

## Agenda

March 13, 2024

5:30 – 7:30 PM

**This meeting will be conducted both in-person and online (hybrid format)**

The in-person meeting will be held at the following location:

**Oregon Department of Transportation offices – Mt. Pisgah conference room**

2080 Laura Street; Springfield, OR 97477

**To join the meeting from your computer, tablet or smartphone:**

<https://us06web.zoom.us/j/88646485216?pwd=RjJnVWtMNnFuK0pXQVp4dFBKeXl2Zz09>

**To dial in using your phone:**

+1 (669) 900-6833

Meeting ID: 886 4648 5216

Passcode: 525130

### Meeting highlights

- **Port of Coos Bay – planned improvements**
- **Flooding on OR 126 West near Florence**
- **OR 126 East Highway Safety Study**

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

- 1. Call to order** (welcome and introductions) **Quorum = 16** **5:30**
- 2. Review and approve agenda** (modifications may be proposed) **5:35**
- 3. Consent items (quorum required)** **5:40**  
*The following routine items will be approved in one action by consensus, without any discussion. If a member would like to discuss an item, that item will be removed from the consent agenda and considered separately.*
  - Approve minutes from February 14 meeting (page 4)
- 4. Comments from the audience** **5:45**  
*The LaneACT Chair will ask if there are any comments. Please state your name and address.*

5. **Announcements and information sharing** (*please be brief*) **5:50**
- a. ODOT update – Vidal Francis
  - b. LaneACT staff update – Anais Mathez
  - c. Central Lane Metropolitan Policy Committee update – Paul Thompson
  - d. Member updates – all
6. **Port of Coos Bay – planned improvements** **6:00**
- Summary:** A representative from the Port will describe and discuss planned improvements at the Port and along the rail line to Eugene.
- Presenter:** John Burns – CEO, Port of Coos Bay
- Attachments:** Summary memo and slide presentation (page 16)
7. **Flooding on OR 126 West at Cushman** **6:30**
- Summary:** The ODOT Area Manager will explain what ODOT is doing to address the seasonal flooding problem 3 miles east of Florence, where the highway dips under the railroad overcrossing.
- Presenter:** Vidal Francis – ODOT Area 5 Manager
- Attachments:** Summary memo (page 23)
8. **OR 126 East Highway Safety Study** **6:50**
- Summary:** Presentation and discussion.
- Presenter:** Bill Johnston – ODOT; Pete Petty – LaneACT member
- Attachments:** Summary memo and slide presentation (page 28)
9. **Future topics** **7:20**
- Summary:** Refer to the list of future meetings and topics (attached).
- Presenter:** Anais Mathez – LaneACT staff

**Additional attachments** and other information (for information only)

- Future meetings and topics (page 40)
- LaneACT member roster (page 43)
- Monthly attendance report (page 46)
- Central Lane MPO meeting agendas and minutes – <https://www.lcog.org/bc-mpc>

**Upcoming meetings**

- March 21 (Thursday) – Steering Committee (1:00 – 2:30)
- There will not be a LaneACT meeting in April (tentative)
- April 18 (Thursday) – Steering Committee (1:00 – 2:30)
- May 8 (Wednesday) – LaneACT (5:30 – 7:30)
- May 16 (Thursday) – Steering Committee (1:00 – 2:30)

*Meeting materials are posted at [www.LaneACT.org](http://www.LaneACT.org) prior to each meeting. To be included on the email notification list, contact Anais Mathez at [anais.mathez@3j-consulting.com](mailto:anais.mathez@3j-consulting.com)  
Mailing address: 2080 Laura St; Springfield, OR 97477*

**FEBRUARY 2024 -- M I N U T E S**

Lane Area Commission on Transportation (LaneACT)  
The meeting was conducted online

February 14, 2023  
5:30 p.m.

**PRESENT:**

Shelly Clark, Chair, Creswell  
Keith Weiss, Vice Chair, Veneta  
John Fox and Cathy Engebretson, Coburg  
Curtis Thomas, Creswell  
Mike Fleck, Cottage Grove  
Bill Meyer, Florence and Port of Siuslaw  
Rick Zylstra, Oakridge  
Matt Michel and Alexa Bensen Veneta  
Ryan Ceniga and Becky Taylor, Lane County  
Vidal Francis, Oregon Department of Transportation (ODOT)  
Paul Thompson, Central Lane Metropolitan Planning Organization (MPO)  
Doug Barrett and Garrett Grey, Confederated Tribes  
Megan Shull and Jack Blashchishen, Bicycle & Pedestrian Designated Stakeholder  
John Marshall, Lane County Transportation Advisory Committee (LC TrAC)  
Pete Petty, Highway 126 East  
Jameson Auten, Lane Transit District (LTD)  
Lucy Vinis, Eugene  
Beth Blackwell, Springfield  
Tiffany Edwards, Other Stakeholder  
Shelley Humble, Other Stakeholder

**ABSENT:** Dune City; Lowell; Westfir; Junction City; Eugene Organ; Rob Zako; Brodie Hylton

**OTHERS:** Mark Bernard, ODOT; Anais Mathez, 3J Consulting; Bill Johnston, ODOT; Naomi Zwerdling, ODOT; Tova Peltz, ODOT;

**1. Call to order (Welcome and Introductions)**



Chair Shelly Clark called the Lane Area Commission on Transportation (LaneACT) meeting to order at 5:30 pm. She welcomed members and asked for introductions from the Vice Chair and ODOT Staff. She also thanked LaneACT members and for the work done by the previous Chair, Vice Chair and Ambassador. She also called for new members to introduce themselves to the ACT.

## **2. Review agenda – additions or deletions**

There were no additions or deletions to the agenda.

## **3. Consent items**

- **Approve minutes from January 10, 2024, meeting**

Consensus: Approve the Minutes from the LaneACT January 10, 2024, meeting.

## **4. Comments from the audience**

No one wished to address the LaneACT members.

## **5. Announcements and information sharing**

### **ODOT update**

Mr. Francis welcomed the new members and expressed gratitude to those who are attending the meetings. He updated members on the ice storm issues from last month and thanked members for their patience. He noted that ODOT in Lane County alone has spent approximately \$2.2 million dollars on maintenance and repairs from ice storm issues. The crews have removed everything from the emergency phase 126 west and 36 were hit the hardest, clean up will be finalized in the next couple of weeks. He added that response times to other issues such as graffiti will be slow as efforts are being directed towards storm clean up and management.

The month of February has brought on many projects. There are two signal enhancement projects that have just been put up for bid. He added that work will be started in May for the intersection of 54<sup>th</sup> street in Springfield. They have also found that Fiona Drive, off of OR 99 is accident prone and that this project will be put up for bid in April. They have received some comments about the Springfield Mill Street Project lagging, although it is currently on schedule and will be up for bid in June of 2024. This means that a contractor will be on the ground in August. Lastly, he noted that Oregon and Washington received a \$600 million dollar award from the FHWA for the interstate replacement program.

### **LaneACT staff update**

Ms. Mathez noted that the new member orientation is scheduled for Wednesday, March 13<sup>th</sup> at the ODOT Springfield offices from 4 to 5pm. It will be in the same room that the LaneACT meets in. The meeting will also be available to attend online so people can also attend virtually. Chair Clark also added that if members would like to attend, they should let Ms. Mathez know ahead of time to plan for the correct number of packets and refreshments.

### **Central Lane Metropolitan Policy Committee update**

Mr. Thompson could not attend this part of the meeting and could not provide an update at this time.

### **Member updates**

Ms. Shull reminded ACT members that safe routes to school grants are now open. This includes construction grants, technical assistance grants, and education grants. She then added a link with more information in the chat ([www.oregonsaferoutes.org/find-funding/](http://www.oregonsaferoutes.org/find-funding/)). She also included that if members have any questions, they can email her. Chair Clark asked if there were any opportunities such as webinars for this grant program. Ms. Shull added that they have a recorded grant writing webinar and that she will look for more information on where to find this resource.

Ms. Blackwell wanted to thank Lane County for partnering with Coburg to put in some pedestrian flashing light signals on their main street in Coburg.

Mr. Marshall updated the ACT that Lane County has created a design concept for Blue River Drive based on community preferences and that these designs are now working their way through an adoption process. There will be a Transportation Advisory Committee Meeting on March 27<sup>th</sup>, there will be two question and answer meetings this month as well. The first meeting is February 17<sup>th</sup> at 1:30pm, the second is February 21<sup>st</sup> at 6:30pm. These sessions will work to provide clarifications for the public and help them provide public comments for the hearing on March 27<sup>th</sup>. He then provided a link for more information in the chat (<https://www.mckenzierebuilds.org/blue-river-drive-project>).

Vice Chair Weiss updated that he has been communicating with John Burns about the presentation on March 13<sup>th</sup>. He noted that he will have more information about this after the Steering Committee meeting.

## **6. 2027-2030 STIP update + Great Streets 2.0 grant program**

Tova Peltz presented the 2027-2030 STIP and Great Streets program. Ms. Peltz, ODOT delivery and operations deputy division administrator, introduced herself. This division oversees delivery and maintenance operations across the state. She shared information about the STIP (Statewide Transportation Improvement Program). This is a capital funding program that consists of both state and federal funds. The STIP is not used for maintaining and operating highways, for revenue and administrative functions, or for multimodal grant programs. The STIP is primarily federally funded. They're currently in the 2021-2024 cycle. In July of 2023 the OTC was

approved in the 2024-2027 STIP, with projects now being in the design phase. They are also on the precipice of approving more projects for the 2027-2030 STIP. A variety of STIP funding categories are now available. Different categories within the STIP include the Fix-it program, Safety program, Public and Active Transportation program. Local Government programs, ADA Curb Ramp Delivery program, Other Functions, and Unallocated/Flexible programs.

ODOT has gone through a public engagement process and received feedback and support for the overall STIP. Strong support was in favor of Fit-it investments, for Public and Active Transportation investments, and for Comprehensive Safety improvements. There was positive feedback and interest in the Great Streets program to address multiple community or corridor needs at once as well as interest in investing in climate and environmental projects. There was some concern about ensuring fair regional distribution of funds and a desire to invest in regional priorities.

Ms. Peltz reviewed changes to the 2027-2030 STIP. Changes included a 40% reduction to the Fix-it program, double the funding for ADA improvements, and a reduction of 30% of PAT funding. This is due to a commitment made by the OTC to comply with the Americans with Disabilities Act. She included that the 2027-2030 STIP is much more reduced in funding when compared to the current STIP. Historic discretionary programs like Enhance and Mass Transit will be zeroed out, other historic dictionary programs will be reduced such as Elderly and Disabled programs.

Due to reduced funding, they will only be paving the interstate, and more bridges will be load rated. They will also be unable to address bike and pedestrian gaps. There will also be a significant reduction in asset maintenance and preservation. Although there will be a reduction in funding to those items, the OTC has committed to ensuring climate, safety, and equity lenses are applied to ongoing projects. They will be creating processes and measuring to assure accountability to goal outcomes. Goal outcomes include reducing GHG emissions, using cleaner materials and fuels in construction, prioritizing safety, and supporting access to low-cost transportation options to jobs and services. Approximately 75 percent of projects occur in areas of high disparity, this is a big reason that the OTC has made a commitment towards equity.

Ms. Vinis stated her concern about the lack of funding directed towards bridges, especially in the midst of a potential earthquake event from the Cascadia Subduction Zone. She asked how they will ensure that bridges are seismically sound. She also noted that she did not know what 'load grade' meant in regard to bridges and if it accounted for seismic vulnerability. Ms. Peltz responded that they are assessing bridges on a 900-year lifespan, and they have about 2,700 bridges across the state. They have prioritized the bridges based on need and have determined when they need to replace bridges with seismic resiliency. There is a prioritization process of how bridges are seismically updated. They are continuing with that schedule and plan. They are not going to deliver as many bridges in 27/30 as they did in 24/27. This program for bridge repair and replacement will only slow down and not stop.

Mr. Francis noted that when prioritizing projects, they focus on top-tier routes. This helps them to first prioritize safety and upgrades to main routes and then move to second-tier routes. This helps them to re-think their approach.

Ms. Edwards asked for clarification about the ADA investments portion of the presentation and whether or not it is for infrastructure that is failing, for updating what's there already, or for brand new projects. She asked if they would be destroying infrastructure in order to build newly compliant infrastructure. Ms. Peltz responded that by law they must ensure that their transportation system is ADA-compliant. They currently have about 26,000 curb ramps around that state that are not ADA compliant or accessible. By law they are required to bring these up to the current standards and that due to a legal standard they are required to bring them up on a specific timeline. They are required to complete those ramps by 2032. Since late 2022 they have been increasing the delivery of those ramp repairs. This does include removing existing curbs that do not comply.

Ms. Shull was curious about how they will fill bike and pedestrian gaps in the future. The key outcomes that ODOT identified are all supported more by bike and pedestrian users. Ms. Peltz noted that this is the focus on the Great Streets 2.0 program and how the 70 million of the unallocated funding will be allocated.

Mr. Thompson asked about the weight mile tax situation and its potential settlement and asked if it is being factored into the projected revenue. He noted that the people who paid the weight mile tax are currently waiting for a reduction in the rate that they pay and are looking for reimbursement for what they had previously paid. He noted that ODOT has not revisited the weight mile tax rate in a number of years. This needs to be settled in 2024 or 2025 and may affect the funding for this STIP cycle. He asked if this issue is being factored into the money ODOT has deemed available. Ms. Peltz responded that it has not been factored into this funding cycle and distribution of funds. This would be reconciled through state highway funds and not the federal funds that make up the STIP. Different vehicle sizes and weights are part of the discussion for state highway funds. It will impact state highway maintenance and operations in upcoming years. Mr. Thompson added that it could impact STIP funds because of ultimate rollbacks in state funding. HB 2017 projects could then be filled with this funding, and it could roll back like dominoes. Ms. Peltz noted that this is a possibility and that last Tuesday they presented to the legislature's joint committee on transportation about the legacy of HB 2017 and what's coming. There was a substantial conversation about the impact of weight mile tax in regard to funding. She added that there will be more conversations about this topic and that she will share this information with Mr. Francis, who can distribute it to ACT members.

The unallocated funding from the STIP is about \$70 million and will be directed towards the Great Streets 2.0 program. They will be adding STIP to ADA programs and art funding projects. They will work to expand to vulnerable users and will focus on pedestrians and bicycle users.

They are currently identifying the best locations to make those investments. This includes identifying locations where multiple top priorities overlap. They built a tool to use for this Great Streets 2.0 program that they will also be sharing with the ACTs for long term planning. It is a heat map style that identifies top priority projects by overlaying crash data, gaps in bike and pedestrian systems, census data about areas of high disparity, climate and seismic priorities, and areas with known operational preservation needs. They can then identify areas across the state highway system that are high in priority and address multiple needs. This map system will also help the ACTs to identify their long-term corridor needs. They will be sending this map over to area managers who will then share them with the ACTs. Ms. Peltz then included that they will be returning to the ACTs over the summer to have more conversations about how to use this tool to inform long range planning in the area. Project eligibility includes areas that have been identified as 'hot spots' on the mapping tool as well as areas that leverage other dollars. Other criteria for these projects include assessing if it advances safety, equity, and climate mitigation, if it has community support, if it meets the project readiness threshold, if it is within cost limits, or if it has other project benefits.

She then shared some identified project outcomes with LaneACT members and shared the program's principles. She then shared next steps of the project which included finalizing the 'hot spot' mapping and overlaying multiple management systems to identify top priorities. This tool will then be shared with the LaneACT. Other steps include reviewing the 'hottest' locations to ensure that correct sites have been identified and narrowing projects in these spots that support project criteria. The last step is to conduct desk and field scoping to refine criteria scores, to prioritize projects, and to select projects.

Mr. Blashchishen asked if the hot spot mapping was publicly available or if they were planning on making it publicly available. Ms. Peltz noted that she will follow up on if it will be made public. The tool is currently going through an internal review process. He then asked if they had a timeline for public availability. Ms. Peltz noted that it will roll out to the ACTs this spring and that she will let Mr. Francis know of a more detailed schedule once she has it. Mr. Bernard shared online GIS layers for ODOT in the chat that had some similar aspects to this tool (<https://gis.odot.state.or.us/transGIS/>).

Chair Clark thanked Ms. Peltz for the presentation and asked if there was any upcoming information about applying for the Great Streets 2.0 program. Ms. Peltz noted that they will be sharing more information with ODOT area managers to share with the ACTs soon. Chair Clark reminded ACT members that they can review the slides in their packets to use as a resource.

## **7. ODOT Carbon Reduction Program**

Mr. Johnston shared information about the grant opportunity. Mr. Baerg is at the climate office and came to speak about last year's program about six to seven months ago to LaneACT. He was originally supposed to give this presentation. The Carbon Reduction Program was created to reduce carbon emissions. Oregon will receive \$82 million for the fiscal year 2022-2026. About

\$24 million of this funding is specifically for the small urban and rural program. It will be distributed over two years, with \$12 million going to projects each year. This funding is for urban and rural areas with less than 200,000 residents. An open call for projects will be available March 1<sup>st</sup> and will close on May 31<sup>st</sup> of 2024. A local match is required of 10.27% and an ODOT signature is required. There is a certain amount of funding that is correlated to different areas across Oregon. Some areas have already received all of their funding allocation. These areas include the Albany area, the Bend area, and the Corvallis area. Different categories of projects that are eligible include vehicle and fuel technology, systems and operations, transportation options, and pricing. He then shared a slide of specific project types that are eligible, noting that members should review the specifics in their packets. Some planners for each jurisdiction have applied for these funds and have been tracking this. They are probably aware of this grant opportunity but if they are not LaneACT members should make them aware.

There are selection criteria for this program. Criteria includes climate benefits (60%), local support and engagement (10%), equity (10%), opportunities and innovation (10%), and project readiness (10%). Some examples of eligible projects include solar streetlights, mobility points with car sharing and bike sharing, and electric bus and charging equipment. There are current informational webinars coming up for more information. These webinars will be on February 29<sup>th</sup> from 11:00am to 12:00pm and March 13<sup>th</sup> from 3:00pm to 4:00pm. Recording of these webinars will also be available online. Applications will be due on May 31<sup>st</sup>. The climate office is also willing to assist with any further questions. Mr. Johnston then asked for questions from LaneACT members.

Mr. Fox noted that he was disappointed that the presenter is not here to answer questions and asked if they could get his contact information after the presentation. He also noted that he signed up for the webinar and asked if the application need to be \$500,000 or more. Mr. Johnston was not certain but suspected that that was the case. He noted that he will verify this and will let the ACT know if it is different. It will probably be confirmed on the website and in the webinars. He will also send Mr. Baerg's contact information to members. Chair Clark noted that Mr. Baerg's contact information is in the slide deck as well as the information about the webinars.

Mr. Thompson commented that Coburg is considered as part of the Eugene Springfield Metropolitan Area, and that area is over 200,000 in population. Coburg itself is not eligible for this pot of money. The MPO gets its own carbon reduction funds and Coburg would apply under that source of funding. Mr. Fox was confused as Coburg is a rural area. Mr. Thompson noted that Coburg is in MPO boundaries and runs under this jurisdiction. Mr. Fox shared that the city is very interested in the energy efficient street lighting fund options and asked about where to apply. Mr. Thompson shared that he would be happy to follow up with Mr. Fox about options they can pursue.

Chair Clark thanked them and noted that if members have more questions they should reach out to Mr. Baerg.

## 8. Connect Oregon 2024

John Boren, freight program manager, gave an overview of the Connect Oregon 2024 grant program. Connect Oregon has been around since 2005 and has been focused on investment in non-highway modes of transportation. They have had seven competitive cycles in that time and have awarded about half a billion dollars in funds to have 200+ projects. Their most recent cycle concluded in May of 2022, with about \$46 million funds awarded to projects. That was against \$130 million requested. This program is unique to Oregon, and it is not federally funded. Federal requirements are not applicable to applications, although some may pair this application with federal funds to support project funding. The Oregon Transportation Commission selected 21 projects in May of 2022. Most of these projects are wrapping up and will be completed this summer. The remainder of the projects will be completed by the summer of 2025. There has been one cancellation of a project.

The next cycle is beginning, and applications are open now. They are due by the end of this month. About \$46 million dollars in funds are available. Transportation projects that are eligible for funding include rail, marine, or aviation capital improvements. They are chosen by how they show economic benefits to the State and lower transportation costs. This cycle looks very similar to the previous one. The review process for projects is very in-depth. When projects are first received eligibility is determined and then placed for a modal staff review, once there has been an initial score the proposal will be reviewed by various committees like modal committees or ACTs, it will then be reviewed by the Final Review Committee, and then by the OTC. The OTC is expected to select projects in October of 2024. Each ACT will weigh in on projects within their areas. They will provide rankings of projects within their ACT boundaries. The region will act as a 'Super ACT' and rank all projects within the ODOT Region. These rankings are then shared with the Final Review Committee.

The ACTs can rank projects in a variety of ways. ACTs can receive presentations and have a Q&A with applicants. Equal opportunity should be given to all applicants to do this and must be given adequate time and notice. The ACTs are not beholden to staff scoring of applicants. Projects will be prioritized to consider the ACT's view on advancing statutory concerns. Decision considerations will be made based on statutory concerns. Heightened focus will include access to jobs or labor by applying reduced transportation costs, creating economic benefits to the State, acting as a critical link for a system, and the readiness of a project. Some decision emphasis will also be placed on if the proposal has a required match, a useful life, and if it has proximity to a mining aggregate. The ODOT Strategic Action Plan considerations will also come into play when assessing projects.

Mr. Boren noted that there are not a bunch of different regulations and guidelines and there is a variety of proposals that they see come in. There is not a minimum or maximum project size to be considered. While this is the case, there is only \$46 million to be distributed. The outcome of deliberations from the ACTs includes a final list ranking projects for a region. The Final Review

Committee includes nine total members, with one representative from each of the five regions and one alternate. There will also be four representatives from Modal Committees such as aviation, marine, rail, or freight. The rankings can be difficult to compare, which is why they all go through a normalization process. If a ranking is 4 out of 12, then it is higher than a ranking of 4 out of 8. The Final Review Committee then takes the input from the ACTs and committees and focuses on projects near the 'cut line'. Some regions and groups can prioritize projects that would benefit them all and prioritize projects as their first priority. As an example, the Eugene Airport project was a higher priority for Region 2 and for aviation, which made it have a higher composite rating. The Final Review Committee's main focus is to pay attention to projects near the funding cut line. They are currently looking for the highest ranked projects totaling 2/3 of available funds won't be considered for removal for funding. Lowest ranking projects totaling 1/3 of available funds just below the cut line could be moved up. The Final Review Committee is intended to put the final touches on the work that has already been done by the ACTs and Modal Committees. He then included an example of how this applies. The last cycle, they had about fifty projects, and if they would have applied the principles above, projects 1-14 would be safe and projects 15-28 would be further discussed. This helps to filter project approval.

Mr. Johnston shared that they have tentatively scheduled time for discussion about these applications after staff in Salem look over them. A couple of years ago they had presentations from the applicants and the following meeting included members ranking the applications. Staff will be coordinating a similar process for LaneACT. Tentative dates are set for May and June. They may schedule one meeting depending on how many applicants there are. The Super ACT meeting is likely to occur in July. Mr. Marshall noted that there will be two representatives from the LaneACT who will attend the Super Act meeting in Salem or virtually. There will be a similar number of representatives from all of the other ACTs. Mr. Boren noted that they have had positive feedback from applicants about the process that LaneACT performed last time as it was quite thorough.

Chair Clark asked Mr. Boren who to contact with questions and if he had any additional pointers on filling out the Connect Oregon applications. He responded that there are a number of resources on the sheet in the packet that show how applications will be scored and what the weights are. He also added that to the extent possible, applicants should numerically back up their needs. Showing things like the number of anticipated jobs, the amount of investment made, or the benefits the project will generate. They usually have Oregon economists review the applications for these aspects. Letter of support are also helpful to include to bolster the case for a project. Mr. Johnston noted that last time they heard from Eugene Airport and a private company that operated some kind of transfer facility. These were all sophisticated applications for which they hired consultants for. The Eugene Airport even asked for a letter of support from LaneACT, although the ACT was unable to give support because they were involved in the application decision process.



Chair Clark thanked Mr. Boren and urged LaneACT members to reach out to him for more questions as they want to bring as much funding possible to Lane County.

### **9. Request for letter of endorsement – Lane County**

Becky Taylor, senior transportation planner with Lane County, presented on the RAISE grant that Lane County is applying for. This is a federal discretionary grant program. RAISE is an acronym for Rebuilding American Infrastructure with Sustainability and Equity. For the 2024 cycle there is \$1.5 billion available. The County is applying for construction funding to implement plans that they developed through community outreach over the past several years for 30<sup>th</sup> avenue. They are partnering with the City of Eugene to connect existing sidewalk facilities that exist within the City of Eugene and Agate Street.

The East 30<sup>th</sup> Avenue project is a safety project that focuses on safety for all modes of transportation. 30<sup>th</sup> Avenue is a fast, four-lane roadway. There are some roadway shoulders but transportation for pedestrians and bicyclists is uncomfortable. The project extends from Eldon Schafer Drive to Spring Boulevard. There are mixed jurisdictions here such as Lane County, City of Eugene, State Highways, and the urban growth boundary (UGB). This area is in the transition of urban and rural, being located right outside of the UGB. It was built as a rural highway initially, but now it is not meeting the needs of the growing population. MPO funding allowed for community outreach to identify needs, look at alternatives, and find community preferences. Mr. Johnston also helped to serve on the advisory committee, representing ODOT. The City of Eugene will be a partner when working towards this RAISE grant. The public involvement process included stakeholder interviews, focus groups, public meetings, neighborhood presentations, e-updates and an interested parties list, a project webpage, signage, and media created in Spanish. The community really helped to shape the project.

This project began as a safety project, identifying crash data in the area. They found that more people have died or been injured while walking and biking than any other road under Lane County's jurisdiction. She shared a slide that showed intersections on that road where the most crashes had been. This project will propose some intersection safety treatments and will propose a roundabout to replace the intersection at Eldon Schafer and 30<sup>th</sup>. The project works within the exiting footprint of the roadway, reallocating space. They will not be reducing travel lanes. They realized through engagement that they needed to keep the two lanes to reduce the likelihood of unsafe passing on hills. They will borrow space from the center median and will provide barriers for protection between different lanes. They are taking space away from one side of the shoulder to widen the other shoulder for bike lanes. They will also create a shallow concrete wall barrier to address the immediate safety of the project. The roundabout will help to mitigate crashes and reduce congestion. Ms. Taylor concluded that this project would support transportation equity in which other transportation options are affordable, sustainable, safe, and accessible. She then asked for further questions and added that she would appreciate a letter of support from LaneACT, as it would be very valuable. Mr. Johnston noted that they have included in the packet a drafted letter of support from the LaneACT that is waiting for Chair Clark's signature. He added that staff recommends endorsing this project and that it is up to the ACT to decide ultimately.

Chair Clark thanked Ms. Taylor and asked if members had any questions. No one had any questions. Chair Clark identified two points that need consideration from the ACT. The first point was if LaneACT wanted to sign off on a letter of support for this project. The second point was whether members would like to include any additional information within that letter of support.

Chair Clark asked if LaneACT would like to move forward with that letter of support. There was consensus to move forward with a letter of support from LaneACT.

Chair Clark then asked if there was anything that members wanted to include within that letter to show more support. Mr. Johnston noted that the letter is brief and that he was reflecting on his own experience reviewing grant applications and proposals. The significance is that this body is providing support. He added that the federal government will be reviewing many applications and would prefer seeing a brief letter. Chair Clark thanked him for that insight. Ms. Englebretson did not want to add more to their letter but noted in the application they should note that this road is close to Lane Community College, further supporting students traveling to and from school. Chair Clark noted that there were no other comments and that she did not see any thumbs down to this proposal. She concluded that they would move forward with this letter of support. Ms. Taylor thanked LaneACT members. Mr. Francis thanked Ms. Taylor for the presentation.

## **10. Future Topics**

Ms. Mathez shared that they have an updated format for future meetings and topics. It was previously in calendar format, and they decided to add more detail. This can be found on page 48 of the packet. This is a new document for future meetings and topics. March 13<sup>th</sup> will include a presentation from Mr. Burns from the Port of Coos Bay and a presentation from Mr. Francis in regard to flooding on OR 126 West at Cushman. There will also be a presentation by Mr. Johnston and Mr. Petty for the OR 126 East Highway Safety Study. There will be a new member orientation meeting right before the LaneACT meeting on March 13<sup>th</sup>. They will not be meeting in April as the LaneACT and members will be notified more about this soon after the Steering Committee meets.

Chair Clark noted that the tentative April meeting is still tentative and advised members to not take it off of their calendars yet. She added that their next meeting in March will be in-person and Ms. Mathez will send some information out regarding RSVPs soon. Chair Clark concluded that if members cannot make this meeting in person to reach out and let them know and they can make some accommodations for them to be included in the meeting.

She then asked if there were any other comments for future meeting agendas. Ms. Vinis noted that for the LaneACT area priorities it showed thirty minutes for discussion. She was concerned that this was not enough time. Chair Clark added that she was also worried about this. This is why the April meeting is tentative. Mr. Johnston responded that last year Mr. Zako led members through different member priorities. The next step is to identify a shorter list of priorities for LaneACT as a whole. His thought, which they will be discussing at the Steering Committee, was

to form a subcommittee for this process. This was based on feedback and experiences when working on the Work Plan. The subcommittee would form recommendations to propose to LaneACT. This is partly why the meeting in May would be only thirty minutes. They would then come with recommendations in August.

Chair Clark noted that the next Steering Committee meeting is on February 22<sup>nd</sup> and noted that anyone can come to this meeting. Vice Chair Weiss complimented Chair Clark on doing a great job running her first meeting.

## Agenda Item 6

**Port of Coos Bay – planned improvements****Presenter**

John Burns – CEO, Port of Coos Bay

**Action requested**

No action required. For information only.

**Summary**

Coos Bay is the largest deep-draft coastal harbor between San Francisco Bay and Puget Sound. In the mid-1900s, the Port of Coos Bay shipped more lumber than any other port in the world. (Wikipedia)

The Oregon International Port of Coos Bay (Port of Coos Bay) owns and operates the port facility. They also own and operate a 134-mile rail line connecting the Port to Eugene (to the northeast) and Coquille (to the south). Approximately half of the 134-mile rail line (referred to as the Coos Bay Rail Link) is within Lane County.

At the March 13 LaneACT meeting, John Burns will provide a presentation describing planned improvements to the port facility and the rail line. A copy is attached.

The following is a summary of the Port's recent federal grant requests:

- USDOT MEGA grant program (2022) – \$1.2 billion request to fund the Pacific Coast Intermodal Port project (not awarded).
- USDOT MEGA grant program (2023) – \$900 million request to fund a scaled-down version the project proposed in 2022 (not awarded).
- USDOT BUILD grant program (2023) – The Port was awarded \$20 million to rehabilitate 15 bridges along the Coos Bay rail line, including the bridge across the Siuslaw River at Cushman (east of Florence).

In the past, the Port submitted requests and received funding through the Connect Oregon program. They have submitted a proposal for the 2024 program to fund infrastructure improvements at the Charleston Shipyard. The LaneACT will not be reviewing or ranking this application because it is not within the LaneACT area.

**Additional information**

- Slide presentation, attached (6 pages, 2 slides per page)
- website: <https://www.portofcoosbay.com/>

# Pacific Coast Intermodal Port

## “Building the Port of the Future”

### Project Overview

Presented to LaneACT: March 13, 2024

1



## The Pacific Coast Intermodal Port (PCIP)

- Why Build a New Port?
- Why Coos Bay?
- 3 Components
  - Intermodal Terminal
  - Navigation Channel
  - Rail Line
- Benefits
- Project Costs

2

# Why Build a New Port?

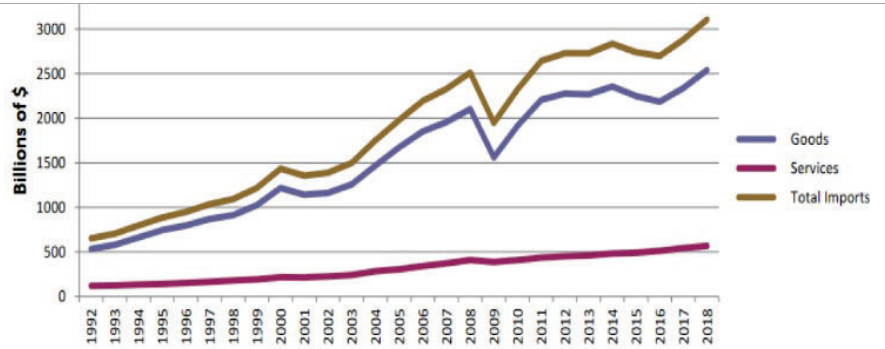


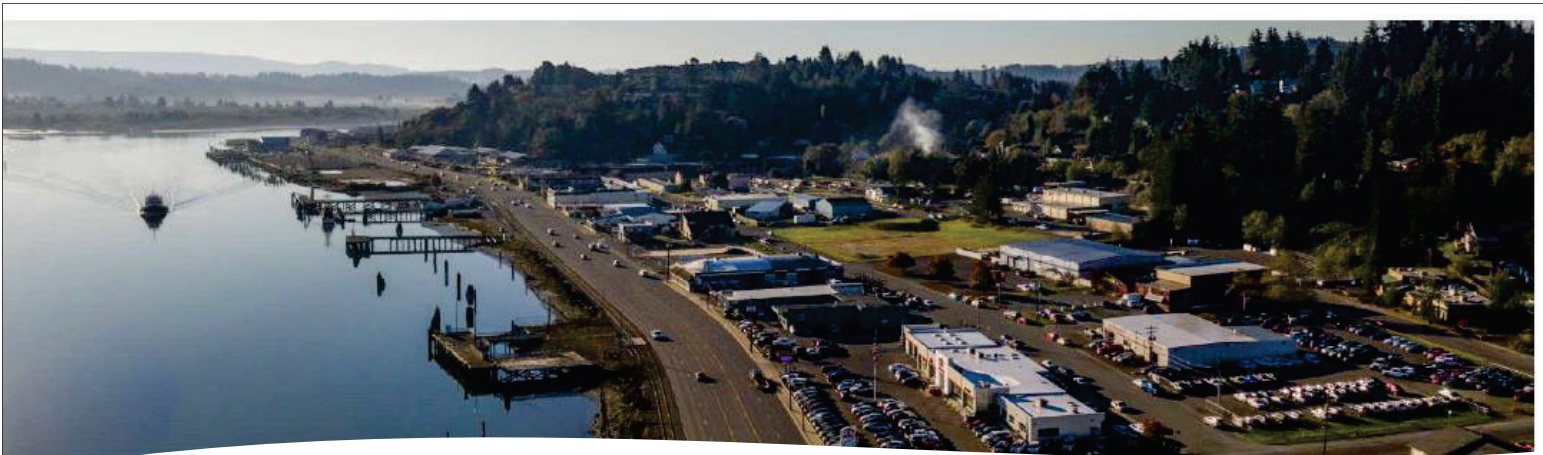
Figure 3 - Major US West Coast Ports

Container traffic on the Pacific Coast is projected to grow significantly.

Infrastructure at existing Pacific Coast ports is incapable of handling this future growth

Significant port capacity can be added in Coos Bay.

A Coos Bay intermodal port will lessen pressure on current domestic and international freight logistics and boast myriad environmental benefits.



## Why Coos Bay?

The Port of Coos Bay is the ideal location for a world-class port because it has three critical elements:

- An existing rail line that connects to the Class 1 rail system
- A naturally deep channel maintained on an annual basis by the U.S. Army Corps of Engineers
- Hundreds of acres of undeveloped land zoned as industrial



# Three Components



Intermodal Terminal



Navigation Channel

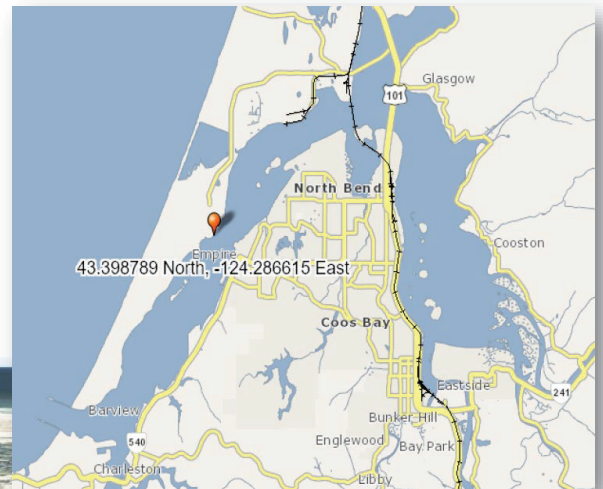


Rail Line



## Intermodal Terminal

The new Intermodal Terminal will be built on the North Spit on land owned by the Oregon International Port of Coos Bay



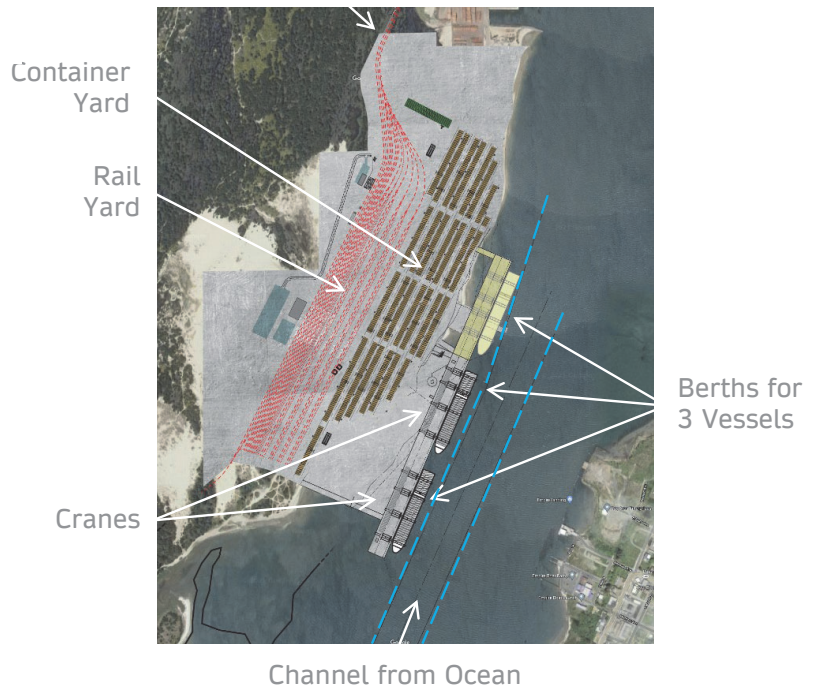


## Intermodal Terminal

- 2 berths with 11 cranes for container vessels each carrying up to 13,000 TEU of cargo
- Direct ship to rail/rail to ship
- The port will be fitted with electric power plug-ins that will power ships at berth (Cold Ironing)
- Should renewable energy sources become available, they will be used for cargo handling equipment, vehicle charging and on-shore power

*TEU = Twenty-foot equivalent unit, a unit of volume equivalent to a 20-foot ISO container*

Link to the Coos Bay Rail Line (CBRL)



## Navigation Channel

Work on the Navigation Channel will include:

- Dredging to accommodate larger cargo ships
- Creation of a vessel-turning basin
- Protective measures for the North Jetty
- Relocation of aids to navigation (ATONs)
- Increased advance maintenance dredging

Protective Measures for the North Jetty



Existing Channel		Modified Entrance		Modified Channel	
Width	Depth	Width	Depth	Width	Depth
300'	-37'	1,180'	-57'	450'	-45'

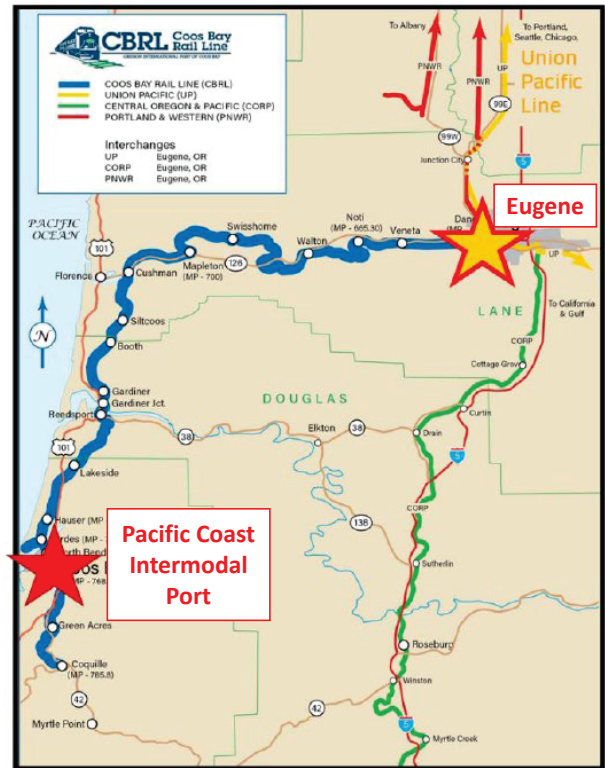
Modifications to the Federal Navigation Channel





## Rail Line

- One of this project's greatest strengths is the existing Coos Bay Rail Line (CBRL) which is owned and operated by the Port of Coos Bay.
- CBRL is a 134-mile short line railroad whose line runs from Eugene to the Port of Coos Bay and Coquille, Oregon.
- In Eugene, the CBRL connects to the Union Pacific Class 1 railroad. Interstate 5 is also very close for cargo that will be distributed locally.
- The site for the new Intermodal Terminal is <1 mile from a spur of the CBRL on the North Spit.



9

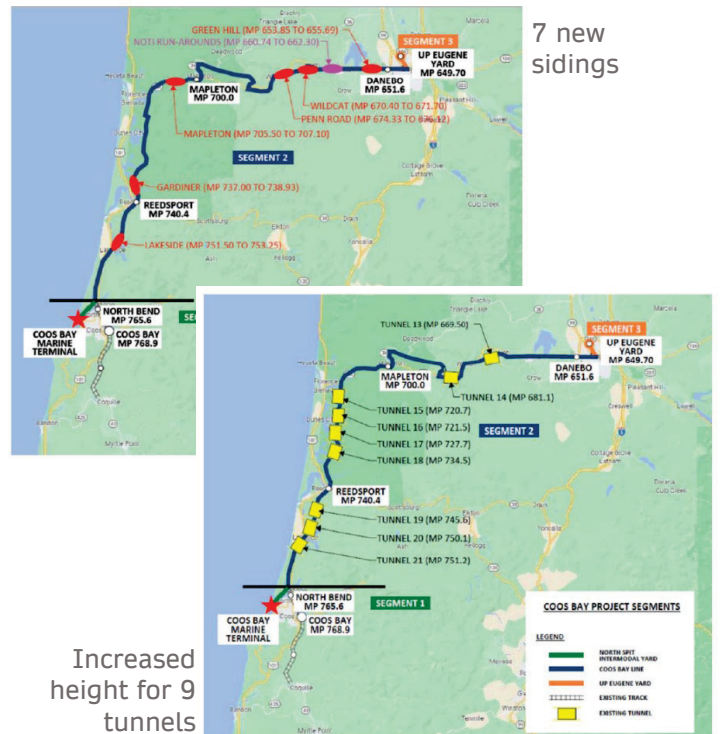


## Rail Line

The objective is to increase train speed to 25 mph or more, and to run twelve trains per day (six from PCIP to Eugene, and six from Eugene to PCIP).

Work on the CBRL will include:

- Replacing track and ties so that the track can meet Class 2 (25mph) and Class 3 (40 mph) track standards
- Rehabilitating bridges to meet 25mph or higher speeds
- Increasing height for 9 tunnels along the line to accommodate double-stack container cars
- Adding 7 sidings to allow trains to pass one another



10

# Some Benefits of the Project

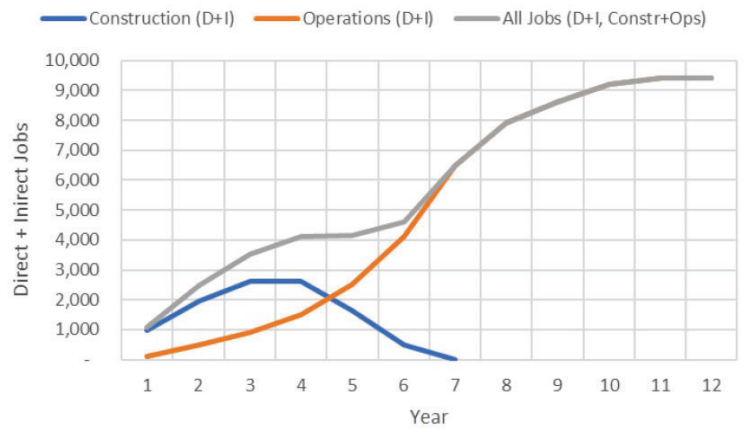
1.5MM TEUs per year traveling outbound from CB and 800K inbound to CB

New gateway for **import** of containers from Asian markets

Enhanced opportunity to **export** agricultural and forest products

Approximately 3,500 construction jobs estimated over a five-year period

8,000+ new long-term jobs in Coos, Douglas and Lane Counties (direct & indirect)

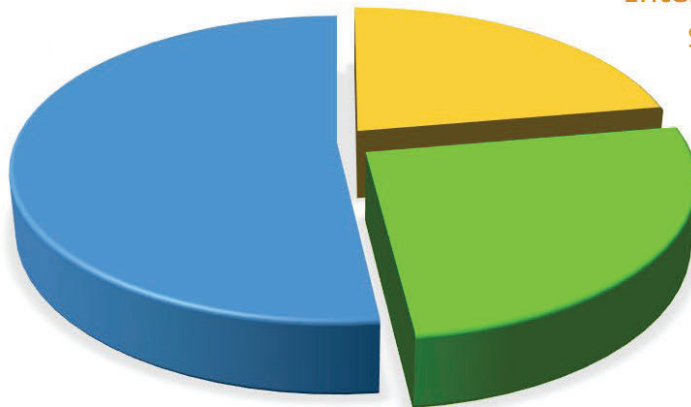


# Project Costs

Rail Line,  
\$830,000,000

Intermodal Terminal,  
\$447,000,000

Navigation Channel,  
\$500,000,000



**\$1.77 Billion**  
Projected Total  
Cost

## Agenda Item 7

**Flooding on OR 126 West at Cushman****Presenter**

Vidal Francis – ODOT Area 5 Manager

**Action requested**

No action required. For information and discussion only.

**Summary**

There is a short section of OR 126 West, 3 miles east of Florence, that is vulnerable to flooding during heavy rain events that coincide with high tides. Occasionally, during the winter, the road needs to be closed for several hours until the water subsides.

There is low spot in the roadway at this location where the highway dips under a railroad overcrossing. This area is referred to as Cushman, which is a small unincorporated community immediately adjacent to the Siuslaw River.

The LaneACT has discussed this topic, briefly, on several occasions over the last few years. Members from Florence and the Confederated Tribes in particular have expressed their concern about the road closures.

At the March 13 LaneACT meeting, the ODOT Area Manager will explain what ODOT is doing to address this concern. Attached are several maps and photos that show the location and illustrate the problem. Additional information will be provided at the meeting.

This is a complex problem. There is no simple, inexpensive solution. The ideal solution, elevating the railroad, is prohibitively expensive. One possible solution ODOT is studying would be to construct a short, one-lane, bi-directional bypass that would only be open during flood events. This is shown and described in Image 5 (attached).

Another possible solution would be to do nothing. In transportation planning this is referred to as the no-build option. The road is only closed 2-3 times each winter, for a few hours at a time. The cost to fix the problem may outweigh the occasional inconvenience.

The highway was closed seven times during the winter of (2020-21). ODOT determined the increase in flooding that year was the result of a malfunctioning storm drainage system that has since been repaired.

**Attached**

Maps and photos (4 pages)

Agenda Item 7 – Flooding on OR 126 West at Cushman

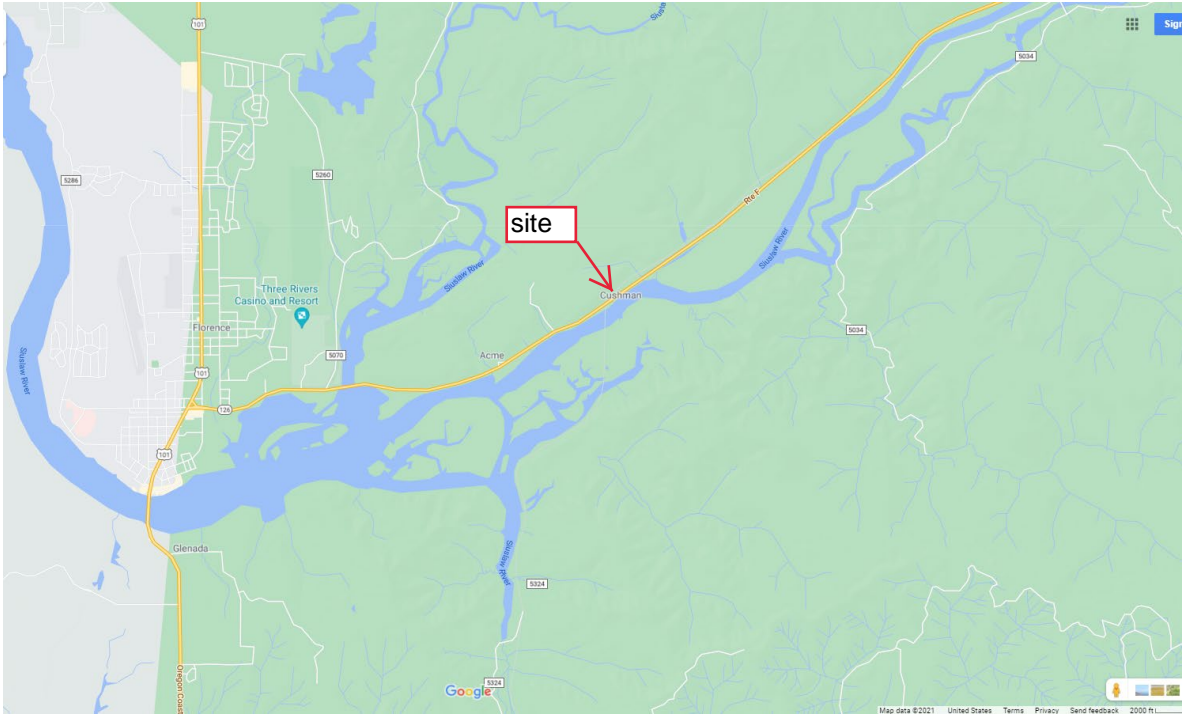
**Attachment – maps and photos**

1. Photo of OR 126 during flood event
2. Location map
3. Aerial photo
4. Aerial photo (detail) showing storm drainage system
5. Aerial photo showing possible future one-lane bypass



Image 1 – OR 126 (looking east) during flood events.





Location map – OR126 MP 3.1 Lat. 43.984665; Long -124.045064



Cushman tide gate Aerial Photograph







Image 5 – One possible solution would be to construct a short bypass around the area vulnerable to flooding. This would be a one-lane, bi-directional roadway, controlled by signals on both ends. It would only be open during flood events. It would be closed (with movable barricades) during other times.



## Agenda Item 8

**OR 126 East Highway Safety Study****Presenters**

Bill Johnston – ODOT Transportation Planner; Pete Petty – LaneACT member

**Action requested**

No action required. For information and discussion only.

**Summary**

OR Highway 126 East, also known as McKenzie Highway, is a 66-mile two-lane highway connecting the Eugene/Springfield area to U.S. 20 (in Linn County). There are many small communities along the highway. It's also a popular route for tourists and recreational users, and a designated freight route.

ODOT and Lane County are concerned about the number and severity of crashes along this highway. To address these concerns, ODOT has prepared a highway safety study to better understand the cause of the crashes and to identify low-cost, high-benefit improvements that can be constructed within the next five years.

Work on the study began in August 2022. The final report was completed in January 2024.

At the March 13 LaneACT meeting, the ODOT project manager will provide a slide presentation describing the study and the recommended improvements. LaneACT member Pete Petty, who represents the OR 126 East corridor, will participate in the presentation. He was a member of the Stakeholder Advisory Committee who provided input for the study.

There will be an opportunity for LaneACT members to ask questions and discuss the study.

**Attached**

Presentation (11 pages)



# OR 126 EAST HIGHWAY SAFETY STUDY

LANE AREA COMMISSION ON TRANSPORTATION  
DECEMBER 13, 2023

SHAPING A SMARTER  
TRANSPORTATION EXPERIENCE™  
DKSASSOCIATES.COM



AN EMPLOYEE-OWNED COMPANY

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## OVERVIEW

# STUDY AREA

- Study corridor covers 66 miles of OR 126 East



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3

## OVERVIEW OF WORK DONE SO FAR

- > Public engagement (in person and virtual open houses)
- > Stakeholder Advisory Committee consisting of local residents, business owners, first responders, and regional agencies
- > Detailed safety evaluation, crash data analysis, and field work
- > Developed and refined safety solutions
  - Hotspots (safety focus areas)
  - Systemic
  - Small communities

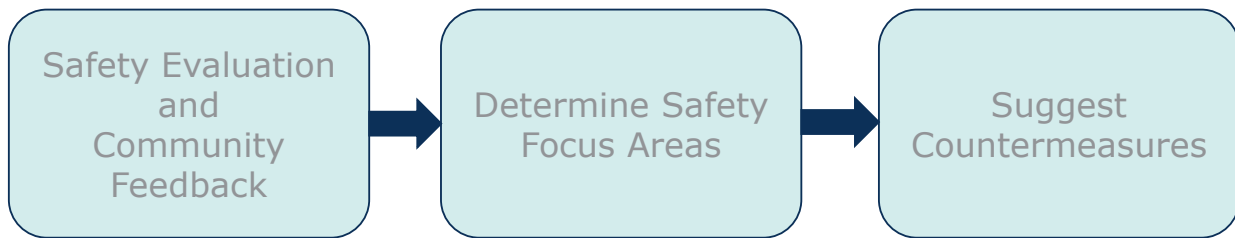
# PROJECT SCOPE

## This study is:

- A study of the corridor's safety performance and possible countermeasures.
- Conducted in coordination with local residents, business owners, first responders, and regional agencies.
- Broad enough to consider the safety of all road users and road facilities.

## This study is NOT:

- A formal plan to be adopted.
- A means to evaluate, praise, or critique design work.
- A check of compliance with standards.



## SAFETY FOCUS AREAS

# SAFETY FOCUS AREAS



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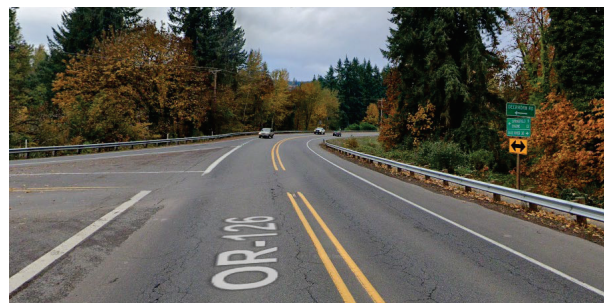
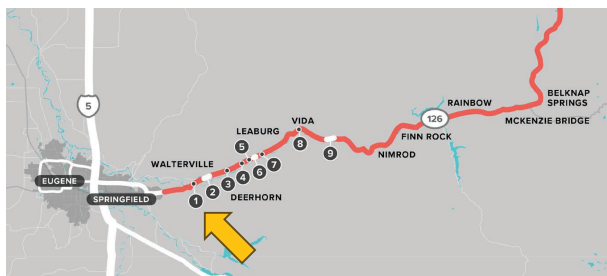
## OR 126/DEERHORN ROAD

### SAFETY RISKS

- High risk of westbound rear ends as vehicles wait to turn left
- Extensive fatal and serious injury crash history

### SOLUTIONS

- Install westbound left turn lane
- Install eastbound right turn lane
- Install roundabout (in lieu of turn lanes)
- **Low-cost signing and striping visibility upgrades**
- **Install through-route activated warning system**





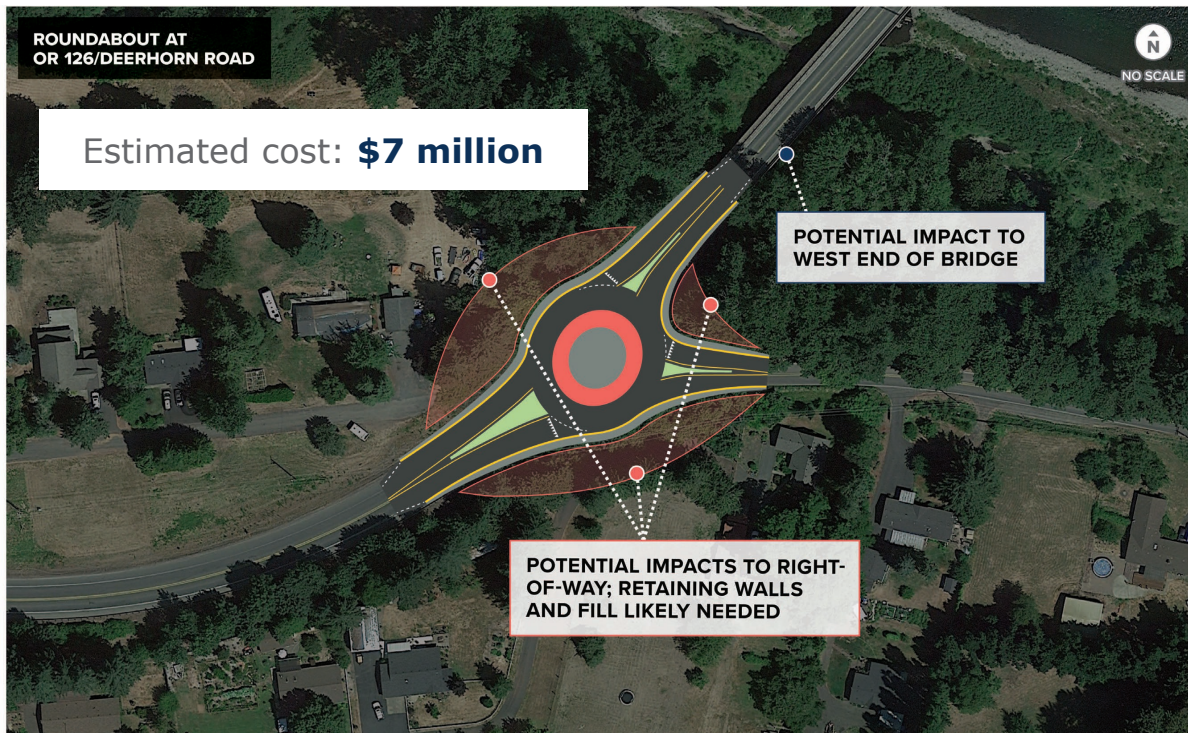
# OR 126/DEERHORN ROAD LEFT TURN LANE



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# OR 126/DEERHORN ROAD ROUNDAABOUT



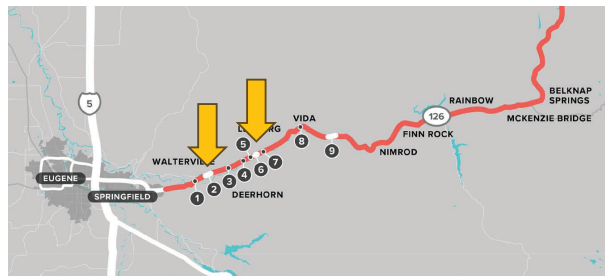
# WALTERVILLE CANAL BRIDGE & LEABURG DAM SPILLWAY SEGMENTS

## SAFETY RISKS

- High risk of fixed object and head-on crashes due to narrow bridge/curves
- High speeds
- Fatal and serious injury crash history

## SOLUTIONS

- Widen shoulders and install edge line rumble strips
- **Low-cost signing and striping visibility upgrades**
  - Wider edge lines
  - Upgraded sheeting on signs
  - "Narrow Bridge" warning sign
  - Roadside markers



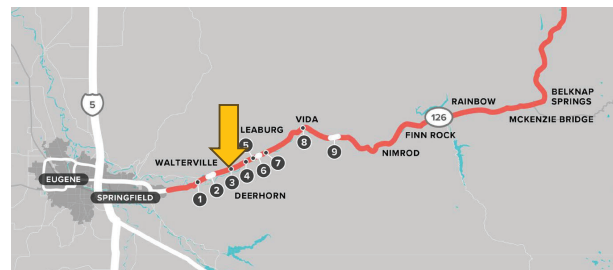
# OR 126/HOLDEN CREEK LANE (WEST ENTRANCE)

## SAFETY RISKS

- High risk of eastbound rear ends as vehicles slow to turn right or park on EB shoulder to access fishing area
- Risk of high-severity roadway departure crashes due to deep ditches on both shoulders

## SOLUTIONS

- Install eastbound right turn lane
- Increase sight triangle
- Fill in/modify ditch drainage areas
- **Low-cost signing and striping upgrades**





# OR 126/HOLDEN CREEK LANE (EAST ENTRANCE)

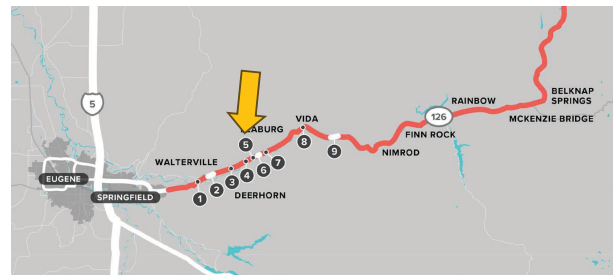
## SAFETY RISKS

- Poor visibility
- Transit stop
- Fatal injury crash history



## SOLUTIONS

- Install intersection lighting
- **Low-cost signing and striping visibility upgrades**



# OR 126/ROSS LANE & OR 126/JOHNSON CREEK ROAD

## SAFETY RISKS

- Intersections with serious injury crash history



## SOLUTIONS

- *Ross Lane*: Increase sight triangle
- *Johnson Creek Rd*: Install intersection lighting
- **Low-cost signing and striping visibility upgrades**



# OR 126/GOODPASTURE ROAD

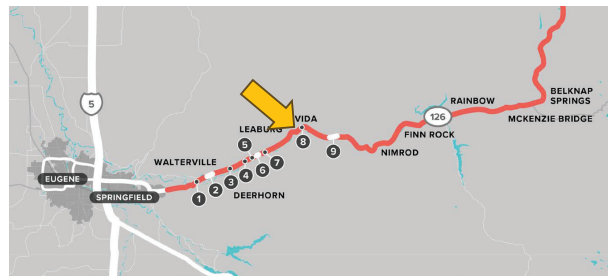
## SAFETY RISKS

- One-lane covered bridge creates low visibility to/from vehicles on Goodpasture Road
- High speeds



## SOLUTIONS

- Low-cost signing and striping visibility upgrades
- Install actuated flashing beacons triggered by approaching vehicles



# BEN AND KAY DORRIS PARK SEGMENT

## SAFETY RISKS

- Risk of high-severity roadway departure crashes due to narrow shoulders and steep terrain



## SOLUTIONS

- Install guardrail
- Widen shoulders and install edge line rumble strips
- Taper pavement edge and flatten side slopes
- Low-cost signing and striping visibility upgrades
  - > Wider edge lines
  - > Roadside markers



# BEN AND KAY DORRIS PARK SEGMENT



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# BEN AND KAY DORRIS PARK SEGMENT



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# 3

## SMALL COMMUNITY TOOLBOX

### SMALL COMMUNITY TOOLBOX

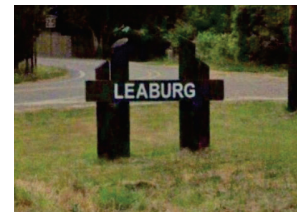
- Developed to be a resource for both ODOT and local communities
- Outlines safety solutions that are appropriate for rural towns and unincorporated communities



#### SMALL COMMUNITY TOOLBOX

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# 4

## NEXT STEPS

### UPCOMING PROJECT MILESTONES

> Final safety study in January 2024



## Future meetings and topics

Updated March 5, 2024

### March 13, 2024

- (refer to the meeting agenda)

- 
- **New member orientation** – 45 minutes; presenter: Bill Johnston, LaneACT staff
    - This special discussion will occur prior to the regular meeting, from 4-5 PM.
    - The Chair and Vice Chair may participate if they have time.

### April 10, 2024

- No meeting this month (tentative)
- Staff needs time to prepare for the May 8 discussion on area priorities.
- April 11 – The LaneACT Chair will attend the OTC-ODOT ACT and Modal Advisory Committee Chairs Meeting in Salem.

### May 8, 2024

- **Connect Oregon 2024** – 60 mins; presenter: Anais Mathez, LaneACT staff
  - LaneACT-area applicants will provide presentations describing their projects.
- **LaneACT area priorities** – 45 minutes; presenter: Bill Johnston, LaneACT staff
  - The LaneACT needs to decide how to proceed. Staff will provide options for discussion.
  - A committee may or may not be necessary, depending on the scope of the effort.
  - Assume a committee will be required and that it will be appointed at this meeting.

### June 12, 2024

- **Connect Oregon 2024** – 45 mins; presenter: Anais Mathez, LaneACT staff
  - Discuss and rank LaneACT-area applications (funding proposals).
  - Appoint two members to represent the LaneACT at the Region 2 Review Committee.
- **ODOT ADA program update** (tentative) – 30 mins; Tony Snyder, ODOT
  - ODOT staff will provide an update on ODOT's progress in addressing ADA deficiencies.
- **ODOT topic** (placeholder) – 30 mins; topic and presenter: TBD
  - ODOT is updating the Highway Plan and Rail Plan. ACT engagement will begin in 2024.
- **Not on agenda:** The LaneACT Area Priorities Committee will meet in June.

### July 10, 2024

- **Summer recess**
  - The LaneACT usually takes a break, either in July or August
  - The OTC will be meeting in Florence on July 11.
  - The LaneACT Area Priorities Committee will meet in July.

### August 14, 2024

- **LaneACT area priorities** – 30 minutes; presenter: Bill Johnston, LaneACT staff
  - Present the committee's recommendation for review, discussion, and refinement.

- **ODOT topic** (placeholder) – 30 mins; topic and presenter: TBD
  - ODOT is updating the Highway Plan and Rail Plan. ACT engagement will begin in 2024.
- (reserved)

#### September 11, 2024

- **LaneACT area priorities** – 30 minutes; presenter: Bill Johnston, LaneACT staff
  - Continued discussion from previous meeting. Review and approve final document.
- **LaneACT Bylaws** – 30 minutes; presenter: Bill Johnston, LaneACT staff
  - The bylaws need to be updated This would be a preliminary discussion to agree on the process and scope of the update. A committee will need to be appointed.
  - The updated bylaws will include a new code of conduct. This could be adopted separately, earlier in the year, if there is interest and support from the members.
- **2027-2030 STIP update** (placeholder) – 20 min; Tova Peltz, ODOT Delivery & Operations Division

#### October 9, 2024

- No meeting this month (tentative)
- The LaneACT Bylaws Committee will meet in October.

#### November 13, 2024

- **Appoint representative to the Aviation Review Committee** (consent item)
- **Appoint officer nominating committee**
- **LaneACT Bylaws** – 30 minutes; presenter: Bill Johnston, LaneACT staff
  - Present the committee’s recommendation for review and discussion.
- (reserved)

#### December 11, 2024

- **Elect officers**
- **LaneACT Bylaws** – 30 minutes; presenter: Bill Johnston, LaneACT staff
  - Adopt final revised version.
- (reserved)

#### January 8, 2025

- **Winter recess**
  - It’s a hardship on staff to prepare for meetings in January. The holidays create a conflict.

#### February 12, 2025

- (reserved)

(continued)

## Topics from the LaneACT work plan

The following topics are identified in the LaneACT work plan. This is not a complete list. Some topics in the work plan have already been addressed. Some of the ODOT topics included in the work plan are not clearly defined. ODOT will provide more specific direction in the future.

### A. Topics identified by ODOT (refer to the work plan for a complete list)

- **2027–2030 STIP development** (ODOT topic, included in LaneACT work plan)
  - The OTC will provide additional opportunities for the ACTs to provide input in 2024.
- **Transportation Safety Action Plan** (ODOT topic, included in LaneACT work plan)
  - Next update on this plan to begin in late 2024
- **Issues of statewide interest** (ODOT topic, included in LaneACT work plan)
  - (e.g., revenue and funding discussions, legislation, etc.)

### B. Additional topics identified by the LaneACT (refer to the work plan for a complete list)

- **Develop a list of priority projects for the LaneACT area** – Refer to Section 4, Goal 1.
  - This effort will begin in early 2024. It will take approximately four meetings to complete.
- **Update the LaneACT bylaws** – Refer to Section 4, Goal 2.
  - This effort will begin in late 2024. It will take approximately three meetings to complete. A subcommittee will probably be formed to work through the details.
- **Update the LaneACT Public Participation Plan** – Refer to Section 4, Goal 3.
  - This effort will begin in 2025, after the bylaws have been updated. It will take approximately two meetings to complete.
- **Legislative updates** – Receive regular updates during the legislative session.
- **Grant opportunities** – Inform LaneACT members about state and federal grant opportunities.
  - This will occur at various times during the year as grants are announced.
- **Local transportation successes and challenges** – Allow time during LaneACT meetings for members to describe noteworthy transportation-related planning and construction projects in their communities.

### Other possible topics

- **The role of the LaneACT Steering Committee** – 20 mins; Vidal Francis, LaneACT (and ODOT) staff
  - An informal discussion to clarify the role of the Steering Committee.
- **The role of the LaneACT staff** – 20 mins; Bill Johnston, LaneACT (and ODOT) staff
  - An informal discussion to clarify the role of staff.

## LaneACT member roster

updated January 2023

jurisdiction	member	email	phone	address	term start	term end
<b>Lane County</b>						
primary	Ryan Ceniga Commissioner	<a href="mailto:Ryan.Ceniga@lanecountyor.gov">Ryan.Ceniga@lanecountyor.gov</a>	541.682.4203	125 E 8th Ave; Eugene OR 97401		none
alternate	David Lovell Commissioner	<a href="mailto:David.Loveall@lanecountyor.gov">David.Loveall@lanecountyor.gov</a>				none
<b>Coburg</b>						
primary (1)	John Fox Councilor	<a href="mailto:councilorfox@ci.coburg.or.us">councilorfox@ci.coburg.or.us</a>	541.682.7850	PO Box 8316; Coburg OR 97408		none
primary (2)	Cathy Engebretson Councilor	<a href="mailto:councilorengbretson@ci.coburg.or.us">councilorengbretson@ci.coburg.or.us</a>	541.682.7850	PO Box 8316; Coburg OR 97408		none
alternate	Nancy Bell Mayor	<a href="mailto:mayor@ci.coburg.or.us">mayor@ci.coburg.or.us</a>	541.682.7850	PO Box 8316; Coburg OR 97408		none
<b>Cottage Grove</b>						
primary	Mike Fleck Councilor	<a href="mailto:councilorfleck@cottagegrove.org">councilorfleck@cottagegrove.org</a>		923 S U St; Cottage Grove OR 97424		none
alternate	(vacant)					
<b>Creswell</b>						
primary	Shelly Clark Councilor	<a href="mailto:shclark@creswell-or.us">shclark@creswell-or.us</a>	541.895.2531	PO Box 276; Creswell OR 97426	01/01/2021	12/31/2024
alternate	Curtis Thomas City Planner	<a href="mailto:cthomas@creswell-or.us">cthomas@creswell-or.us</a>	541.895.2913	PO Box 276; Creswell OR 97426		none
<b>Dunes City</b>						
primary	Robert Orr Councilor	<a href="mailto:robertvorr@gmail.com">robertvorr@gmail.com</a>	541.997.3338	83541 Jensen Ln; Florence OR 97439		none
alternate	Jamie Mills City Recorder	<a href="mailto:recorder@dunescityor.com">recorder@dunescityor.com</a>	541.997.3338	PO Box 97; Westlake OR 97493		none
<b>Eugene</b>						
primary	Lucy Vinis Mayor	<a href="mailto:lvinis@eugene-or.gov">lvinis@eugene-or.gov</a>	541.682.8347	125 E 8th Ave; Eugene OR 97401		none
alternate	Alan Zelenka Councilor	<a href="mailto:alan.zelenka@ci.eugene.or.us">alan.zelenka@ci.eugene.or.us</a>	541.682.8343	125 E 8th Ave; Eugene OR 97401		none
<b>Florence</b>						
primary	Bill Meyer Councilor	<a href="mailto:bill.meyer@ci.florence.or.us">bill.meyer@ci.florence.or.us</a>	541.997.8237	250 Hwy 101; Florence OR 97439		none
alternate	Mike Miller Public Works Director	<a href="mailto:mike.miller@ci.florence.or.us">mike.miller@ci.florence.or.us</a>	541.997.4106	250 Hwy 101; Florence OR 97439		none
<b>Junction City</b>						
primary	Sidney Washburne Councilor	<a href="mailto:swashburne@cityofjc.com">swashburne@cityofjc.com</a>	541.998.2153	PO Box 250; Junction City OR 97448		none
alternate	Sandi Thomas Councilor	<a href="mailto:stthomas@cityofjc.com">stthomas@cityofjc.com</a>	541.998.2153	PO Box 250; Junction City OR 97448		none
<b>Lowell</b>						
primary	Don Bennett Mayor	<a href="mailto:donbennett47@q.com">donbennett47@q.com</a>	541.937.2312	540 Sunridge Ln; Lowell OR 97452		none
alternate	(vacant)					
<b>Oakridge</b>						
primary	Bryan Cutchen Mayor	<a href="mailto:mayor@ci.oakridge.or.us">mayor@ci.oakridge.or.us</a>	541.782.2258	PO Box 1410; Oakridge OR 97463		none
alternate	Rick Zylstra Planning Director	<a href="mailto:rzylstra37@gmail.com">rzylstra37@gmail.com</a>		PO Box 1410; Oakridge OR 97463		none
<b>Springfield</b>						
primary	Beth Blackwell Councilor	<a href="mailto:bblackwell@springfield-or.gov">bblackwell@springfield-or.gov</a>		225 5th St; Springfield OR 97477		none
alternate	Sean VanGordon Mayor	<a href="mailto:svangordon@springfield-or.gov">svangordon@springfield-or.gov</a>		225 5th St; Springfield OR 97477		[ page break ]

jurisdiction	member	email	phone	address	term start	term end
<b>Veneta</b>						
primary	Keith Weiss Mayor	<a href="mailto:kweiss@ci.veneta.or.us">kweiss@ci.veneta.or.us</a>	541.935.2191	PO Box 458; Veneta OR 97487	01/01/2021	
alternate	Alexa Bensen City Councilor	<a href="mailto:abenson@ci.veneta.or.us">abenson@ci.veneta.or.us</a>				
<b>Westfir</b>						
primary	D'Lynn Williams Mayor	<a href="mailto:mayor@ci.westfir.or.us">mayor@ci.westfir.or.us</a>		47365 1st St; Westfir OR 97492		none
alternate	(vacant)					
<b>Confederated Tribes of Coos, Lower Umpqua and Siuslaw</b>						
primary	Doug Barrett	<a href="mailto:doug.barrett@ctclusi.org">doug.barrett@ctclusi.org</a>	541.888.7512	P.O. Box 2000; Florence OR 97439		none
alternate	Garrett Gray	<a href="mailto:ggray@ctclusi.org">ggray@ctclusi.org</a>	541.888.9577	1245 Fulton Ave; Coos Bay OR 97420		none
<b>Port of Siuslaw</b>						
primary	Bill Meyer Commissioner	(see City of Florence)	(see Florence)	100 Harbor St; Florence OR 97439		none
alternate	David Huntington Manager	<a href="mailto:port@portofsiuslaw.com">port@portofsiuslaw.com</a>		100 Harbor St; Florence OR 97439		none
<b>Lane Transit District</b>						
primary	Heather Murphy Board Member	<a href="mailto:Heather.murphy@ltd.org">Heather.murphy@ltd.org</a>		PO Box 7070; Springfield OR 97475		none
alternate	Jameson Auten General Manager	<a href="mailto:jameson.auten@ltd.org">jameson.auten@ltd.org</a>		PO Box 7070; Springfield OR 97475		none
<b>ODOT Area Manager</b>						
primary	Vidal Francis Area 5 Manager	<a href="mailto:vidal.t.francis@odot.oregon.gov">vidal.t.francis@odot.oregon.gov</a>	541.726.5227	2080 Laura St; Springfield OR 97477		none
alternate	Bill Johnston Area 5 Planner	<a href="mailto:bill.w.johnston@odot.state.or.us">bill.w.johnston@odot.state.or.us</a>	541.747.1354	2080 Laura St; Springfield OR 97477		none
<b>Central Lane MPO</b>						
primary	Paul Thompson Transp. Manager	<a href="mailto:pthompson@lcog.org">pthompson@lcog.org</a>	541.682.4405	859 Willamette St Suite 500; Eugene OR 97401	2009	(no end date)
alternate	Brenda Wilson Executive Director	<a href="mailto:bwilson@lcog.org">bwilson@lcog.org</a>	541.682.4395	859 Willamette St Suite 500; Eugene OR 97401		(no end date)
<b>LC TrAC</b>						
primary	John Marshall	<a href="mailto:jmarshall47@gmail.com">jmarshall47@gmail.com</a>		(email only)		none
alternate	(vacant)					
<b>Highway 126 East</b>						
primary	Pete Petty (area resident)	<a href="mailto:ppetty541@aol.com">ppetty541@aol.com</a>		49460 McKenzie Hwy; Vida OR 97488		none
alternate	Charles Tannenbaum (area resident)	<a href="mailto:caroltan@q.com">caroltan@q.com</a>	541.736.8575	40882 McKenzie Hwy; Springfield OR 97478		none
<b>Designated representatives (special interest)</b>						
<b>trucking</b>	(vacant)					
<b>rail</b>	(vacant)					
<b>bicycle &amp; pedestrian</b>	Megan Shull LCOG SRTS	<a href="mailto:mshull@lcog.org">mshull@lcog.org</a>	541.682.4023	859 Willamette St Suite 500; Eugene OR 97401	1/10/2024	01/10/2028
alternate	Jack Blashchishen Springfield PS	<a href="mailto:jack.blashchishen@springfield.k12.or.us">jack.blashchishen@springfield.k12.or.us</a>	(541) 228.0699		1/10/2024	01/10/2028
<b>environmental &amp; land use</b>	Rob Zako BEST	<a href="mailto:rob@best-oregon.org">rob@best-oregon.org</a>	541.606.0931		06/30/2020	06/30/2024
alternate	Brett Morgan Friends of Oregon 1000	<a href="mailto:brett@friends.org">brett@friends.org</a>	503.497.1000 (ext 122)		06/30/2020	06/30/2024
<b>Other representatives (special interest)</b>						
disability community	Eugene Organ (area resident)	<a href="mailto:eorgan@comcast.net">eorgan@comcast.net</a>	541.683.6556	2850 Pearl St; Eugene OR 97405	07/14/2020	07/14/2024
aviation	Shelley Humble Creswell airport	<a href="mailto:shumble@creswell-or.us">shumble@creswell-or.us</a>	541.895.2913 (w) 541.953.9197 (c)	PO Box 276; Creswell OR 97405	07/14/2020	07/14/2024
micro-mobility	Brodie Hylton Cascadia Mobility	<a href="mailto:brodieh@cascadiamobility.org">brodieh@cascadiamobility.org</a>	503.481.0418	455 W 1st Ave; Eugene OR 97401	1/10/2024	1/10/2028



jurisdiction	member	email	phone	address	term start	term end
economic development	Tiffany Edwards Chamber of Commerce	<a href="mailto:tiffanye@eugenechamber.com">tiffanye@eugenechamber.com</a>	541.678.3370	1401 Willamette Street; Eugene OR 97401	1/10/2024	1/10/2028

**LaneACT Member Support Staff**

updated January 2023

Jurisdiction	Support Staff	Email
Lane County	Becky Taylor Sasha Vartanian	<a href="mailto:becky.taylor@lanecountyor.gov">becky.taylor@lanecountyor.gov</a> ; <a href="mailto:sasha.vartanian@lanecountyor.gov">sasha.vartanian@lanecountyor.gov</a> ;
Eugene	Rob Innerfeld	<a href="mailto:rob.inerfeld@ci.eugene.or.us">rob.inerfeld@ci.eugene.or.us</a>
Veneta	Matt Michel	<a href="mailto:mmichel@ci.veneta.or.us">mmichel@ci.veneta.or.us</a>

## LaneACT Attendance 2023-2024

Stakeholder	FEB'23	MAR'23	APR'23	MAY'23	JUN'23	JUL'23	AUG'23	SEP'23	OCT'23	NOV'23	DEC'23	JAN'24	FEB'24	
Coburg	X	X	X	A	X	X	X	No Meeting	X	X	X	X	X	
Cottage Grove	X	X	X	X	X	X	A		X	X	X	X	X	X
Creswell	X	X	X	X	X	X	X		X	X	X	X	X	X
Dunes City	A	X	A	A	X	A	A		A	A	A	A	A	A
Eugene	X	A	X	A	X	X	X		X	X	A	X	X	X
Florence	X	A	X	A	A	X	X		A	X	X	X	X	X
Junction City	X	X	X	X	X	X	X		X	X	X	X	A	A
Lowell	A	A	X	X	X	X	X		A	A	A	A	A	A
Oakridge	X	X	X	X	X	X	X		X	X	X	X	X	X
Springfield	X	A	X	X	A	A	X		X	X	X	X	A	X
Veneta	X	X	X	X	X	X	X		X	X	X	X	X	X
Westfir	A	A	A	A	A	A	A		A	A	A	A	A	A
Lane County	A	A	X	X	X	X	X		X	A	X	X	X	X
Port of Siuslaw	X	A	X	A	A	X	X		A	X	X	X	X	X
Lane Transit District	X	A	X	X	X	X	X		X	A	A	X	X	X
CTCLUSI	X	A	X	X	X	X	X		X	X	X	X	X	X
ODOT Area 5	X	X	X	X	X	X	X		X	X	X	X	X	X
Central Lane MPO	X	X	X	X	X	X	X		X	X	X	X	X	X
Lane County TrAC	X	X	X	X	A	X	X		X	X	X	X	X	X
CLMPO CAC - VACANT		X	X	X										
Highway 126 E	X	X	X	X	A	X	X		A	A	A	A	X	X
DS Trucking - VACANT														
DS Rail - VACANT														
DS Bike/Ped	X	X	X	X	X	X	X		X	X	X	X	X	X
DS Envir LU	X	X	X	X	X	X	X		X	X	X	X	X	A
OS - Eugene Organ	X	A	A	A	X	A	X		A	X	X	X	X	A
OS - Brodie Hylton														A
OS- Tiffany Edwards														X
OS - Shelley Humble	X	X	X	X	X	X	X	X	A	X	X	X	A	
OS-VACANT														
TOTAL	21	15	22	17	18	20	20		14	17	20	19	18	

X=present  
A=absent