

## **SOUTH WEST AREA COMMISSION ON TRANSPORTATION (SWACT)**

**Meeting Minutes - May 9, 2025**

**Teleconference and In-Person at  
Owen Building 201 N. Adams Street Coquille, OR**

### **❖ Roll Call ❖**

Chair Nikki Messenger called the meeting to order at 10:15 am. Roll was called, and a quorum confirmed. (14 voting members present. V = voting member for this meeting. Quorum = 9 (50% of filled [currently 19] primary membership positions.)

### **Commission Members and Alternates in Attendance (alphabetical)**

Adams, Scott	Douglas County (Alternate)	V
Allaway, Julie	Cow Creek Band of Umpqua Tribe of Indians (Primary)	V
Bernhardt, Kathryn	Transit (Primary)	V
Boyer, Brant	Douglas County Stakeholder (Primary)	V
Dolgonas, Dick	Bicycle and Pedestrian (Primary)	V
Gilbert, Kristi	Douglas County City-At-Large (Primary)	V
Gray, Garrett	Confederated Tribes of Coos, Lower Umpqua & Siuslaw Indians (Primary)	V
Hunter, Chris	ODOT (Primary)	V
Jensen, Matthew	Coquille Indian Tribe (Primary)	V
Kutch, Ron	Coos County Stakeholder (Primary)	V
Malmberg, Clayton	Curry County Stakeholder (Primary)	V
Medeiros, Brandi	Douglas County City-At-Large (Alternate)	
Messenger, Nikki	City of Roseburg (Primary)	V
Pederson, Glen	ODOT (Alternate)	
Pryce, Loree	Bicycle and Pedestrian (Alternate)	
Rainville, Lonnie	Douglas County City-At-Large (Primary)	V
Rowe, John	Coos County Stakeholder (Primary)	V

### **ODOT Staff in Attendance**

1. Baker, Michael	Region 3 Planning Manager
2. Boardman, Jennifer	Region 3 Transit Coordinator
3. Coker, Lynn	Curry County Commissioner
4. DeWald, Teresa	Region 3 Local Agency Liaison
5. Handel, Joshua	Region 3 Planner
6. Latham, Dan	Region 3 Public Information Officer
7. Neavoll, Darrin	Region 3 Manager
8. Thompson, Sarah	Region 3 Executive Analyst

### **❖ Public Input ❖**

- None

### ❖ Approval of Minutes ❖

- **Motion made and seconded to approve January 10<sup>th</sup>, 2025, SWACT Minutes. (Dick Dolgonas/Brant Boyer)**
- Discussion: None.
- *Motion carried.*

### ❖ Membership Updates ❖

- **Tim Rundel has been appointed the City of Brookings Primary Representative**
- **Brian Early has been appointed the Modal Freight/Rail Primary Representative**
- **Lynn Coker has been appointed the Curry County Primary Representative**

Brad Alcorn has retired from his position as the Curry County Primary Representative

Mike Dunning has retired from his position as the Modal Port Primary Representative

### ❖ Capital Investment Plan ❖

**Presentation:** Kayla Hootsman gave an overview of the Capital Investment Plan (CIP), which will be ODOT's guiding document to ensure mid-range investment decisions help advance long-term vision and goals. This document will assist ODOT to understand the impacts to real investments over time and make more informed choices. Fewer projects will be programmed overall yet will be phased so that enough information is gathered to make more accurate cost assumptions for full delivery. Next steps for the project are to prioritize goals by seeking input from the ACT's and the public, establish metrics and scoring, link the CIP to the 2027-2030 STIP and then develop the first iteration of the plan and have it approved by the OTC. Kayla finished her presentation by asking the ACT the following questions and requested comments and feedback be sent by June 30<sup>th</sup>, 2025.

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

**Discussion:** Matt Jensen stated the MPO's have a long-range transportation and asked if ODOT had one? His concern would be if the ACT wasn't using the same criteria. A: Yes, ODOT's plan is comprehensive of all of the plans. Nikki Messenger asked Sarah to send out the page with the criteria and asked that ACT members provide comments or feedback to Sarah by June 13<sup>th</sup> to meet the June 30<sup>th</sup> deadline.

### ❖ ACT Work Plan ❖

**Presentation:** Chris Hunter shared the updated spreadsheet showing the criteria to add projects and the information needed to add a project to the list and asked the ACT representatives to start thinking about projects that fit the criteria, and they would like to add to the list.

**Discussion:** Clayton Malmberg commented that this topic and the previous CIP presentation go hand in hand. Nikki Messenger commented that yes, they do, especially depending on the color of the money that comes in.

### ❖ ACT Chairs Meeting ❖

**Presentation:** Nikki Messenger went over topics discussed at the meeting, which included the Capital Investment Plan and the ACT work plans.

**Discussion:** None

### ❖ Region 3 Construction Updates ❖

**Presentation:** Dan Latham gave an update on projects currently under construction in Coos, Curry and Douglas County.

There are 12 projects that are or will be under construction for Spring/Summer 2025.

1. Reedsport Pedestrian Crossing – the first project initiated and funded with ODOT's Vulnerable User Crash Response Program installs push button pedestrian beacon and signs at Juniper street. Expected completion is Spring/Summer 2025.
2. Chandler Bridge – repaints the bridge, replaces tower ladders and platforms on OR241 at MP 3.5. This is a two-year project that is expected to start this summer and continue until fall 2026.
3. US101 to Cedar Point Road – will pave nearly 10 miles of OR42, add rumble strips and replace several culverts. This is a two-year project that started this spring and will continue until fall 2026.
4. Floras Creek and Willow Creek Bridges – will replace/repair rail, resurface the roadway and replace joints on two bridges on US101 (MP288.5 and MP 290.3). Construction will occur from February to September 2025.
5. Arizona Slide repair – will construct a new vertical shaft and horizontal drains. This work started in late March and will continue through fall 2026. This work will not impact the roadway.
6. Anderson Rockfall – installs a 42-inch barrier with rock protection screen along the northbound shoulder of US101 at MP 334.3. Construction is expected to be completed by June 2025.
7. Parkview Dr to Lucky Lane – will install a flashing pedestrian beacon at Ransom Street in Brookings and extend sidewalks and bike lane north to Ransom Creek and replace sidewalks and ADA curb ramps south of Easy Street. Construction expected Spring – Summer 2025.
8. OR42: Shields Creek Culvert (Tenmile) – is an emergency replacement of the culvert after washout from the rainstorm and flood waters. Construction is anticipated to be completed by the end of May.
9. Lookingglass Creek to Interstate 5 – paves OR42 from Winston west to I-5, adds traffic signal and other safety features, and adds or replaces ADA sidewalk ramps. This two-

year project started in February. The first year will be concrete work and the second year will be paving. The anticipated completion for this work is September 2026.

10. Stewart Park Drive Bridge – paints the 1933 bridge, repairs steel truss, replaces the timber pedestrian walkway and adds new handrail. Construction is anticipated to be completed by November 2025.
11. I-5 Exit 148 Bridges (Rice Hill) – is emergency work to replace the concrete road surface of the NB and SB fast lanes. This work is anticipated to be completed by the end of May.
12. Oregon 138E Landslides – mileposts 29-33 and 49 were affected by rain, landslides and rockslides over the winter/early spring. All lanes are currently open, but lanes are narrowed at milepost 49. Repairs are planned for this summer or fall, when the ground movement lessens.

**Discussion:** None

### ❖ Region 3 Updates ❖

**Presentation:** Darrin Neavoll gave an update on items in the Region and across the State.

#### Region Updates:

1. Winter Operations – Winter/Spring hit Region 3 pretty hard this year. There is over \$50M in damage that are federally reimbursable. Local agencies have had even more damage which isn't reimbursable.
  - a. Coming up, there will be a full closure of US101 for the Bearhead Mountain Culvert failure south of Bandon. It is a 3-foot closure, 20 feet deep. If there is any feedback regarding the closure, please reach out to Sarah.
  - b. At milepost 316 just north of Gold Beach, traffic is down to a single lane for emergency culvert work there.

#### OTC Updates:

1. May 8<sup>th</sup>, 2025
  - a. Mid-Valley ACT update
  - b. Capital Investment Plan
  - c. Legislative Update
  - d. Reedsport Vulnerable Crash User fund project
  - e. Interstate Bridge Update – starting late 2026/early 2027
  - f. Tolling – Oregon on pause/Washington taking lead
  - g. Rose Quarter – starting Phase 1 late this year. Costs up \$1.98B - \$2B from \$1.5B - \$1.9B. Expected to be completed by 2033-2034.
  - h. Delivery and Operations Division Update

#### Legislative Updates

1. Prior to April 9, ODOT was tracking 825 bills of 3,415 total bills. We are now tracking 475 active bills.
  - a. 71 priority 1
  - b. 64 priority 2
  - c. 161 priority 3
2. Bills on the move that are of utmost importance

- a. HB2931 – regards the Interstate Bridge/Tolling
  - b. HB2978 – directs ODOT/ODFW to prioritize wildlife crossings
  - c. SB711 – pertains to work zone automated enforcement (ticket cameras)
  - d. SB94 – pertains to increasing the weight allowed for milk trucks
  - e. SB5541 – ODOT’s current budget, not the transportation package
  - f. HB3155 – pertains to allowing more ATV’s on the roads
3. Oregon Transportation ReInvestment Package (TRIP) – was released on April 3, 2025. It is grounded in public and focuses on building a safe, equitable and environmentally responsible system. Total projected revenue is \$1.9B per biennium, \$1.5B from increases to existing sources, \$486M from new revenue sources.
- a. 90% of revenue will be directed towards supporting ODOT essential operations, maintenance and preservation efforts
  - b. The remaining revenue will go towards fulfilling prior commitments
  - c. Additional investments in transit, rail, community paths
4. Oregon House Republicans released their stabilization proposal on April 30<sup>th</sup>, 2025
- a. Identifies approximately \$730M in refocused spending, cost savings and cuts
  - b. Refocuses funding to ODOT’s core mission of maintaining safe and reliable roads and bridges
  - c. Identifies proposals for additional restructuring and efficiency
5. Next Steps
- a. Feb – May: Ongoing package development
  - b. May 9: Post Work Session (JCT Deadline)
  - c. May 14: Revenue forecast
  - d. June 29: Constitutional sine die

**Discussion:** Nikki Messenger commented that “salmon restoration” in the TRIP framework shouldn’t be the only species that is prioritized.

### ❖ NOA’s and Adjournment ❖

Dick Dolgonas – has seen a few things recently that have been disturbing. The first was 2 pedestrians that were run into by a car on the Washington Bridge. The other was the UCC bus hit by a drunk driver, and the last was an incident in Eugene where a woman was on the running path and was hit by a car, also a drunk driver. Darrin indicated that 60% of fatalities in the Vulnerable User Crash projects are drunk drivers. Chris stated that ODOT does the best safe system approach we can. The data is there, and the struggle is real.

Ron Kutch – urged the membership to go to their city/county representatives and push these issues. People that drive drunk will continue to drive drunk. Funding for public safety needs to be restored.

Nikki Messenger adjourned the meeting at 11:59 a.m.

**Next SWACT Meeting: Friday, July 11, 2025, at 10 am. Meeting will be in person at the Coquille annex, if available. Notice will be provided ahead of the meeting.**