACT meeting on February 11, 2026

The public comment period is open through March 31



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## Statewide Transportation Improvement Program (STIP)

### What is the STIP?

#### Capital Program Funds

Federal (FHWA & FTA) & State Funds

Construction Projects on State & Local Roads

Public & Active Transportation Programs & Projects

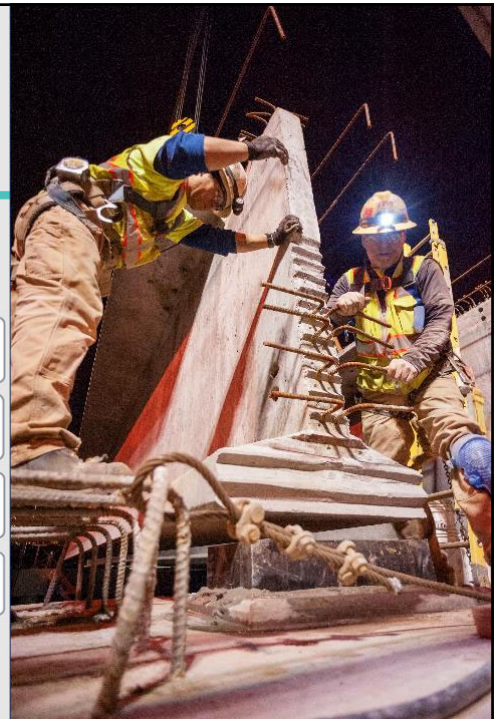
### What is NOT in the STIP?

Maintaining & Operating State Highways

State Highway Fund to Cities & Counties

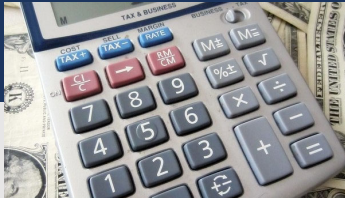
Revenue & Administrative Functions

State-Funded Multimodal Grant Programs: STIF/CO



2

## Three Phases of '27-'30 STIP Development



Funding Allocation  
2023



Project Selection 2024-  
2025



Public Review &  
Approval 2026

3

## STIP Funding Categories

<b>FIX-IT</b> Projects that preserve or fix the state highway system (pavement, bridges, culverts, etc.)
<b>SAFETY</b> Projects focused on reducing fatal and serious injury crashes
<b>PUBLIC AND ACTIVE TRANSPORTATION</b> Bicycle, pedestrian, public transportation and transportation options
<b>LOCAL GOVERNMENT PROGRAMS</b> Funding to cities, counties, and others for priority projects
<b>ADA CURB RAMP DELIVERY PROGRAM</b> Curb ramp construction for accessible sidewalks
<b>OTHER FUNCTIONS</b> Workforce development, planning, data collection and other programs using federal money
<b>UNALLOCATED / FLEXIBLE</b> Discretionary funds approved by the OTC

4

4



## OTC Allocation

Category	2021-2024 STIP	2024-2027 STIP	2027-2030 STIP
Fix-it	1,024,937,739	1,004,248,351	640,053,025
Public and Active Trans. (PAT)	750,000,000	800,000,000	583,824,096
ADA	90,500,000	310,660,686	625,000,000
Local	534,583,562	535,732,694	461,898,337
Safety	174,207,738	189,728,305	177,472,200
Enhance	711,580,261	200,000,000	-
Other	274,800,989	317,290,521	387,614,693
Unallocated	Distributed above	Distributed above	70,571,954
Total	3,560,610,289	3,357,660,557	2,946,434,305

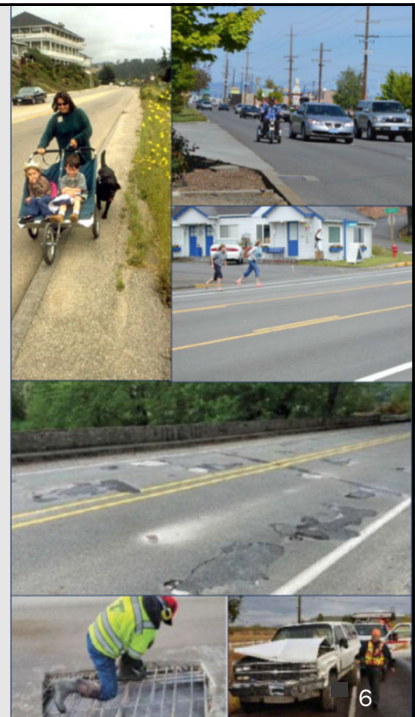
### Major Changes in the 2027-2030 STIP

- 40% reduction in Fix-It funding
- Doubling of ADA funding, but reduction of nearly 30% of PAT funding
- Zeroed out historic discretionary programs like Enhance and Mass Transit
- Reduced other historic discretionary programs like Elderly and Disabled
- Even with these major reductions, only able to maximize \$70M in unallocated funds (Great Streets)

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## Projected Outcomes of 27-30 Funds

- Only paving interstates in this timeframe
- More bridges will be load rated
- Unable to address gaps in the pedestrian/bicycling network
- Significant reduction in asset maintenance and preservation across all modes

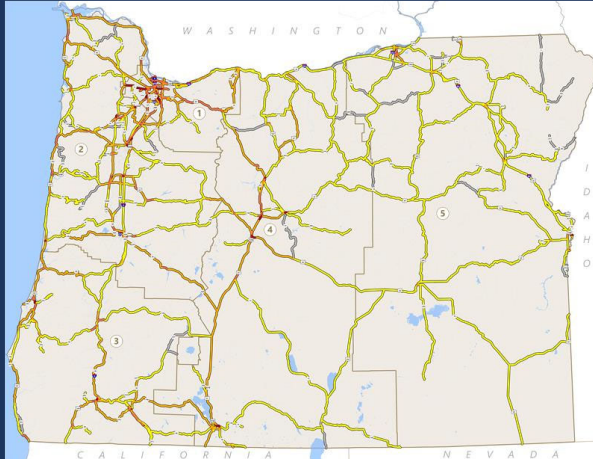


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## Great Streets (\$70 million)

- Addresses multiple needs within a single project to create more complete streets.
- Accountable for improving outcomes including safety, equity, climate and more.
- Focuses on state highways that operate as main streets and other state highway corridors where the top priority multimodal transportation needs intersect.
- Leverages other funds.



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### Project Selection

- Project concepts come from management systems and data (particularly for Fix-It and Safety), past commitments, plans and studies, community interest, etc.
- In selecting projects, we consider system performance impacts and stakeholder input



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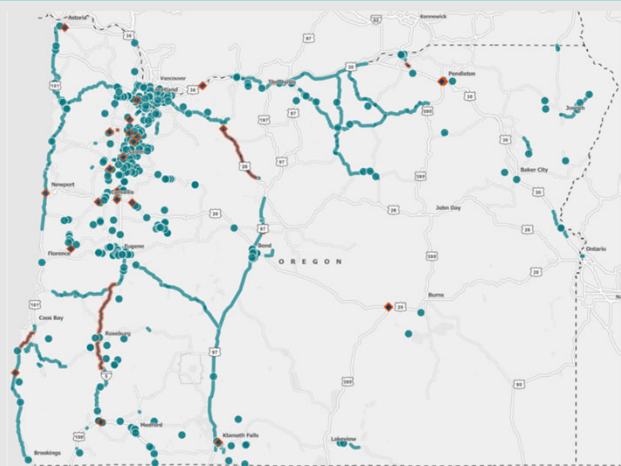
## Changes in Programming the STIP: Transition towards the CIP

- ODOT is developing a Capital Investment Plan (CIP), showing the projects ODOT intends to move forward on the state system over a 10-year period
  - The first CIP will cover years 2027-2037, with the 2027-2030 STIP being the first four years
  - In the future, all ODOT projects in the STIP will come from the CIP
  - The CIP will be updated annually, adding a year
  - The STIP will move to annual updates, shortening the time between programming and spending
  - Only when projects meet certain readiness thresholds, will funding be programmed in the STIP

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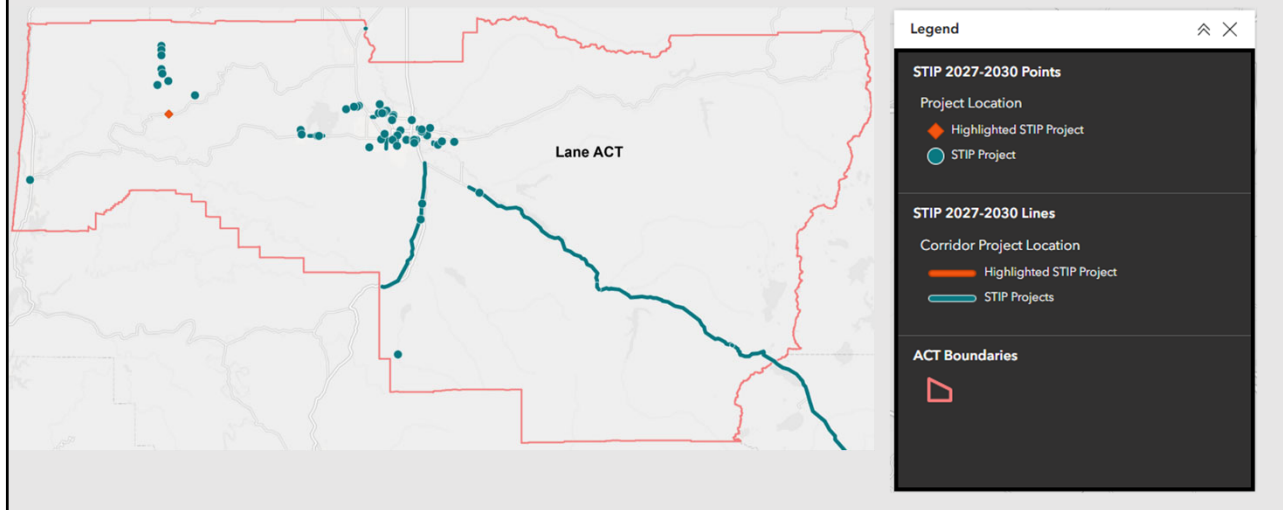
## 2027-2030 STIP Overview

- Carries forward projects started in previous STIP cycles
  - 76 new projects identified for 2027
  - 24 additional to be programmed in 2028-2030
    - Each year, ODOT will share which projects will be added prior to adding them to the STIP
  - In total 787 Projects in Statewide STIP
- 68 projects within Lane ACT



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## Lane ACT 27-30 STIP Projects



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## OR36: MP 15.01 Hollo Creek Culvert Replacement

- Highlights
  - Culvert Replacement & Fish Passage
  - Approx. \$1.9M
    - Design funding only
  - 2027 Kick Off
    - Need to meet State and Federal Fish passage
    - On ODFW priority list
    - Critical list for 10yr fish passage

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## OR99: N Mill St. and Cloverdale Rd. (Cresswell)

- Highlights
  - Signal replacement
  - Approx. \$1.3M
    - Design funding only
  - 2027 Kick Off
    - Install new signal poles designed to current standards
    - Construct new ADA ramps built to current standards
    - Pave the intersection and approaches

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## I-5: NB Overpass Connecting I-5 to Beltline Hwy WB

- Highlights
  - Repair the flyover bridge deck
  - Approx. \$1.9M
    - Design funding only
  - 2027 Kick Off
    - Remove contaminated concrete
    - Install new concrete to add strength and make a smoother ride

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## LaneACT Area Local Projects

(refer to project list for additional information)

- Washington St: 13<sup>th</sup> Ave – 22<sup>nd</sup> Ave (City of Eugene)
- Franklin Blvd: Glenwood Blvd – Henderson Ave (Springfield)
- E 24<sup>th</sup> Ave: Amazon Shared-Use Path – Agate St (Eugene)
- River Road – Santa Clara Pedestrian and Bicycle Bridge (Eugene)
- Veneta-Elmira Multi-Use Path (Lane County)
- London Road: Coast Fork Willamette River Bridge (Lane County)

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## Other ODOT Region 2 Projects (other areas)

- OR18: SE Lafayette Highway - SE Ash Rd (McMinnville)
- OR99W: NW Van Buren Ave (OR34) to SW Madison Ave (Corvallis)
- OR202: Culvert at MP 3.60 (Astoria)

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# Online Open House – Open Feb. 3 – March 20

**Highlighted Project:** I-84: Moffett Creek westbound bridge

**Welcome**  
Learn about the STIP  
FIND A PROJECT...  
Example Projects in Your Region  
Example Projects by Community Benefit  
Provide Your Feedback  
Map

**Details**  
County: Multnomah  
Estimated Cost Range: \$30 - \$50M  
Mileposts: 38.68  
Anticipated Construction Years: 2029 - 2031

**Project Description**  
The I-84 Moffett Creek westbound bridge deck and structure is not seismically resistant. The bridge deck has signs of wear, ruts, exposed rebar and damaged concrete. I-84 is a major east-west route across Oregon for freight. A bridge failure on I-84 would close the extremely important route for an extended duration, leading to significant bottlenecks on alternative routes. ODOT will remove and replace the existing I-84 westbound bridge over Moffett Creek in the Columbia River Gorge to meet current seismic standards.

**Expected Outcome**  
The new bridge structure will have an improved bridge deck, new guardrails and striping, a smoother travel surface, improved drainage and will be seismically resistant. The new bridge will also have wider shoulders for emergency use and for cyclists. Design and construction will be consistent with National Science Foundation Standards.

**State of Good Repair**  
Improve overall smoothness and drivability of the road's surface.  
When this project is complete, motorists and cyclists will have an improved travel surface on both the east and west bound lanes on I-84.  
**Increased durability and resilience for the bridge.**  
The project includes a new seismically resistant bridge structure with wider shoulders, built with reinforced earthquake-ready materials. The new bridge will have a foundation with large, reinforced concrete drilled shafts socketed deep into bedrock. Drilled shafts, crossbeams, bearings and superstructure will be designed, detailed and reinforced to meet current seismic standards on seismically I-84 bridge over Moffett Creek.

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## Public Comment Period

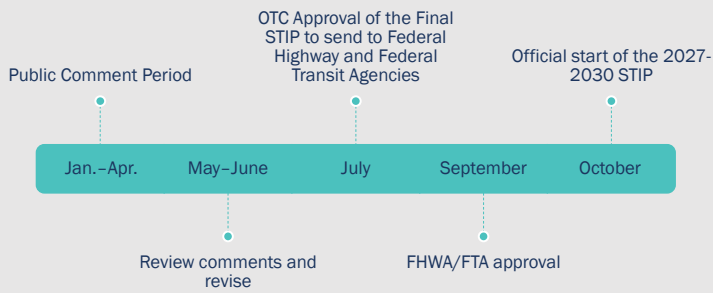
- January 22 – March 31, 2026
- Visit the online open house at:  
[Oregon Department of Transportation : Welcome Page : 27-30 STIP : State of Oregon.](#)

Comments can be submitted on the open house webpage. They can also be submitted by email or in person at the LaneACT meeting.



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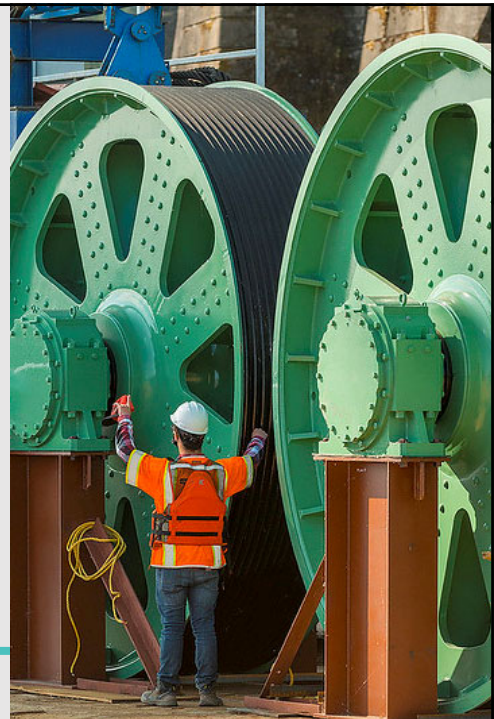
## Next Steps



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## Thank You

- Additional information about the STIP is available at: [www.oregon.gov/odot/STIP](http://www.oregon.gov/odot/STIP)
- Visit the online open house at: [Oregon Department of Transportation : Welcome Page : 27-30 STIP : State of Oregon.](#)
- Comments can be submitted on the open house webpage. They can also be submitted by email or in person at the LaneACT meeting.  
e-mail: [ODOT.STIP@odot.oregon.gov](mailto:ODOT.STIP@odot.oregon.gov).
- The public comment period closes March 31. The OTC will approve the final STIP in June.



20

Agenda Item 7

## **Coordinated Public Transit–Human Services Transportation Plan**

### **Presenters**

Kerry Aszklar – LTD; Dan Callister – LCOG

### **Action requested**

No action required. For information and discussion only.

### **Summary**

The Coordinated Plan, as it is sometimes referred to, guides how the Lane Transit District and its community partners provide transportation services for older adults, people with disabilities, and others with limited access to these services.

LTD is in the process of updating this document. They have contracted with the Lane Council of Governments (LCOG) to assist them.

At the February 11 LaneACT meeting, staff from LTD and LCOG will provide an overview of the document and describe the process for updating the plan. Attached is a copy of their slide presentation.

### **Attached**

Slide presentation (7 pages)





# Coordinated Plan

Presented to LaneACT

February 11, 2026

The background of this section is a photograph of a transit station, overlaid with a blue tint. It shows a modern building with large glass windows and a bus stop area. People are visible walking and standing near the bus stop.

# MISSION VISION VALUES

Connecting Our Community

In all that we do, we are committed to creating a more connected, sustainable, and equitable community

Respect, Integrity, Innovation, Equity, Safety, and Collaboration

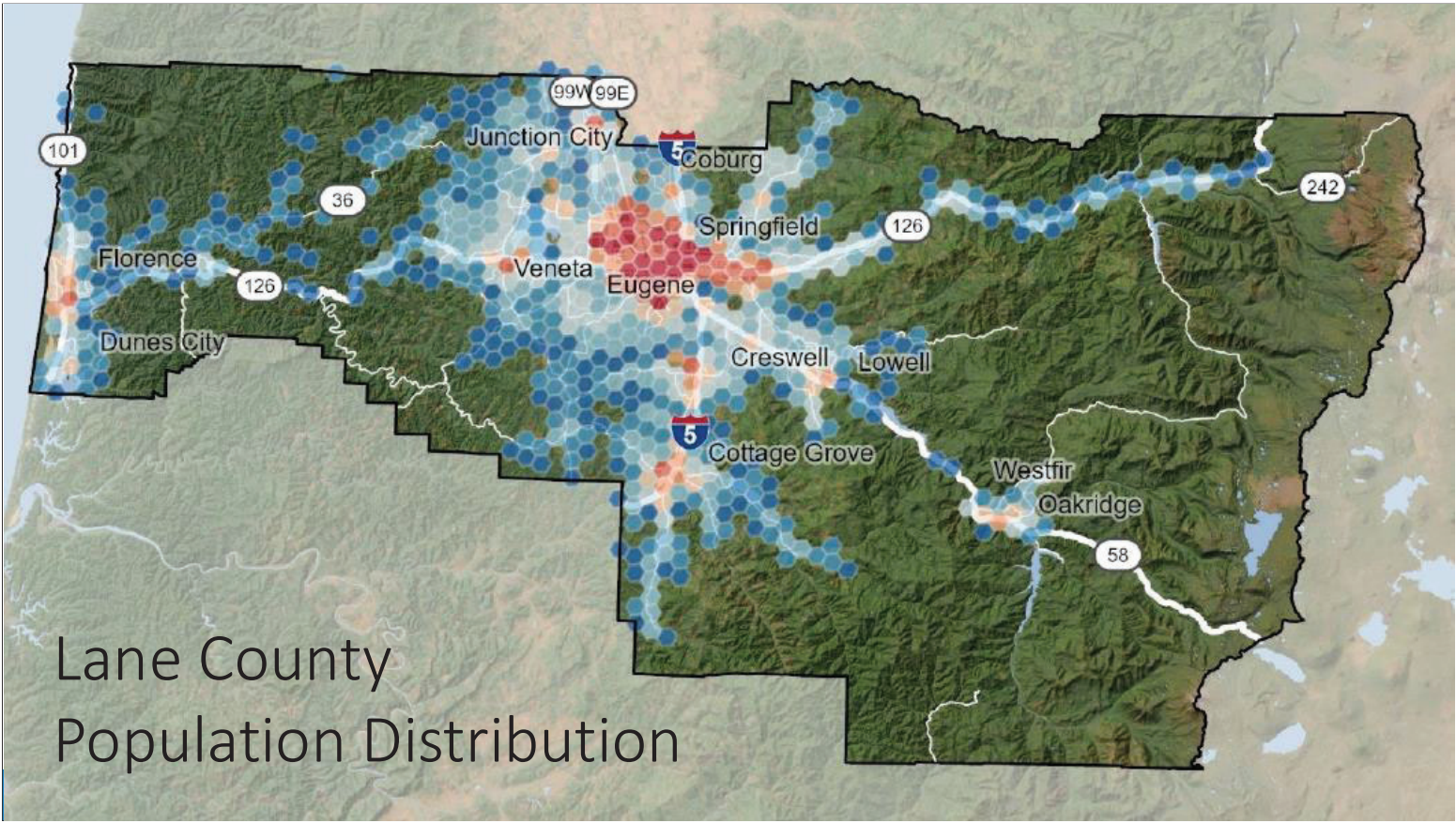
# What is the Coordinated Plan?

- Required by FTA
- Update to 2019 Plan
- Improve Transportation Services for
  - Older Adults (65+)
  - Individuals with Disabilities
- Identify Needs of Stakeholders
- Inventory Services
- Identify Gaps and Overlaps in Coverage
- Develop Priorities & Strategies to Guide Investments
- Steering Committee

## Plan Development Timeline

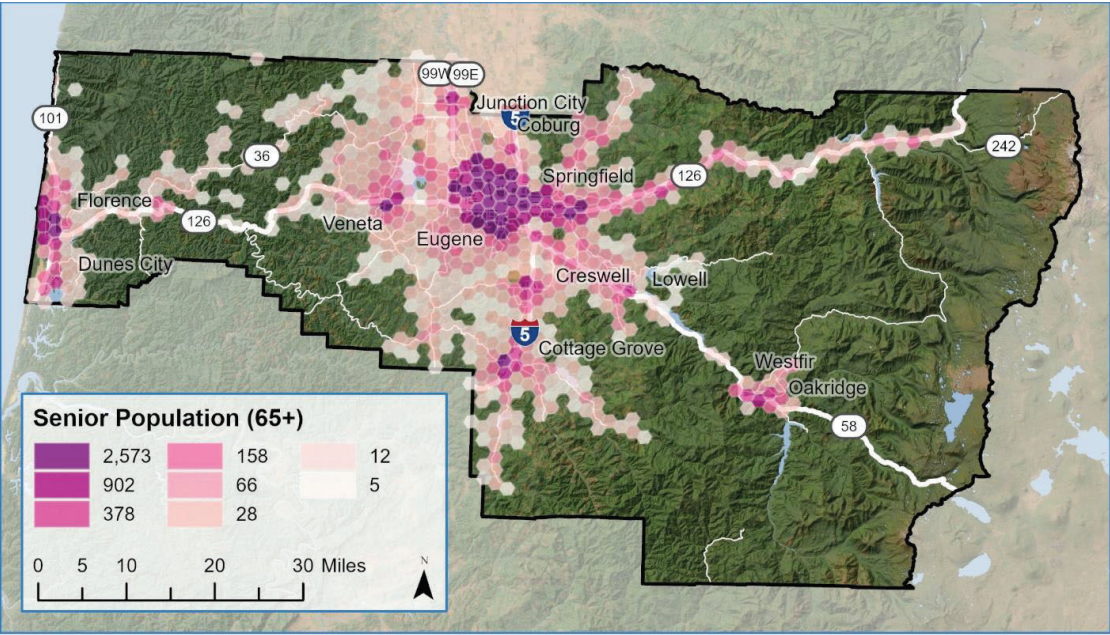
	2025							2026					
	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
<b>Policy Assessment</b>													
<b>Evaluation of Existing Conditions</b>													
<b>Needs Assessment</b>													
<b>Public Engagement</b>													
<b>Coordination Practices &amp; Projects</b>													
<b>Funding Resources</b>													
<b>Draft Final Plan</b>													





# Population Profiles: Older Adults

Pop Total	Percent of County
78,250	20%

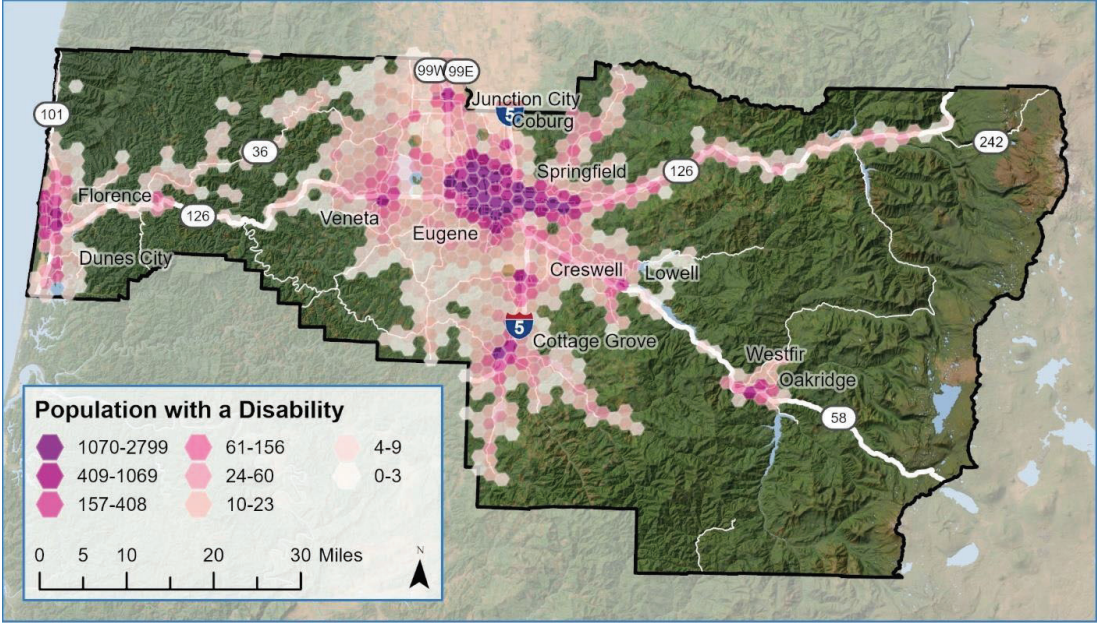


Sources: DLCD, US Census, LCOG Regional GIS, Earthstar Geographics



# Population Profiles: People Living with Disabilities

Pop Total	Percent of County
65,245	17%



## Summary of Services



Fixed Route Bus Service



Demand-Response Service

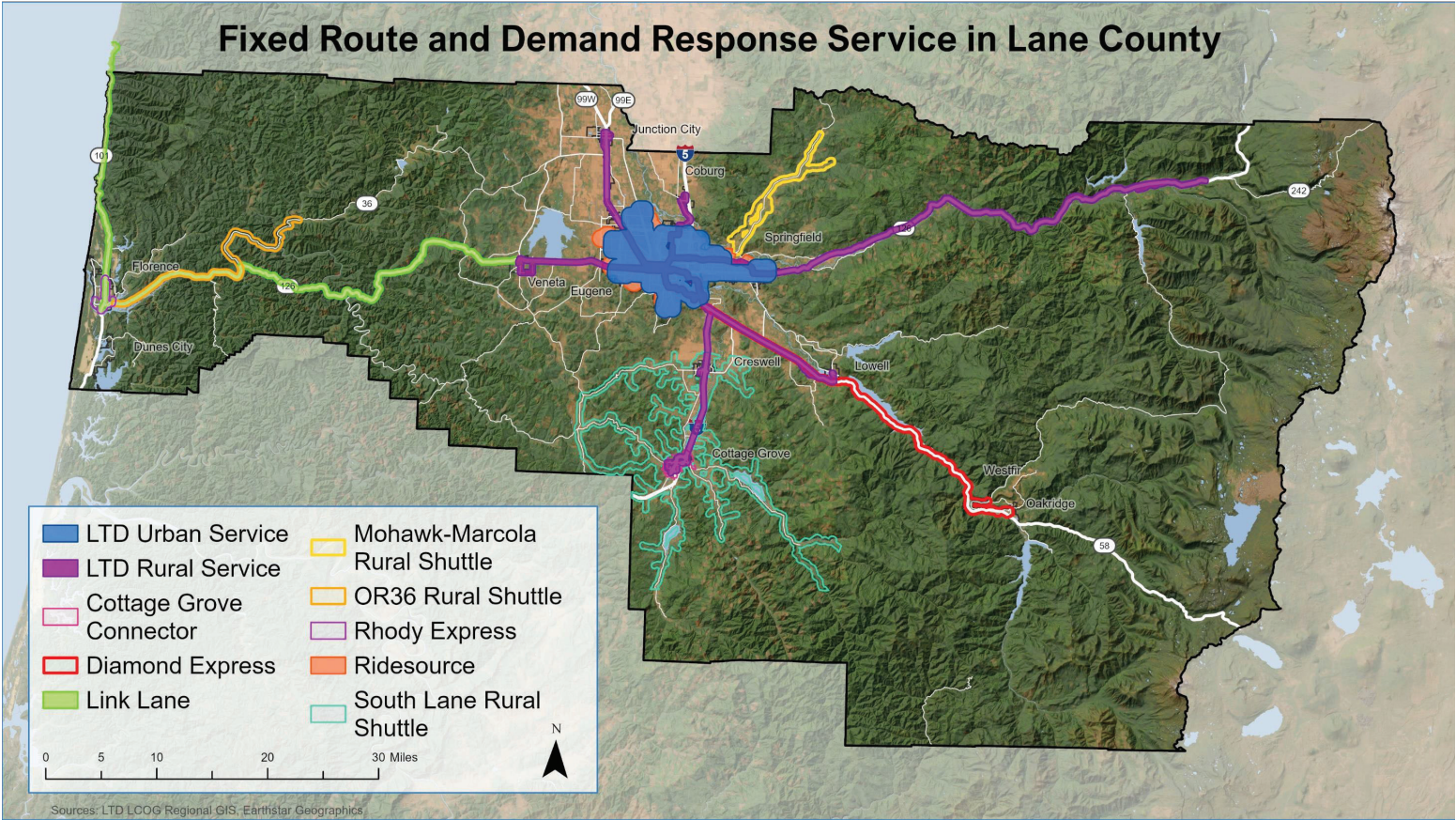


Other Services in Lane County



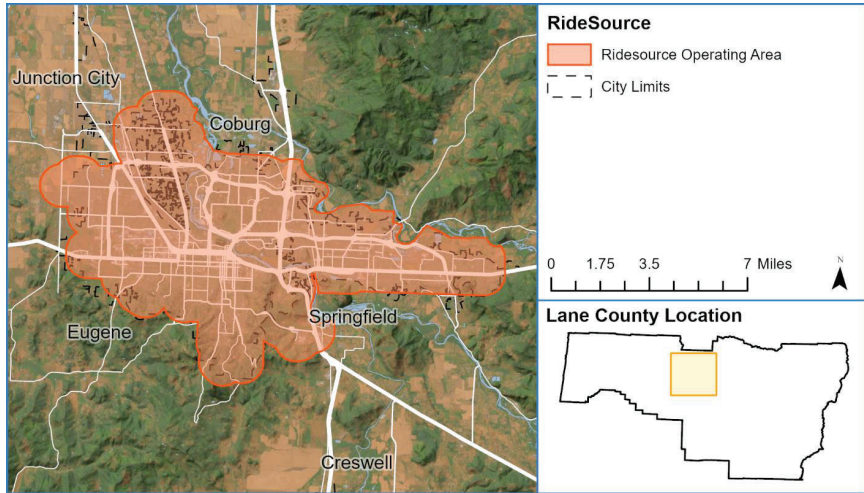
Services Connecting to Lane County





## Service Profile: RideSource

Provider	Geographic Area	Population Served	People with Disabilities	Older Adults
Lane Transit District	Eugene-Springfield	267,044	43,032	47,513
Percent of County Population		70%	66%	61%



Sources: Lane Transit District, LCOG Regional GIS, Earthstar Geographics

# Connect Needs to Coordination Practices

## NEED + PRACTICE /STRATEGY = PROJECT

- Lack of Awareness
- Training
- Manage Costs

- One-Call Center with a variety of transportation services
- Personalized evaluation of needs and capabilities
- Interagency partnerships

### Transit Training & Hosts

Alternative Work Concepts (AWC) provides one-on-one training on how to effectively use TheBus! and EmX. AWC employs transit hosts who assist with prescheduled transfers, support training activities, and provide ride and schedule information at the downtown Eugene Station each weekday. AWC also conducts in-person visits to evaluate transportation needs and capabilities to transitions riders from paratransit to fixed route or Mobility on Demand.

## Priorities

### 1. Maintain sustainable service levels of viable operations

Ensure transportation services and connections remain at a sustainable level for people who depend on public transportation services in Lane County.



### 2. Respond to growth within existing services

Allow for measured increases where demand points to an unmet need within the available resources.

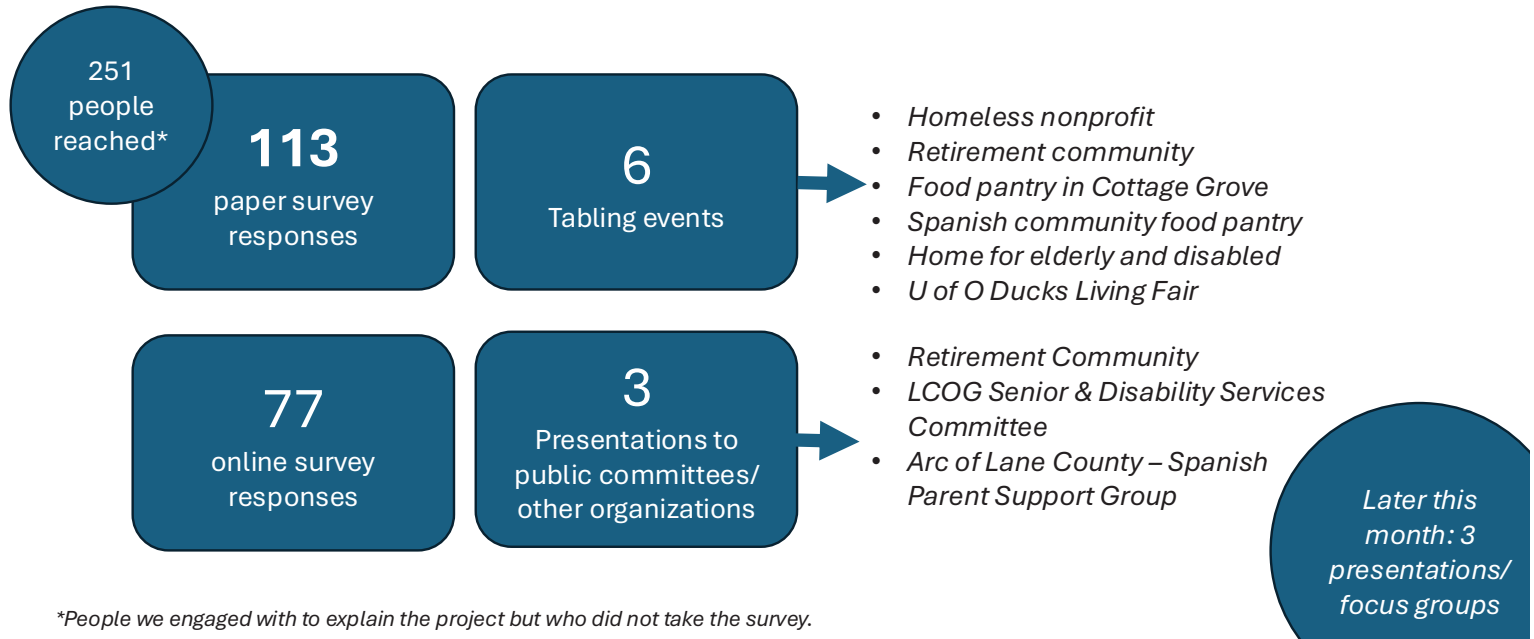


### 3. Respond to emerging community needs

Take action on opportunities to optimize coordination, develop new partnerships and to accommodate newly identified transportation needs and gaps.



# Outreach Update



## Thank You!

Kerry Aszklar  
[Kerry.Aszklar@LTD.org](mailto:Kerry.Aszklar@LTD.org)

Daniel Callister  
[DCallister@LCOG-or.gov](mailto:DCallister@LCOG-or.gov)



Agenda Item 9

## **ODOT Capital Investment Plan**

### **Presenters**

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

### **Action requested**

No action required at this meeting. The LaneACT's recommendations will be finalized at the April meeting.

### **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.

ODOT is developing a new document called the Capital Investment Plan (CIP). Projects included in the CIP will be further evaluated and developed. Some of the projects included in the CIP will eventually be programmed for funding in the STIP.

The OTC and ODOT are asking the ACTs to recommend projects to include in the new CIP. The ACTs' recommendations will be evaluated by ODOT to determine if they should be included.

Instructions are provided in Attachment A, on the following page. The other attachments provide additional information to assist the LaneACT with this task. ODOT staff will lead the discussion at the meeting and provide additional guidance.

This is the first of two discussions the LaneACT will have on this topic. The LaneACT's recommendations need to be finalized at the April meeting. Recommendations are due in May.

### **Attachments**

- A. Instructions (1 page)
- B. Slide presentation (10 pages)
- C. LaneACT priority investments worksheet (1 page)
- D. LaneACT 2024 project list (2 pages)



## Instructions

**Objective** (Refer to Attachment B, Slide 5.)

- Identify the top 3-5 highest-priority projects for the LaneACT area.
- Identify up to 10 additional projects.

**Goals** (Refer to Attachment B, Slide 4. This list also describes the project type.)

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

- **Preservation** – a.k.a., stewardship, state of good repair, system or asset preservation.
- **Safety** – reduces fatalities and serious injuries.
- **Mobility and accessibility** – reduces travel time; improves multimodal access.
- **Sustainability and climate** – supports transition to cleaner fuels; reduces VMT.
- **Equity** – expands access to essential services.

**Criteria** (Refer to Attachment B, Slide 5.)

Project selection needs to 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.

**Projects identified by ODOT** (Refer to Attachment B, Slides 17 and 18)

ODOT has identified three safety projects and one preservation project for the LaneACT to consider including in their list of recommended projects. They are described in the slide presentation (Attachment B) and in the draft priority investments worksheet (Attachment C).

The LaneACT does not have to include the projects identified by ODOT in the list of recommended projects, or include them in the same order they are shown in the worksheet.

The LaneACT can select other projects identified by Region 2, projects identified in previous LaneACT priority project lists, or other projects the LaneACT feels are important.

ODOT identified safety projects using the All Roads Transportation Safety (ARTS) methodology. They have not been screened for consistency with OTC investment priorities (Goals).

**Projects identified by LaneACT**

In 2024, the LaneACT developed a list of priority projects to present to the Oregon State Legislature Joint Committee on Transportation (JCT). The LaneACT did not adopt the document. However, it may provide a useful reference (starting point) for the LaneACT to use in selecting other projects to recommend including in the CIP. Refer to Attachment D.

## Informing the Capital Investment Plan

Lane Area Commission on Transportation

February 11, 2026

1

1

### ACT Role in the CIP

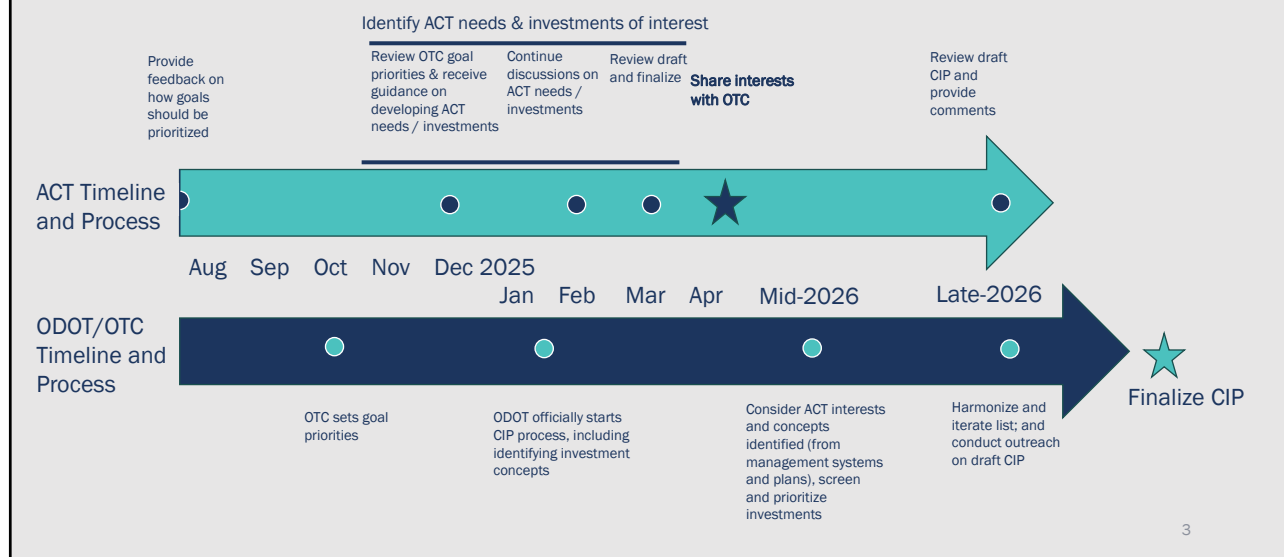
- Inform CIP development
  - ✓ Make recommendations for the prioritization and weighting of goals (e.g. State of Good Repair, Safety, Mobility) that will be used to help screen investments
    - ✓ Recommendations shared with OTC and used in their final decision
    - Update every 3-5 years
- Identify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



2

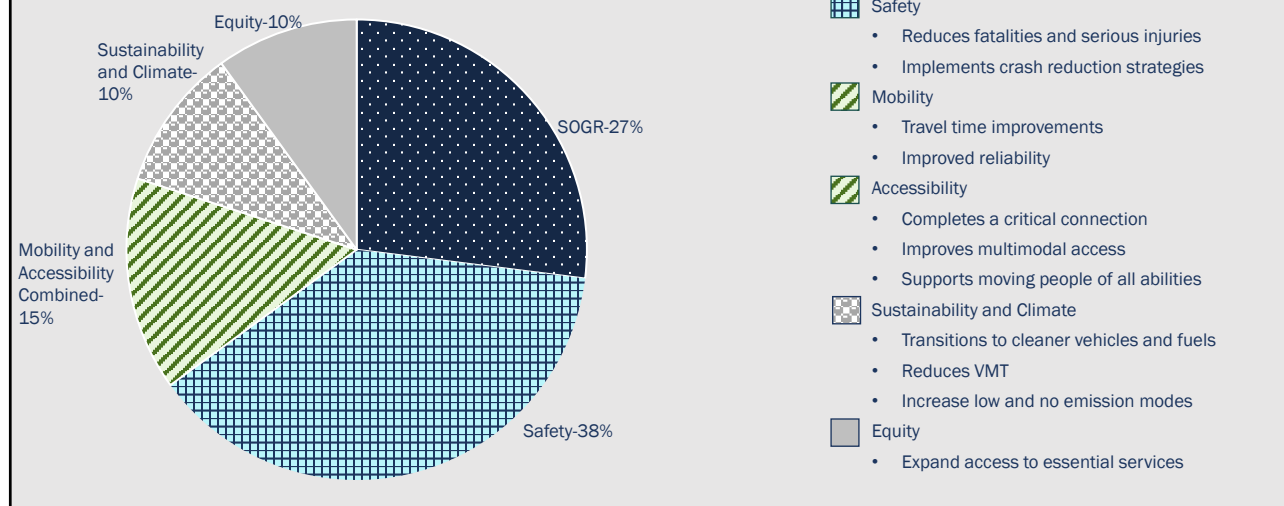
2

## Timeline and Process



3

## Final Preferred Scenario Capital Investment Plan Policy Goal Weights



4

## Identify Needs and Investments of Interest

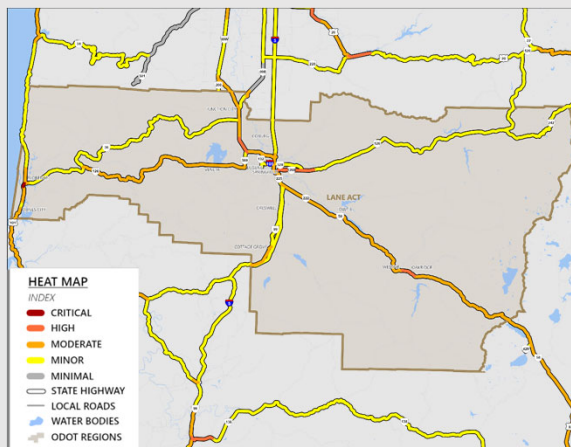
Per ACT Guidance document:

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

5

5

## Identify Top 3-5 Priority Investments



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

Identify top 3-5 priority investments, considering:

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

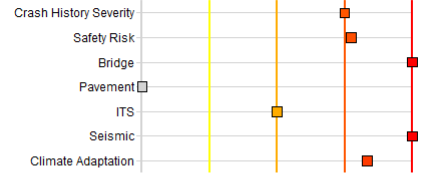
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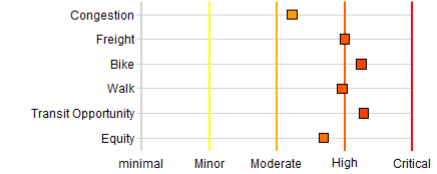
## US101 Florence



### Safety and State of Good Repair

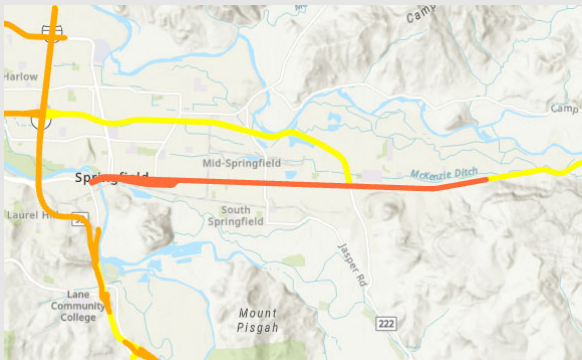


### Mobility, Access, Climate, and Equity

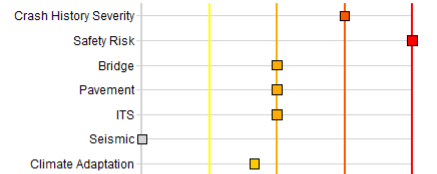


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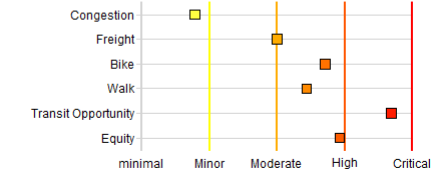
## OR 126 Main St in Springfield



### Safety and State of Good Repair

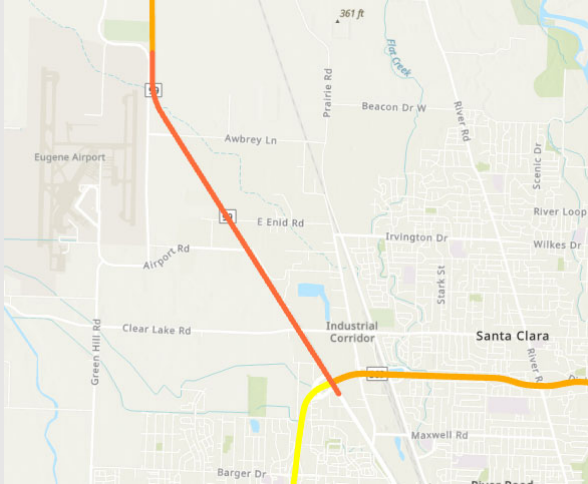


### Mobility, Access, Climate, and Equity

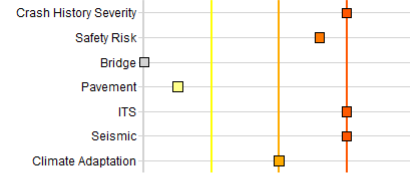


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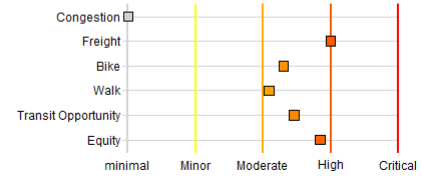
## OR99W NW Eugene



### Safety and State of Good Repair

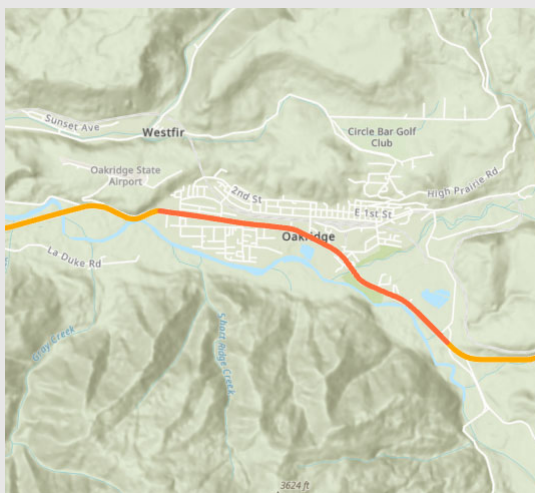


### Mobility, Access, Climate, and Equity

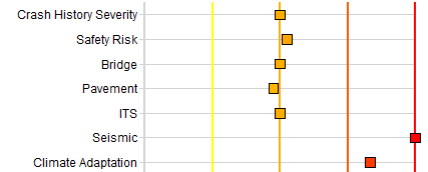


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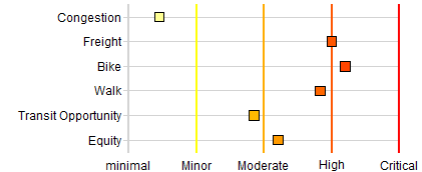
## OR58 through Oakridge



### Safety and State of Good Repair

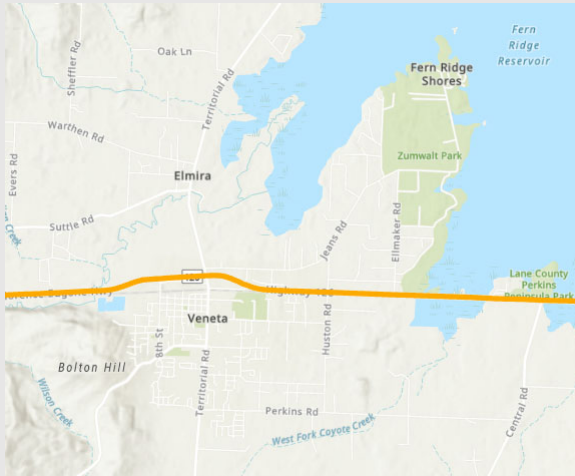


### Mobility, Access, Climate, and Equity

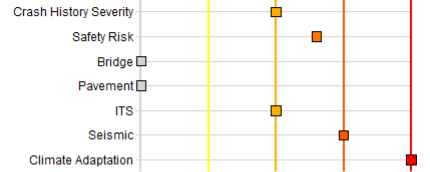


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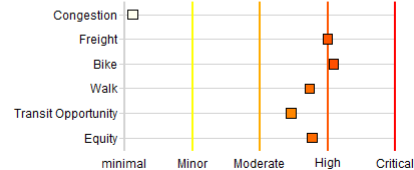
## OR126 through Veneta



### Safety and State of Good Repair

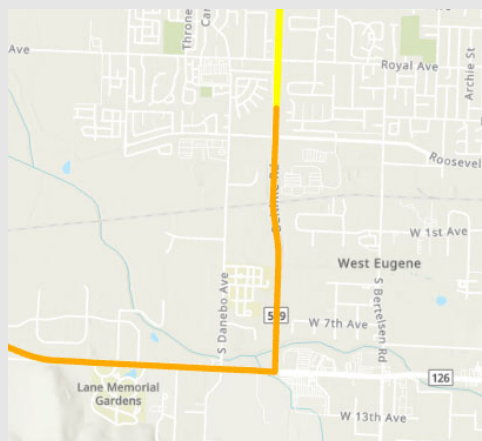


### Mobility, Access, Climate, and Equity

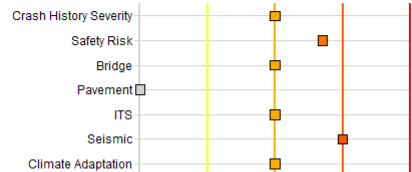


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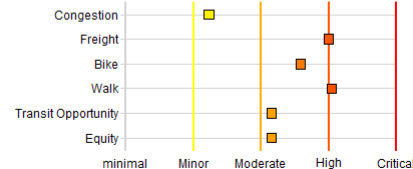
## OR596 Eugene - Beltline



### Safety and State of Good Repair



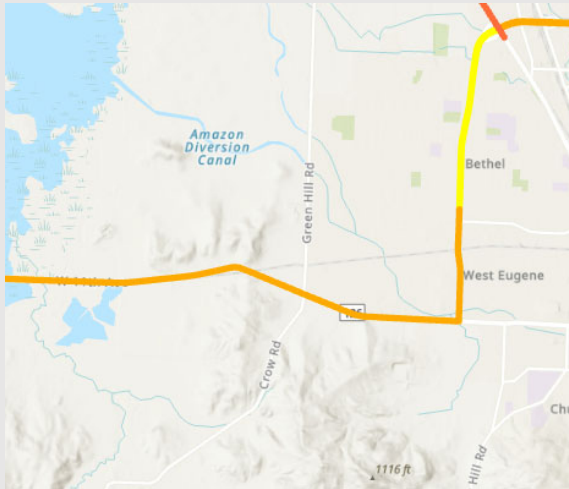
### Mobility, Access, Climate, and Equity



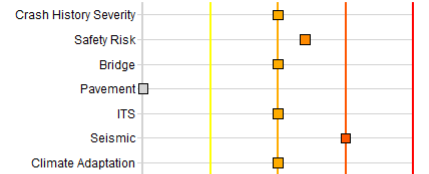
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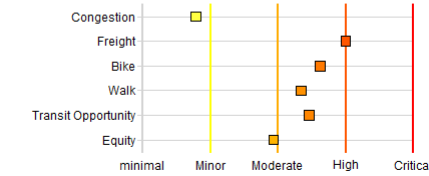
## OR126 West of Eugene



### Safety and State of Good Repair

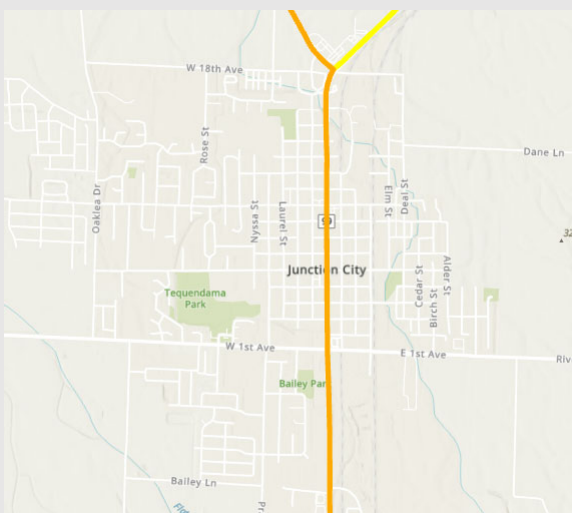


### Mobility, Access, Climate, and Equity

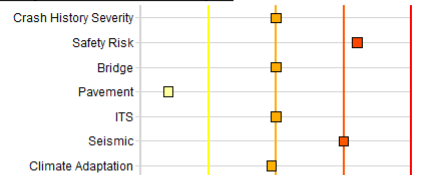


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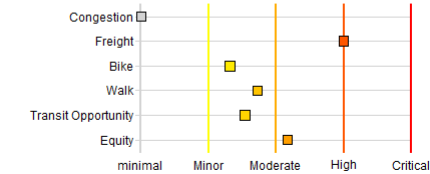
## OR99W through Junction City



### Safety and State of Good Repair



### Mobility, Access, Climate, and Equity



14





**2024**  
Oregon Department of Transportation  
Bridge Condition Report  
& Tunnel Data

## Data-Driven Investment Opportunities

- There are significant asset needs within each ACT boundary that are identified through management systems and data.
- With projected funding levels these assets will not be funded to the levels they need.
- The CIP does not change funding amounts required to go to certain assets and categories such as:
  - Bridge
  - Pavement
  - Culverts
  - Safety
  - Multi-modal

15

15

## 27-30 STIP Funding Development

2028-2030 STIP Funding Development					
Federal Amounts					
Programs	FHWA Federal Amounts	FTA Federal Amounts	State Amount	HB Amount	2028-2030 Totals
Total Funding Available	1,801,104,997	461,515,976	98,013,332	583,800,000	2,946,434,306
Dedicated Programs	1,801,104,997	461,515,976	98,013,332	583,800,000	2,946,434,306
Flexible Programs	-	-	-	-	-
<b>Dedicated Programs</b>					
<b>Fix-It</b>					<b>\$40,053,025</b>
HB - Bridge/Seismic	105,000,000	-	-	278,400,000	383,400,000
HB - Preservation/Culverts	-	-	-	130,400,000	130,400,000
PROTECT Program - Projects *	47,783,840	-	5,469,086	-	53,252,926
Fix-It Operations	68,194,800	-	7,805,200	-	76,000,000
<b>Safety</b>					<b>177,472,300</b>
ARTS	131,409,022	-	-	7,689,390	140,098,412
Rail Crossing	8,156,060	-	906,318	-	9,062,378
HB - Safety	-	-	-	22,310,610	22,310,610
<b>Public and Active Transportation</b>					<b>\$54,386,050</b>
Community Paths (TAP)	31,308,120	-	-	-	31,308,120
Rec Trails	4,500,000	-	-	-	4,500,000
HB - SRTS	-	-	-	45,000,000	45,000,000
1% Bike Ped	-	-	25,000,000	-	25,000,000
SRTS Education	4,000,000	-	-	-	4,000,000
Transportation Options (TO)	7,500,000	-	-	-	7,500,000
ESD Transit	5,000,000	-	-	-	5,000,000
Great Streets 2.0	63,324,215	-	7,247,740	-	70,571,954
FTA Funding	-	461,515,976	-	-	461,515,976
<b>ADA</b>					<b>\$25,000,000</b>
Garvey Bond Repayment (ADA)	310,000,000	-	-	-	310,000,000
ADA Curb Ramps	219,830,500	-	25,163,500	-	245,000,000
ADA Push Button	62,811,000	-	7,180,000	-	70,000,000
<b>Local Program</b>					<b>\$61,899,337</b>
CMAQ	60,543,269	-	-	-	60,543,269
MPO PL	15,506,895	-	3,876,724	-	19,383,619
STBG to TMA	131,711,744	-	-	-	131,711,744
TAP to TMA	20,209,893	-	-	-	20,209,893
STBG via AOC/LOC	-	-	-	105,000,000	105,000,000
Carbon Reduction Program - TMA	15,529,299	-	-	-	15,529,299
Local Bridge Formula	84,520,713	-	-	-	84,520,713
Transportation Growth Mgmt (TGM)	13,000,000	-	-	-	13,000,000
<b>Other Functions</b>					<b>\$87,616,693</b>
SPR	75,000,000	-	10,227,273	-	85,227,273
Carbon Reduction Program - ODOT	40,283,237	-	4,800,079	-	45,083,316
PROTECT Program - Planning	975,182	-	111,614	-	1,086,796
32nd Avenue	30,000,000	-	-	-	30,000,000
State Bridge Inspection/Load Rating	24,000,000	-	-	-	24,000,000
OSAF Federalization	-	-	-	-	-
OSAF Federalization (See below)	75,000,000	-	-	-	75,000,000
ICAP - Dedicated Programs	118,431,308	-	-	-	118,431,308
Workforce Development	5,000,000	-	-	-	5,000,000
Climate Planning	3,539,200	-	410,800	-	4,000,000
<b>Dedicated Program Totals</b>	<b>1,801,104,997</b>	<b>461,515,976</b>	<b>98,013,332</b>	<b>583,800,000</b>	<b>2,946,434,306</b>

16

16

## Preservation projects

To maintain the system in a state of good repair

Identified by ODOT

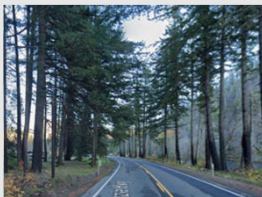
- **I-5 paving project**

Lane County boundary (MP 203) to McKenzie River (MP 197).

17

17

## Safety projects – identified by ODOT



Project 1

OR 126 (west) guardrail infill. MP 14-42 (east of Florence)



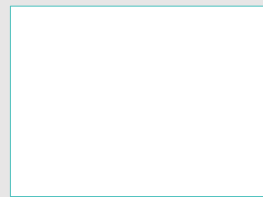
Project 2

OR 126 (east) guardrail infill. MP 21-55 (east of Springfield)



Project 3

OR 58 crosswalks (Oakridge)



(reserved)

18

18

## Other projects – identified by LaneACT

Refer to Attachment D – LaneACT 2024 project list

- (reserved)
- (reserved)
- (reserved)
- (reserved)



19

19

## Example project list

Attachment C: LaneACT priority investments – Recommended projects to include in the ODOT Capital Investment Plan (CIP)

Draft: January 30, 2026

Top Priority Investments							
Name	Description	Urgency (select from drop down and describe)		Regional Significance (describe)	OTC Priorities (select from drop down and describe)		Other Information
1	OR 126 (west) guardrail infill	OR126: MP 14.5-42.3 corridor (east of Florence). Install guardrails at various locations.	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.
2	OR 126 (east) guardrail infill	OR126 (McKenzie Highway): MP 21-55 Corridor (east of Springfield). Replace guardrail damaged by the 2020 Holiday Farm Fire.	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).
3	Oakridge crosswalks	OR58: Oakridge. Install up to 5 enhanced crosswalks.	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	These crossings are recommended in the Oakridge Pedestrian Safety Study (2015). They are not specifically identified in the city/s.
4	I-5 paving project	I-5: Lane County boundary (MP 203.5) to McKenzie River (MP 197.4).	High	Maintaining I-5 is important.	I-5 is an interstate highway.	State of Good Repair	
5							
Other Priority Investments							
(List projects here that are reasonably likely, not in any prioritized order)							
Name	Description	Urgency (select from drop down and describe)		Regional Significance (describe)	OTC Priorities (select from drop down and describe)		Other Information

20

## Attachment C: LaneACT priority investments – Recommended projects to include in the ODOT Capital Investment Plan (CIP)

Draft: January 30, 2026

Top Priority Investments									
	Name	Description	Urgency (select from drop down and describe)		Regional Significance (describe)	OTC Priorities (select from drop down and describe)		Local Leverage	Other Information
1	OR 126 (west) guardrail infill	OR126: MP 14.5-42.3 corridor (east of Florence). Install guardrails at various locations.	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.
2	OR 126 (east) guardrail infill	OR126 (McKenzie Highway): MP 21-55 Corridor (east of Springfield). Replace guardrail damaged by the 2020 Holiday Farm Fire.	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).
3	Oakridge crosswalks	OR58: Oakridge. Install up to 5 enhanced crosswalks.	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).
4	I-5 paving project	I-5: Lane County boundary (MP 203.5) to McKenzie River (MP 197.4). Paving project.	High	Maintaining I-5 is important.	I-5 is an interstate highway.	State of Good Repair			
5									

Other Priority Investments (List projects here that are reasonably likely, not in any prioritized order)									
	Name	Description	Urgency (select from drop down and describe)		Regional Significance (describe)	OTC Priorities (select from drop down and describe)		Local Leverage	Other Information

### Notes

1. This worksheet was prepared by LaneACT staff (Bill Johnston) for LaneACT members to discuss at their meeting on February 11.

EOR

## Attachment D – LaneACT transportation funding priorities (2024)

Prepared for discussion with the Joint Committee on Transportation (note 1)

A	B	C	D	E	F	G	H	I	J
rank (note 3)	member proposing the project	ID (note 4)	project description	TSP (note 5)	project type	cost	lead agency responsible for funding	OTC priorities (note 6)	notes
<b>A1. Major corridor and interchange improvements (within the MPO planning area) – more than \$30 million</b>									
	ODOT	O1	OR569 (Beltline Hwy): Willamette River Bridge. Replace bridge with wider, seismic resilient structure.	yes	resiliency	\$95 million	ODOT		This is part of a larger project to improve safety and mobility on Beltline (Delta Hwy to River Rd).
	Coburg (and ODOT)	CO1	I-5: Coburg interchange. Replace existing bridge. Provide sidewalks and bicycle lanes.	yes	congestion relief, safety	\$33 million	ODOT, Coburg, Lane County		
<b>A2. Major corridor and interchange improvements (outside the MPO planning area) – more than \$30 million</b>									
	ODOT (and Veneta)	O2	OR126 West: Eugene to Veneta – Phase 1: Intersection improvements (Huston Road to Lakeside Drive)	yes	highway safety	\$35 million	ODOT		This is the first phase of a larger (\$300 M) project to widen Highway 126 from 2 lanes to 4 lanes.
	Confederated Tribes (and ODOT)	CT1	OR126 West: Flood hazard at Cushman. Construct one-lane emergency bypass at railroad crossing 5 miles east of Florence.	NA	resiliency	\$1.5 million	ODOT		
<b>A3. Minor corridor improvements – less than \$30 million</b>									
	ODOT and Lane County	O3	OR 126 East: Safety improvements. Construct or install low-cost safety improvements identified in the highway safety study (2024)	NA	road safety	\$5 million	ODOT		Includes rumble strips, improved striping, signing, and lighting.
	Creswell	CR1	OR 99: Intersection and roadway improvements. Full redesign and construction of “the jog.” Includes improvements to N. Mill St. and S. Front St.	yes	congestion relief and safety	\$12 million	ODOT, Creswell		Could be phased. \$3 M for Oregon Ave intersection improvements.
<b>A4. Intersection improvements – to address safety or congestions concerns</b>									
	Florence	F1	Signal/intersection improvements at Munsel Lake Rd and US101	yes	safety and congestion	\$1 million	ODOT		

A	B	C	D	E	F	G	H	I	J
rank (note 3)	member proposing the project	ID (note 4)	project description	TSP (note 5)	project type	cost	lead agency responsible for funding	OTC priorities (note 6)	notes
<b>A5. Bicycle &amp; pedestrian projects</b> – either on street or off-street (within ODOT right of way)									
	Oakridge	OK1	OR58: Pedestrian & bicycle improvements. Includes sidewalks, bikepath, traffic signal, illumination, slope reinforcement.	yes	safety	\$30 million	ODOT		Incorporates various projects identified in the TSP. Does not include road diet.
<b>A6. Plans &amp; studies</b> – facility plans, environmental studies									
	Junction City	JC1	OR99: Junction City refinement plan	NA	safety and congestion	\$250,000	Junction City, ODOT		JC needs to apply for a TGM grant to fund this
	Lane Transit District	LTD	ODOT needs to develop a formal mobility management policy	NA	transit	unknown	ODOT, transit providers		

**Notes**

1. The LaneACT developed this list of projects in 2024 to present to the Oregon Legislature Joint Committee on Transportation (JCT) in preparation for the 2025 Legislative Session. The LaneACT did not formally adopt the list. However, it may provide a useful reference (starting point) for the LaneACT to use in selecting projects to recommend including in the CIP. This version has been reformatted by LaneACT staff for discussion at the February 11, 2026 LaneACT meeting. It only includes projects on state highways. The original 2024 version included projects on local roads.
2. The projects included in the table were identified by the LaneACT members in 2023. Each member (local government or special interest) was allowed to include up to five projects in the initial (draft) version of this table. The final version of the table only included the top priority project for each local government.
3. The projects within each category are listed in random order, with no specific meaning attached. Column A in the original worksheet was reserved for the LaneACT to rank the projects within each category. The LaneACT did not complete this step in process.
4. Column C (ID) is a unique identifier for each project. This is for convenience in referencing projects during discussions, and for tracking projects if they are moved from one category or ranked position to another. The letters refer to the member proposing the project. Examples: V = Veneta, CO = Coburg, CG = Cottage Grove. The number distinguishes the projects from each other, if the member proposed more than one project. There is no significance to the numbering. (It was assigned by LaneACT staff.) Project 1 does not indicate a higher priority than project 2.
5. Column E (TSP) indicates whether the project is identified in a locally-adopted Transportation System Plan. This is an important consideration. It indicates the project has been evaluated (at a planning level) to determine if it is needed and if it is feasible. It also indicates the project has political support. Maintenance projects are not usually included in a TSP.
6. Column I in the original version of the table showed the LaneACT priority funding "themes" the project would help to advance (e.g., connectivity, safety, etc.). The funding themes are described in the LaneACT Area Strategy Report (May 2022). This column, in this modified version of the table, is reserved for identifying which of the OTC goals the project would advance.



## Future meetings and topics

updated February 4, 2026

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

March – no meeting this month

### April 8, 2026

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

- **ODOT Capital Investment Plan: finalize LaneACT recommendations** – 30 min. Vidal Francis
- **Driver education and traffic safety in Lane County** – 30 min. Heidi Shayla and Drew Pfefferle, LCOG
- **(reserved)** – topic to be determined

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) follow up** – 30 min. Presenter: LaneACT Chair  
[There will also be a special meeting on February 17 to check on the status of the CIP effort]
- **LaneACT Bylaws Committee** – 20 min. Matt Michel, Committee Chair. The Chair will review the effort to date, refocus if necessary, and discuss the plan for completing the update. (tentative)
- **LaneACT work plan** – 30 min. Presenter: Bill Johnston (tentative)

July – no meeting this month

### August 12, 2026

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

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

September 9, 2026 – no meeting this month



## LaneACT member roster



updated February 2, 2026

1	2	3	4	5	6	7	8	9	10	11	12
No.	jurisdiction	member role	first name	last name	title	email address	elected official	elected term ends	LaneACT term (start)	LaneACT term (end)	notes
						(note 2)	(note 3)	(note 4)	(note 5)	(note 6)	(note 8 and 9)
<b>A. Local governments</b>											
	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>B. Agencies and special area representatives</b>											
	Central Lane MPO	primary	Paul	Thompson	Transportation Manager	pthompson@lcoog.org		N.A.	2010	N.A.	alternate?
	Central Lane MPO	alternate	Brenda	Moore	Executive Director	bmoore@lcoog.org		N.A.		N.A.	primary?
	Confederated Tribes	primary	Doug	Barrett	Tribal Member (Chief)	doug.barrett@ctclusi.org	x	04/01/2030		N.A.	
	Confederated Tribes	alternate	Garrett	Gray	Planner	ggray@ctclusi.org		N.A.		N.A.	
	Highway 126 East	primary	Pete	Petty	area resident	ppetty541@aol.com		N.A.		N.A.	
	Highway 126 East	alternate		(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
<b>C. Special interests – Designated (note 7)</b>											
	bicycle & ped.	primary	Megan	Shull	LCOG SRTS Coordinator	mshull@lcoog.org		N.A.	01/10/2024	01/10/2028	
	bicycle & ped.	alternate		(vacant)				N.A.			
	environmental	primary	Rob	Zako	Better Eugene-Springfield Transportation (BEST)	rob@best-oregon.org		N.A.	07/01/2023	06/30/2027	
	environmental	alternate		(vacant)				N.A.			
	rail	primary		(vacant)				N.A.			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.	<b>Special Interests – Other</b> (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