

Meeting Agenda

June 12, 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

- **LaneACT transportation funding priorities**
- **Connect Oregon application review**

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**
Note: The announcements and information sharing portion of the meeting has been moved to the end of the agenda for this meeting
- 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 May 8 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. ODOT funding challenges** **5:50**
Summary: Follow-up from previous meeting. Additional discussion about ODOT funding needs.
Presenter: Savannah Crawford – ODOT Region 2 Manager
Attachment: Summary memo and presentation (page 12)
- 6. LaneACT Steering Committee expansion** **6:05**
Summary: This item is for information only. (There is not enough time on the agenda for discussion.) The Chair will summarize the discussion that took place at the May meeting. The attachment provides additional information about the document that was referred to titled *Steering Committee Appointment and Terms Protocols*.
Presenter: Shelly Clark – LaneACT Chair
Attachment: Summary memo and attachment (page 21)
- 7. LaneACT transportation funding priorities (*quorum required*)** **6:10**
Action requested: (1) Finalize the list of priorities. (2) Agree on messaging for the July 17 meeting with the Joint Committee on Transportation (JCT).
Presenters: Steering Committee – Shelly Clark, Keith Weiss, Vidal Francis.
Attachments: Summary memo and other attachments (page 24)
- 8. Connect Oregon application review (*quorum required*)** **6:40**
Action requested: Review and rank funding requests received for three projects in the LaneACT area.
Presenter: Bill Johnston – LaneACT staff
Attachment: Summary memo and attachments (page 29)
- 9. Announcements and information sharing (*please be brief*)** **7:15**
a. Announcements from the Chair – Shelly Clark
b. ODOT update – Vidal Francis
c. Central Lane Metropolitan Policy Committee update – Paul Thompson
d. Member updates – all
- 10. Future topics** **7:25**
Summary: Refer to the list of future meetings and topics (attached).
Presenter: Bill Johnston – LaneACT staff

Additional attachments and other information (for information only)

- Future meetings and topics (page 51)
- LaneACT member roster (page 53)
- Monthly attendance report (page 56)
- Central Lane MPO meeting agendas and minutes – <https://www.lcog.org/bc-mpc>

Upcoming meetings

- June 19 (Wednesday) – Steering Committee (9:00 – 10:00)
(to prepare for the August LaneACT meeting)
- **Summer recess – no LaneACT meeting in July**
- July 17 (Wednesday) – Joint Committee on Transportation
- August 1 (Thursday) – Oregon Transportation Commission meeting in Florence
- August 14 (Wednesday) – LaneACT (5:30 – 7:30)

Meeting materials are posted at www.LaneACT.org prior to each meeting. To be included on the email notification list, contact Anais Mathez at anais.mathez@3j-consulting.com

Mailing address: 2080 Laura St; Springfield, OR 97477

May 8, 2024 meeting minutes

Lane Area Commission on Transportation (LaneACT)

Format: This meeting was conducted by videoconference.

Present: (members eligible to vote)
Shelly Clark, Creswell (Chair)
Keith Weiss, Veneta (Vice Chair)
Mike Fleck, Cottage Grove
Cathy Engebretson, Coburg
Bryan Cutchen, Oakridge
Ryan Ceniga, Lane County
Vidal Francis, Oregon Department of Transportation (ODOT)
Paul Thompson, Central Lane Metropolitan Planning Organization (MPO)
Chief Doug Barrett, Confederated Tribes
Megan Shull and Jack Blashchishen, Bicycle & Pedestrian Stakeholders
John Marshall, Lane County Transportation Advisory Committee (LC TrAC)
Jameson Auten, Lane Transit District (LTD)
Lucy Vinis, Eugene
Beth Blackwell, Springfield
Tiffany Edwards, Other Stakeholder
Shelley Humble, Other Stakeholder
Rob Zako, Other Stakeholder
Brodie Hylton, Other Stakeholder
Bill Meyer, Florence and Port of Siuslaw
Sidney Washburn, Junction City

Absent: Lowell (Don Bennett); Highway 126 East (Pete Petty); Eugene Organ (Other Stakeholder); Dunes City (non-participating); Westfir (non-participating)

Others: Anais Mathez (3J Consulting); Bill Johnston, (ODOT); Rob Inerfeld (Eugene); Becky Taylor (Lane County); Matt Michel (Veneta); Garrett Grey (Confederated Tribes, alternate); Jack Blashchishen (Bicycle & Pedestrian alternate); Savannah Crawford (ODOT); Jim Gamble (ODOT)

1. Call to order (Welcome and Introductions)

Chair Shelly Clark called the meeting to order at 5:30 pm.

2. Review agenda – additions or deletions

Consensus: Approve agenda

3. Consent items

a. Approve minutes from April 10, 2024 meeting

Consensus: Approve minutes from April 10, 2024 LaneACT meeting, as corrected.

b. Approve letter of support for Lane County grant application [consistent with agenda]

LaneACT member Paul Thompson noted that the total estimated cost of the project is \$15 million. The grant request is for \$12 million. Becky Taylor from Lane County confirmed these amounts. She noted that the LaneACT has previously endorsed this project.

Brodie Hylton asked how the funding gap will be closed. Ms. Taylor explained that Lane County is required to provide \$3 million in local matching funds. They are pursuing other grants that could be used for this purpose. One possibility is the Oregon Community Paths program.

Tiffany Edwards asked if the LaneACT could incur any financial or other liability by recommending this project. Ms. Taylor explained that the letter would simply affirm the LaneACT's support for the project. They may ask the LaneACT for another letter for this same project in the future if they apply for other grants. They have been pursuing funding for this project for over a decade. Chair Clark confirmed that the LaneACT is not committing any funds to this project. The letter is only a show of support.

Consensus: Authorize the Chair to provide a letter of support for Lane County's grant application

4. Comments from the audience

None.

5. ODOT Region 2 Manager

Savannah Crawford, ODOT Region 2 Manager, introduced herself and provided an overview of Region 2. ODOT Region 2 consists of four different areas and districts. It extends from Tillamook County to Lane County.

Ms. Crawford has been with ODOT for twenty years. She was appointed to the Region 2 Manager position in October. She previously worked as a transportation planner in the Springfield office (Area 5), for approximately four years. Prior to that, she worked as a planning

intern for the City of Cottage Grove. During her time in Area 5 she participated in establishing the LaneACT. She later transferred to the Salem office to work in policy planning for a few years, and then into design and construction (project development). She served as the Area Manager in the Corvallis office (Area 4) for several years before being promoted to Region Manager. She has been meeting with the different ACTs in Region 2 to introduce herself and to let them know they are supported.

Ms. Crawford attempted to share a video explaining ODOT's funding challenges, but there were some technical difficulties. She encouraged the members to view it later on their own and share it with their constituents. Staff provided the following link: [MiniPix US V53 16x9 VO1 \(youtube.com\)](https://www.youtube.com/watch?v=MiniPix_US_V53_16x9_VO1)

Ms. Crawford then began a slide presentation titled State Transportation System Needs, focusing on funding safety, maintenance, and operations. She explained why ODOT's revenues are declining and how this affects highway maintenance in particular. She explained that ODOT's priorities are to keep the agency running, maintain the transportation system, and to keep people safe. She also referred to ODOT's obligation to complete the projects that were funded through the 2017 State of Oregon transportation funding bill (HB 2017).

Ms. Crawford was unable to complete her presentation. There was some interference with her audio connection. She indicated she would like to come back another time to have more discussion with the LaneACT on this and other topics.

Chair Clark added that the next ACT meeting will be on June 12. She asked staff there was room on the agenda for Ms. Crawford. Bill Johnston indicated that there probably would be but suggested that the Steering Committee discuss this at their next meeting. Ms. Crawford confirmed that she was available on June 12. She asked members to share questions with her in advance so she can be prepared for the discussion. The Steering Committee will also decide whether the next LaneACT meeting will be in person or virtual.

6. LaneACT Steering Committee expansion

The purpose of this discussion was to decide whether to hold a special election for the purpose of expanding the Steering Committee. If yes, the members would need to decide when to hold the special election and to agree on the procedure.

Chair Clark emphasized the importance of adhering to the bylaws, which stipulate that additional Steering Committee members to be formally elected. Mr. Johnston noted that the Steering Committee recommends waiting until December when regular elections are held to decide whether to expand the Committee.

Mr. Zako referred to the discussion that occurred at the previous meeting. He recalled that the members wanted the Steering Committee to be responsible for the area prioritization process, rather than forming another committee. He also emphasized the importance of coordinating with

the MPO. He said he disagreed with the Steering Committee's recommendation to wait until December. He also suggested that the Steering Committee was placing too much emphasis on the meaning of certain words used in the bylaws, referring to the distinction between electing and appointing additional members to serve on the Committee.

A few members suggested the Steering Committee needed to be more transparent and to have a broader representation of members. Mr. Thompson said he was prepared to nominate more members at this meeting. He clarified, based on his recollection, that the Steering has consisted of more than three members before. He also recalled that elections have not always been held in December.

Mr. Thompson referred to a 2012 LaneACT document titled Steering Committee Appointment and Terms Protocols. He claimed that it supersedes the 2011 document that LaneACT staff has referred to titled LaneACT Foundational Procedures and Policies. He quoted several provisions.

Lucy Vinis from Eugene asked Mr. Thompson to explain the provision suggesting that the Steering Committee periodically solicit participation from members to serve on the Committee. He said this was a recognition that the membership of the LaneACT changes over the course of the year and that there might be a need to add more members to the Steering Committee depending on the topics being considered. He also noted that the protocol document suggests that LaneACT members who attend Steering Committee meetings should be allowed to participate in decision making, even if they are not formal members of the Committee.

Mr. Johnston explained that he was not familiar with this document. He noted that it is not posted on the LaneACT webpage. Mr. Thompson noted that the document is included in the LaneACT orientation manual, which is posted on the webpage.

Vice Chair Weiss suggested that the LaneACT should wait until the bylaws are updated before considering whether to expand the Steering Committee. Shelley Humble said she did not feel they needed to wait until December. She suggested that the document Mr. Thompson referred to should be provided to everyone to review. It should also be posted on the webpage.

Mike Fleck from Cottage Grove agreed that LaneACT decisions should be consensus driven. He did not understand why the Steering Committee needed to be expanded, noting that there is already a consensus-based decision-making process in place. Most decisions are made by the full ACT, by consensus.

Chair Clark said that she reviewed the 2019 bylaws that are posted on the LaneACT website. She referred to Section V.C, Committees, which specifies that Steering Committee members must be elected by the LaneACT.

Vidal Francis from ODOT shared his observations about the Steering Committee. The Committee has been very transparent and has considered the input of other LaneACT members who have attended meetings to participate in the discussion. He shared his positive sentiments

about working with the current Steering Committee. He encouraged all LaneACT members to contact the Steering Committee if they had any questions or concerns.

Ryan Ceniga from Lane County indicated that he felt comfortable talking to the Steering Committee if he had a request to include an item on a meeting agenda. He also noted that this is how the Board of County Commissioners operates. He said it works well.

Ms. Vinis explained that the motion that was made at the previous meeting (by Rob Zako, seconded by her) to expand the Steering Committee is not a criticism of the current leadership. She thinks it is important to include Mr. Thompson on the Steering Committee because of his expertise and to ensure coordination with the MPO. She encouraged the Steering Committee to move the meeting to a time when he can attend.

Chair Clark asked staff to clarify the motion that was made at the previous meeting. Mr. Johnston explained that the motion made by Mr. Zako was to appoint Mr. Thompson to the Steering Committee, at that meeting, because his expertise was needed to develop a list of transportation funding priorities, which was an agenda item being discussed at that time during the meeting. Mr. Zako confirmed that this was his intent.

Mr. Thompson referred again to the document titled Steering Committee Appointment and Terms Protocols. He shared the document by displaying it on his screen. He said he knows at least three other members that would also be interested in joining the Steering Committee. He confirmed that it is difficult for him to attend meetings on the days and times it is currently scheduled.

Mr. Johnston, responding to previous comments, noted that the next agenda item (LaneACT transportation funding priorities) describes a process for coordinating with the MPO. He explained that LaneACT can coordinate with Mr. Thompson at the staff level. He also noted that Mr. Thompson has participated in Steering Committee meetings in the past without being a formal member of the Committee.

Referring to the Steering Committee meeting scheduled for the following week (on May 16 at 1:00), Chair Clark suggested that the Committee may be able to find another time that would work for Mr. Thompson. He replied that he would not be able to attend a meeting anytime on May 16, and that the following week he needs to put together his packet for the MPO. Mr. Zako said he would withdraw his motion if the Steering Committee agrees to coordinate with Mr. Thompson to find a time that works for him. The Chair agreed and the motion was withdrawn.

Chair Clark thanked the LaneACT members for their patience in considering this difficult topic. She commented that it highlights the need to update the bylaws, to address the questions that have been raised. Mr. Johnston reminded the Chair that the memo in the packet asks the members to agree to wait until December before considering electing others to the Steering Committee.

Shelley Humble commented again that the Steering Committee should be expanded sooner rather than later. Brodie Hylton made a similar comment earlier in the discussion.

Consensus (summary):

- There was no consensus to expand the Steering Committee at this time.
- The members agreed that the Steering Committee would find a time for their next meeting that would allow more members to attend.
- Topics to be discussed, at that meeting, would include (1) how to finalize the list of transportation funding priorities, and (2) whether to have any further discussion with the LaneACT, prior to December, about expanding the Steering Committee.

7. LaneACT transportation funding priorities

Chair Clark noted that the Joint Transportation Commission (JTC) meeting will be held on July 17. She referred to a document from the JCT describing the purpose of the meeting.

She asked if members were able to identify their top priority, among the projects within their jurisdictions they previously submitted for consideration. Many members said they had. For those who had not yet done so, Chair Clark asked them to email Ms. Mathez their top priority by May 17 if possible, and no later than May 24.

Megan Shull (LaneACT bicycle & pedestrian representative) asked about stakeholders like her who advocate for projects in multiple jurisdictions. Shouldn't they be able to identify one or more priority projects? Mr. Johnston responded. He explained that this is a simplified process to identify a list of priority projects to present to the JTC in July. If the ACT wanted to, they could continue to refine the priority list and present an updated list to the JCT, or OTC, later in the year. That process would allow stakeholders with broader interests to indicate their priorities. The group also discussed the type of projects the county should prioritize, focusing on pedestrian safety and accessibility.

Mr. Thompson suggested adding the Link Lane Transportation Service, as a priority, to the list of projects. Mr. Johnston asked Mr. Thompson to provide him with some text describing the service and its benefits.

Chair Clark referred again to the document from the JCT. It clarifies that the 2025 transportation funding package will focus on maintenance, operations, and safety. It says the JCT is gathering input from community leaders, to determine how to address the funding challenges.

Chair Clark also referred to the documents in the LaneACT meeting packet. Mr. Thompson agreed with the process for prioritizing projects described in the packet. This will result in a list of the top fifteen local projects to present to the JCT. ODOT projects should also be included. He also suggested including a line item to support ODOT's need for more funding.

Mr. Francis reminded the group about the direction the OTC provided to the ACT chairs at their last meeting. ODOT's priority is to find a way to fully fund roadway maintenance. There may not be much additional funding for new projects.

Chair Clark clarified that the priority projects will be organized using the categories shown in the meeting packet.

Chief Barrett (Confederated Tribes) commented on the importance of investing in the Highway 126 West corridor, to improve safety. He also mentioned the flooding problem at Cushman.

Consensus (summary):

The members agreed to use the process and categories described in the meeting packet to prioritize the projects.

8. Connect Oregon application review process

Ms. Mathez described the documents included in the meeting packet. LaneACT will be reviewing and ranking the three LaneACT area applications at the June meeting. There were a total of eleven applications in Region 2.

A special Region 2 Review Committee will meet in Salem on July 10 to review and rank all the applications in Region 2. The LaneACT Chair and Vice Chair will represent the LaneACT at that meeting. The OTC will make a final funding decision in September.

The meeting packet includes links to the complete applications for each of the three LaneACT area projects. Members were asked to review the applications and be prepared to discuss them in June. Applications were received from the City of Eugene (Eugene airport), the Oregon Department of Aviation (Oakridge airport), and private company called Green Hill Reload (for a reload facility in Eugene).

Mr. Johnston explained that he will repackage these applications for members to review at the June meeting. They will also receive additional information from the ODOT Freight Manager, showing how all 11 Region 2 projects have been ranked by the modal committees. He indicated (again) that the Chair and Vice Chair would represent the LaneACT at the meeting on the July 10, if no one had any concerns. No one objected.

Mr. Cutchen expressed some concern about the LaneACT's lack of knowledge about the Oakridge airport project. Members agreed that they would like more information about the projects. Mr. Johnston clarified that the members would be provided with all the information they need. He also clarified that the applicants would be invited to attend the meeting to answer questions.

9. Announcements and information sharing

This topic was not discussed. There was not enough time.

10. Future topics

This topic was not discussed. There was not enough time.

Adjourn

Chair Clark adjourned the meeting at 7:30.

Recorder

- This meeting was recorded by Anais Mathez on May 8, 2024.
- These meeting minutes were prepared by Journie Gering. They were edited by Anais Mathez and Bill Johnston.

Agenda Item 5

ODOT funding challenges**Presenter**

Savannah Crawford – ODOT Region 2 Manager

Action requested

No action required. This item is for information and discussion only.

Summary

This is a follow up from the May 8 meeting. There were some technical difficulties with the videoconference connection that prevented the ODOT Region 2 Manager from completing a slide presentation explaining ODOT's funding challenges.

Additional time will be provided at the June 12 meeting for Savannah Crawford to discuss this topic further. There will be an opportunity for members to ask questions. Please be brief. The meeting agenda is very full. Only 15 minutes is provided for this discussion.

Attached is the slide presentation Savannah was not able to complete at the previous meeting. Please review this document prior to the meeting on June 12. Savannah will not be presenting the slides but she may refer to the content.

The same information is contained in a 5-minute video produced by ODOT. It can be viewed at the following link: https://www.youtube.com/watch?v=knxHP_QX3PM

The video is titled: Why Transportation Agencies Are Cutting Maintenance. The following is a summary:

Maintaining our transportation system is something most people can agree governments should do. But governments across the US are cutting back on maintenance. Why is that?

Watch this video to learn how transportation agencies are grappling with flattening and declining fuels tax revenues, increasing inflation, and legal restrictions on available funding. This video also outlines possible solutions to better maintain our transportation system and keep travelers safe.

Attached

Slide presentation: State Transportation System Needs (8 pages)

State Transportation System Needs

Funding Safety, Maintenance, and Operations

Oregon Department of Transportation



1

A Broad Scope & Priority Focus

ODOT strives to:

- **Maintain** Oregon's state highways, roads, and bridges.
- **Ensure a safe system** through education, investment, and regulation.
- **Develop a connected multimodal** statewide network.

ODOT's priority focus: delivery of core critical services to keep Oregon moving, enhance safety, keep communities connected, and build structural revenue stability and resilience for the future.

ODOT's investment focus:

- **First:** Safety and service restoration.
- **Next:** Capital improvements and modernization.



Statewide investments will lead to service improvements for all system users.

2

ODOT's Priority Needs

ODOT's priority needs are focused on the primary services and functions that **keep the agency running, maintain our transportation system, and keep people safe.**

- Service Functions
- Safety System Investments
- Fulfilling HB 2017 Commitments



Structural Revenue Challenges

A Tale of Two Budgets



Transportation Projects & Programs

Dedicated federal & state funds for:

- Construction projects
- Grant programs

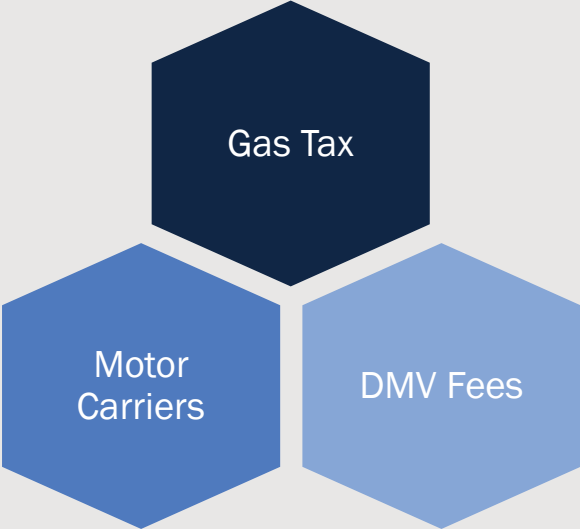


Maintenance & Agency Operations

State Highway Fund dollars available to run the agency:

- Road maintenance
- DMV & CCD
- Central services like IT, HR

State Highway Fund Revenue Mechanisms



2023-25 ODOT Legislative Budget

\$6.1 Billion in Expenditures

Capital Investments

- Preservation (bridges, pavements, signals), Safety Improvements, System Enhancements

Non-Road Modes

- Public Transportation, Rail, Transportation Safety

Debt Service

- Debt service payments from all funding sources

Agency Operations

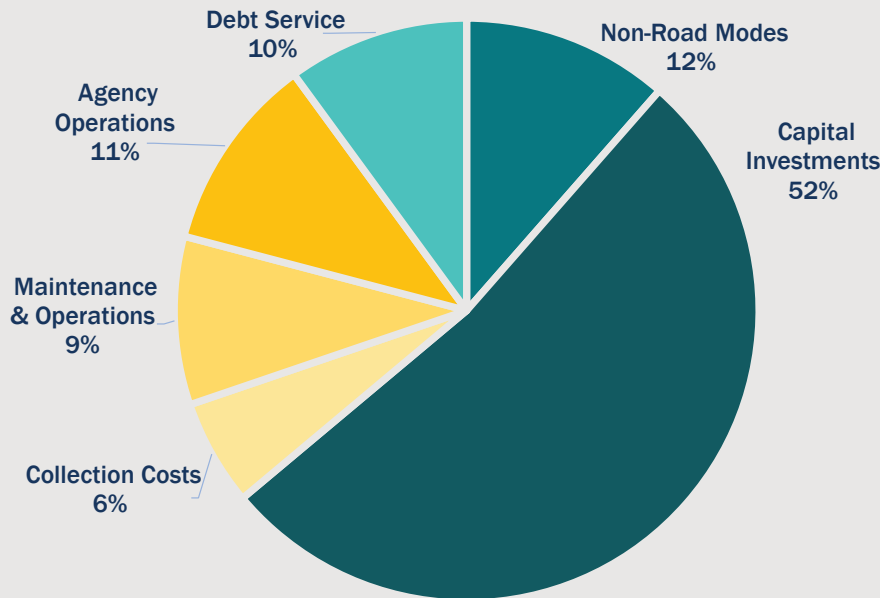
- Staff and support for daily operation, indirect costs

Maintenance & Operations

- Staff, equipment, and materials

Collection Costs

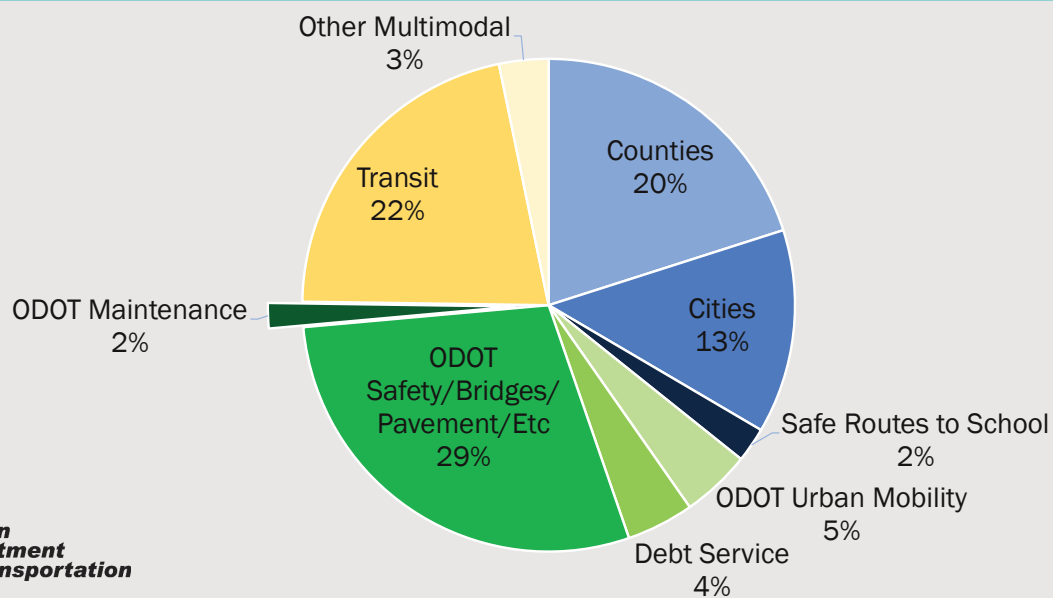
- Fuels Tax, Commerce & Compliance, DMV



7

HB 2017 Funding Distribution

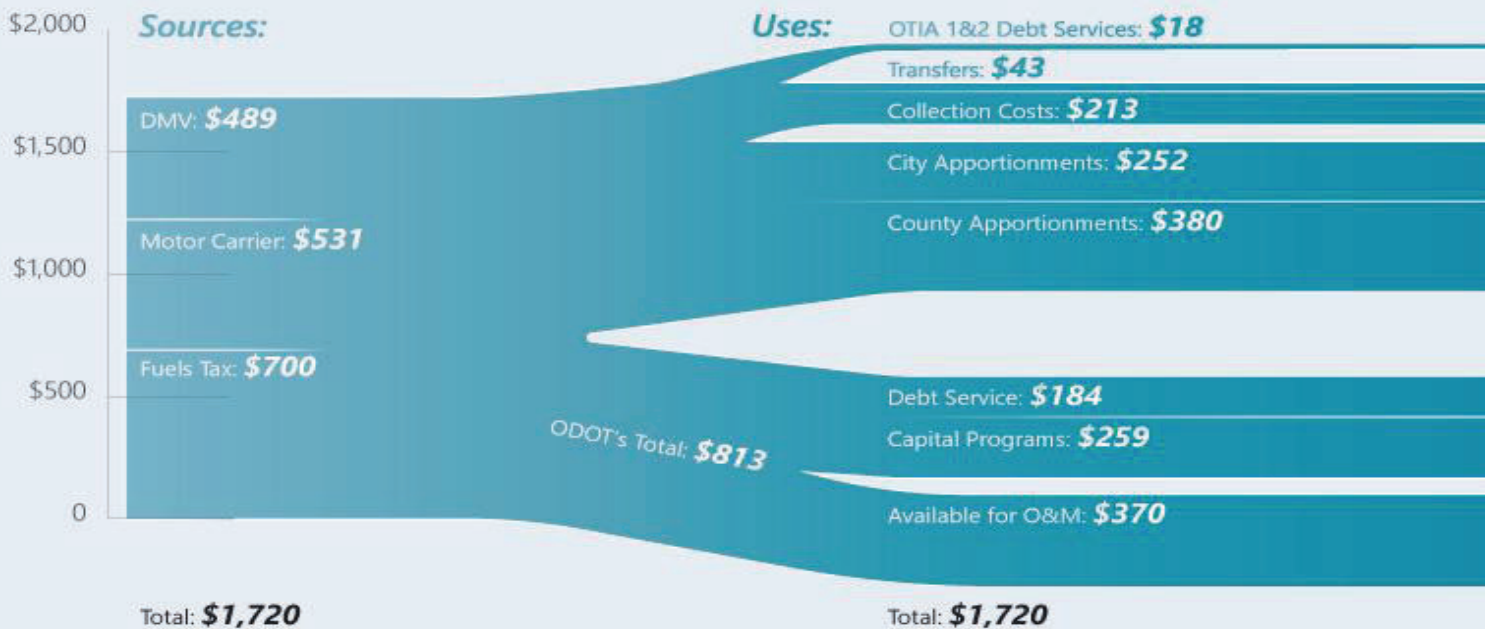
Forecast for FY 2025; \$658 million total projected revenue



8

State Highway Fund Sources and Uses

2023-2025 Annual Average in Millions



State Highway Fund Structural Funding Challenges



Future Fuels Tax Revenue Decline

- The average driver consumes almost **25% less fuel per year** than 10 years ago. At today's rate, that's over **\$40 less per year** in gas tax paid per vehicle.



Reliance on Few Sources of Revenue

- Oregon **does not utilize inflation-resistant** funding mechanisms to support transportation system needs.



Rigid Statutory Structure

- About 75% of fees collected by DMV** go to local governments, construction projects, and other programs and can't be spent on delivering DMV services.
- Only about 2%** of additional taxes and fees raised by HB 2017 went to state highway maintenance and operations.



Rise of Record Inflation

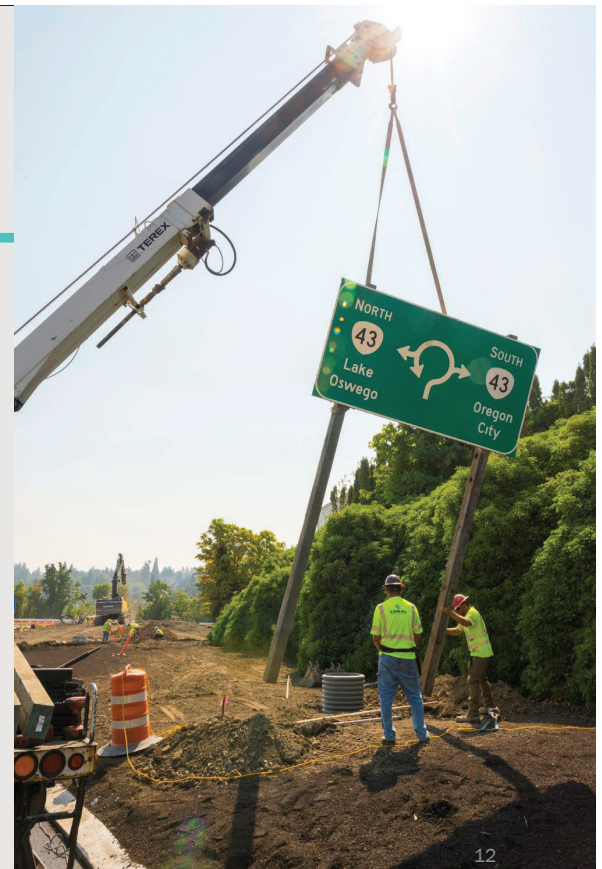
- Since 2017, the National Highway Construction Cost Index has **increased by over 80%**.
- Equipment costs have **increased about 25%** in the past four years.
- Paint costs **have increased over 30%** in the last four years.

Service	Estimated Annual Need	Annual Funding Gap	
Service Functions			
Customer Service & Regulation (DMV)	\$170 million	\$50 million	
Customer Service & Regulation (CCD)	\$60 million	\$25 million	
Agency Operations	\$450 million	\$170 million	
Maintenance and Operations	\$450 million	\$205 million	
Safety System Investments			
Preservation	\$1,250 million	\$980 million	
Programmatic and Systemic Safety Investments	\$200 million	\$145 million	
Safe Routes to School Infrastructure	\$50 million	\$35 million	
On-Road Bicycle and Pedestrian Network	\$135 million	\$115 million	
Great Streets Program	\$65 million	\$45 million	
On Road Freight Investments	\$12 million	\$8 million	
TOTAL	\$2,842,000,000	\$1,778,000,000	
Fulfilling HB 2017 Commitments			
Fulfilling HB 2017 Commitments	Estimated Total Cost*	Available Resources*	Total Funding Gap*
I-5 Rose Quarter Improvement Project	\$1,700 - \$1,900 million	\$160 million	\$1,540 - \$1,740 million
I-205 Improvements Project	\$1,290 - \$1,360 million	\$745 million	\$545 - \$615 million
TOTAL	\$2,990 - \$3,260 million	\$905 million	\$2,085 - 2,355 million

** updated UMS Finance Plan underway; amounts for "HB 2017 commitments" will change

Future Needs

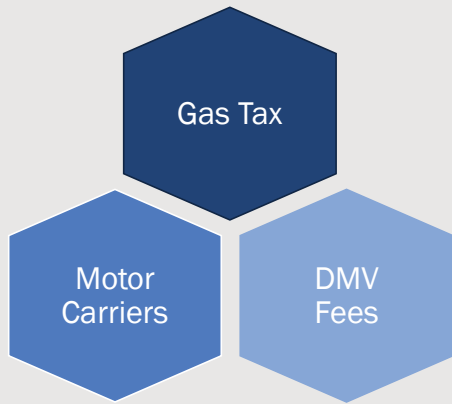
- **Insufficient and unreliable revenue** will force future service cuts.
- With sufficient and reliable funding, ODOT would first prioritize:
 - Restoring essential **maintenance services**.
 - Improving **customer service** gaps.
 - Addressing **safety** issues.
 - Fulfilling **HB 2017 commitments**.
- To maintain our existing transportation system, **structural revenue reform is needed**.



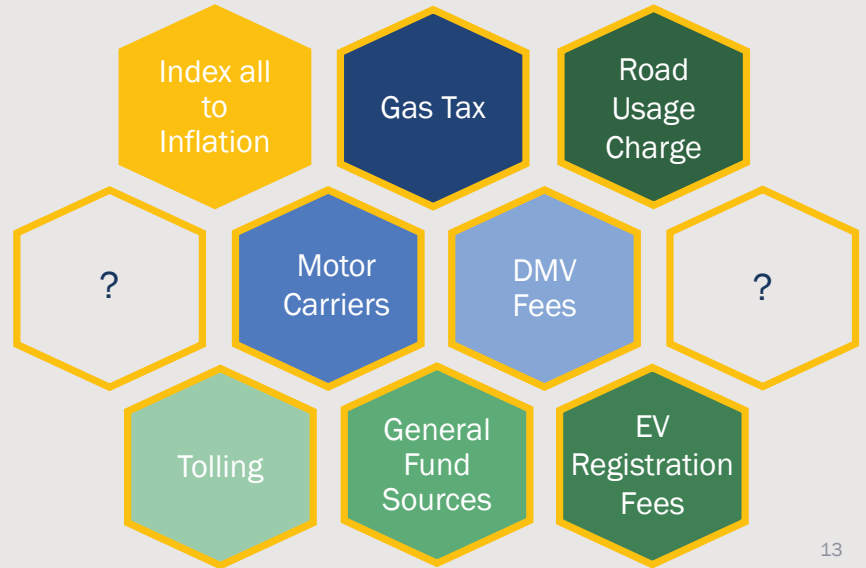
A More Diversified Revenue Portfolio

Sufficient and sustainable funding is key to maintaining and modernizing our transportation system

State Highway Fund Revenue Today



Some Options for the Future



13



14

Questions?



Agenda Item 6

LaneACT Steering Committee expansion**Presenters**

Shelly Clark – LaneACT Chair

Action requested

No action required. This is a follow up to the discussion that took place at the previous meeting on May 8.

Summary

The LaneACT had an extensive discussion about expanding the Steering Committee at the previous two meetings (April 10 and May 8). At the May 8 meeting, the members decided not to expand the Steering Committee at this time. There was no consensus to conduct a special election for this purpose.

In response to requests from several members, the Steering Committee adjusted the day and time of the May meeting to accommodate those who wanted to participate in the discussion about LaneACT transportation funding priorities. (Refer to Agenda Item 7.) The Steering Committee met on May 21 (Wednesday) from 9:00-10:00 AM, rather than May 16 (Thursday) from 1:00-2:00 PM.

At that meeting, the Steering Committee decided that future meetings will also be held on Wednesday (the week after the LaneACT meets) rather than Thursday, at least for the time being. The Steering Committee may reevaluate this schedule in the future.

In addition to discussing the meeting day and time, the Steering Committee considered other discussion that occurred at the May 8 meeting. LaneACT member Paul Thompson referred to a document titled *Steering Committee Appointment and Terms Protocols* that was adopted by the LaneACT in 2012. Attached is a copy of this one-page document, along with an assessment prepared by LaneACT staff.

Nothing in this this document invalidates the Steering Committee’s previously stated position and recommendation on this topic. The LaneACT could expand the Steering Committee but an election would need to be held.

The Steering Committee has recommended waiting until the end of the year to consider this possibility, at same time regular elections are held and after the bylaws have been updated. The Steering Committee recommends not spending any more time discussing this topic. The LaneACT has other important tasks to complete.

Attachment

Steering Committee Appointment and Terms Protocol (2 pages)

Steering Committee Appointment and Terms

Included in this attachment (on the following page) is a one-page document titled *Steering Committee Appointment and Terms Protocols*. It was adopted by the LaneACT in 2012. LaneACT member Paul Thompson referred to this document at the May 8 meeting. Staff has prepared this assessment to assist the Steering Committee and the LaneACT in interpreting this document and determining how to proceed.

Assessment

1. The document uses the term appointment but acknowledges that Steering Committee members need to be elected. (Refer to the text highlighted in blue and yellow.)

ASSESSMENT: This is an important distinction that was discussed at the May 8 LaneACT meeting (Refer to Agenda Item 6.) These terms mean different things. The election process is described in the bylaws and in another protocol document titled *LaneACT Foundational Procedures and Policies*. Appointments are referred to separately in the bylaws.

Elections are more involved and formal than appointments. Presumably this is to ensure that members of the Steering Committee, who are authorized to make certain types of decisions, are carefully considered. Appointing members to serve on a temporary advisory committee is not as consequential.

2. The document states (Section I) that the LaneACT will periodically solicit participation from its members to serve on the Steering Committee or attend its meetings.

ASSESSMENT: LaneACT members have always been welcome to attend and participate in Steering Committee meetings, whether or not they are formal members.

3. The document implies (in Section III) that LaneACT members who attend Steering Committee meetings should be allowed to participate in decision making.

ASSESSMENT: This provision contradicts the bylaws. All of this can and should be clarified when the bylaws are updated. As a practical matter, no one has ever claimed this privilege. Most regular members who attend meetings defer to the Steering Committee when formal decisions are made. Regardless, the Steering Committee usually considers everyone's opinions and suggestions.

Conclusion

Nothing in this this document invalidates the Steering Committee's previously stated position on this topic. The LaneACT could expand the Steering Committee but an election would need to be held. The members of the LaneACT considered this option at the May 8 meeting. They decided not to expand the Steering Committee at this time. There was no consensus to conduct a special election for this purpose.



STEERING COMMITTEE APPOINTMENT AND TERMS PROTOCOLS Adopted December 12, 2012

- I. Composition and Appointment: Under the provisions of the LaneACT Bylaws, the Steering Committee shall consist of the Chair, Vice-Chair, ODOT Area 5 Manager, and up to five other primary voting members **elected** by the voting members of LaneACT.

Due to this composition, the LaneACT Officer membership on the Steering Committee may change following the seating of the new officers, which takes place in January of each year consistent with the adopted Bylaws.

The LaneACT values representation from a diverse group of different stakeholders on the Steering Committee, in order to ensure that a variety of interests are taken into account in conducting the duties of the Committee. In order to encourage active involvement, **the LaneACT will periodically solicit participation from its members to volunteer to serve on the Steering Committee or attend its meetings.**

- II. Duties: Under the provisions of the LaneACT Bylaws, duties of the Steering Committee include development of meeting agendas, development and monitoring of a Work Plan, and mentoring of new members. In addition, under the Bylaws the Steering Committee may call a special meeting with 10 days advance notice, when urgent business must be conducted. **The Steering Committee may address other tasks as may be requested by the LaneACT membership.**
- III. Meetings: The Steering Committee generally meets on a monthly basis to carry out its duties. All members of the LaneACT are encouraged to attend the Steering Committee meetings. **LaneACT members in attendance are invited to actively participate with Steering Committee members in conducting their duties at the meetings. When conducting its duties, the Steering Committee and attendees at the meeting will operate by consensus.**

Attendance can either be in person, by phone, or other remote access technology. The location and phone number to join the meeting via a conference line will be provided on the Steering Committee agendas, which will be distributed to all LaneACT members.

Agenda Item 7

LaneACT transportation funding priorities

Presenters

LaneACT Steering Committee – Shelly Clark, Keith Weiss, Vidal Francis

Action requested *(quorum required)*

1. Finalize the list of priorities
2. Agree on messaging for July 17 meeting with the Joint Committee on Transportation

Summary

At the previous meeting on May 8, the LaneACT agreed on a method for identifying the highest priority projects. The members also agreed on the categories that will be used to organize and present the projects.

Following the method that was agreed on, staff has compiled a list of the priority projects that were identified by LaneACT members. (Refer to Attachment A.) Recall that each LaneACT member was asked to indicate their top priority, among the projects they initially submitted for consideration. (Members were allowed to include up to five projects.)

At the June 12 meeting, the Steering Committee is asking the LaneACT to approve this final version of the list, to present to the Oregon Legislature Joint Committee on Transportation (JCT) when they meet in Eugene on July 17. The LaneACT may or may not refine this list for other purposes in the future.

The Steering Committee is also asking the LaneACT to agree on a list of talking points (messaging) to guide the Chair and Vice Chair in their discussion with the JCT. (The Chair and Vice Chair will represent the LaneACT at this meeting.) Staff has prepared a draft list of talking points for the members to consider. (Refer to Attachment B.)

Attachments

- A. LaneACT list of priority projects (3 pages)
- B. Proposed talking points for the July 17 meeting with the JCT (1 page)

LaneACT transportation funding priorities (2024)

For discussion with the Joint Committee on Transportation (note 1) – **DRAFT** (revised) June 3, 2024

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R
Rank <small>(note 3)</small>	Member proposing the project	ID <small>(note 4)</small>	Project description edited by LaneACT staff	TSP <small>(note 5)</small>	Project type	Cost	Lead agency responsible for funding	Area Strategy themes <small>(note 6)</small>									Notes
								Access	Connectivity	Efficiency	Safety	Security	Health	Equity	Sustainability	Resiliency	

Section A – Projects on state highways

A1. Major corridor and interchange improvements (within the MPO planning area) – more than \$30 million (note 8)																		
	ODOT	O1	OR569 (Beltline Hwy): Willamette River Bridge. Replace bridge with wider, seismic resilient structure.	yes	resiliency	\$95 million	ODOT	A	C	E	S				E		R	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											
A2. Major corridor and interchange improvements (outside the MPO planning area) – more than \$30 million (note 8)																		
	ODOT (and Veneta)	O2	OR126 West: Eugene to Veneta – Phase 1: Intersection improvements (Huston Road to Lakeside Drive)	yes	highway safety	\$35 million	ODOT	A	C	E	S	S	H	E	S		R	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				S	S	H				R	
A3. Minor corridor improvements – less than \$30 million																		
	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	A	C	E	S				E	S	R	Could be phased. \$3 M for Oregon Ave intersection improvements.
A4. Intersection improvements – to address safety or congestions concerns																		

Rank (note 3)	Member proposing the project	ID (note 4)	Project description edited by LaneACT staff	TSP (note 5)	Project type	Cost	Lead agency responsible for funding	Area Strategy themes (note 6)										Notes
								Access	Connectivity	Efficiency	Safety	Security	Health	Equity	Sustainability	Resiliency		
	Florence	F1	Signal/intersection improvements at Munsel Lake Rd and US101	yes	safety and congestion	\$1 million	ODOT	A		E	S	S	H	E	S	R		
A5. Bicycle & pedestrian projects – 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	A	C	E	S		H	E	S	R	Incorporates various projects identified in the TSP. Does not include road diet.	
A6. Plans & studies – 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	A	C				H	E	S	R		

Section B – Projects on local roads

B1. Large projects – major improvements, more than \$30 million																	
	Eugene, ODOT	E1	new local arterial roadway and bridge across Willamette River, adjacent to Beltline Hwy	yes	congestion relief	\$100 million	Eugene, Lane County, ODOT	A	C		S		H	E		R	would help to reduce traffic congestion on Beltline
	Springfield	S1	Franklin Blvd improvements in the Glenwood area, on the west side of the city.	yes	road safety, streetscape	\$35 million	Springfield	A	C	E	S			E			
	Lane County (& TrAC)	LC1	Funding for substandard infrastructure on 10 high-priority county roads	NA	safety and modernization	\$280 million	Lane County	A	C	E	S	S	H	E	S	R	
B2. Small projects – minor improvements, less than \$30 million																	
	(reserved)																
B3. Bicycle & pedestrian projects (on street) – bicycle lanes, sidewalks, crosswalks																	
	Westfir	WF1	Sidewalks and crosswalks on west side of town	NA	bike/ped	\$250,000	Lane County	A	C		S			E			

Rank (note 3)	Member proposing the project	ID (note 4)	Project description edited by LaneACT staff	TSP (note 5)	Project type	Cost	Lead agency responsible for funding	Area Strategy themes (note 6)											Notes
								Access	Connectivity	Efficiency	Safety	Security	Health	Equity	Sustainability	Resiliency			
	Bike/Ped	BP1	funding for local jurisdictions to construct active transportation infrastructure	NA	bike/ped	unknown	communities	A	C	E	S	S	H	E	S	R	sidewalks, bike lanes, shared-use paths		
B4. Bicycle & pedestrian projects (off street) – separated shared-use paths and other off-street facilities																			
	Cottage Grove	CG5	Multi-use path between the high school and middle school, on the south side of the city.	yes	bike/ped	\$3 million	Cottage Grove	A	C	E			H				includes a rail crossing and a bridge across the Willamette (Coast Fork)		
	Dunes City	DC3	Improvements to Rebecca’s Trail	NA	bike/ped	\$1 million	Dunes City	A	C	E	S		H			R			
B5. Plans and studies – facility plans, environmental studies, design development																			
	Coburg	CO2	Study to identify an alternate route or bypass for regional commuter and freight traffic that currently passes through Coburg.	yes	new roadway	\$300,000	Lane County, Coburg	A	C	E	S	S		E	S	R			
B6. Other projects – miscellaneous projects that don't fit in another category																			
	(reserved)																		

Notes

1. The Oregon Legislature Joint Committee on Transportation (JCT) is gathering input from local government officials and others to consider in developing a transportation funding package to present to the Legislature in 2025. The LaneACT has developed this list of transportation funding priorities to present to the JCT when they meet in Eugene on July 17.
2. This table was finalized and approved by the LaneACT on June 12, 2024. 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. This final version of the table only includes the top priority project for each local government. The special interest members didn't include specific projects in the list and therefore didn't prioritize any projects. (There is one general bike/ped member priority included in the list. Refer to Project PB 1.)
3. Column A (Rank) indicates the LaneACT's preference for funding the project (priority) relative to the other projects within that category. If no ranking is indicated, this means the projects have not been ranked. They are listed in random order, within each category, with no specific meaning attached.
4. Column C (ID) is a unique identifier for each project. This is for convenience in referencing projects during discussions, and for tracking of 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 the project is a higher priority for that member 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. Certain types of projects are not unusually included in a TSP.
6. Columns I-Q refer to the priority funding "themes" previously identified by the LaneACT. Refer to the LaneACT Area Strategy Report (May 2022).

Talking points

The LaneACT Chair and Vice Chair will meet with the Joint Committee on Transportation on July 17. The following are talking points (draft) to guide their discussion. The talking points are formatted as responses to the stated goals for the meeting outlined in the meeting description provided by the JCT (dated May 1).

Goal 1 – Build public understanding of transportation funding challenges and potential funding tools to address those challenges.

- The members of the LaneACT understand ODOT’s funding challenges. ODOT management (Savannah Crawford, Region 2 Manger) has met with the LaneACT to explain how the transportation system is funded, and why revenues are not sufficient to meet the needs, especially in the area of highway maintenance.

Goal 2 – Build legislative understanding of statewide transportation needs and shared priorities.

- Like every other area in the state, the LaneACT area needs more funding for transportation improvements. The LaneACT has prepared a list of priority projects, identified by the members, that illustrates some of the needs in this area.
- In general, the LaneACT supports investment that will result in a balanced, multi-modal transportation system that meets the needs of all users. The LaneACT also considers in

Goal 3 – Build local, regional, statewide support and a sense of urgency for a transportation funding package focused on maintenance, operations, and safety.

- The LaneACT understands that magnitude of the problem, and the urgency to find a solution. The LaneACT understands that funding is limited, and agrees that highway maintenance, agency operations, and safety should be the top priorities.

Goal 4 – Gather input from the public and community leaders about preferred methods for addressing the transportation funding challenge.

- The LaneACT understands that transportation funding is complicated and political. ODOT management has described potential new sources of revenue the Legislature may be considering to address the funding gap.
- The members of the LaneACT have diverse opinions about the tax structure in Oregon, and the new taxes and fees that might be imposed. The LaneACT does not have a unified position on this topic. It would be best for the individual members to speak for themselves.

Agenda Item 8

Connect Oregon application review**Presenter**

Bill Johnston – LaneACT staff

Action requested

Review and rank funding requests received for three projects in the LaneACT area.

Summary

At the previous meeting on May 8, staff provided an overview of the process the LaneACT will use to review and rank Connect Oregon grant applications. Staff also provided a summary of the three applications received for proposed projects in the LaneACT area:

- City of Eugene – Eugene Airport Terminal Concourse A Seating Expansion (\$13.5 M)
- Oregon Department of Aviation – Oakridge Airport Runway Rehabilitation (\$1.8 M)
- Green Hill Reload – Greenhill Reload Multi-Modal Center Rail Improvement (\$3.0 M)

At the June 12 meeting, the LaneACT members will be asked to review and rank the applications. Attached are instructions prepared by LaneACT staff to assist with this task. Various summaries, tables, and forms are also attached. These are explained in the instructions. Please review these documents prior to the meeting.

The LaneACT's recommendations will be considered by a special Region 2 Review Committee (Super ACT) that will meet in Salem on July 10. The LaneACT Chair and Vice Chair will represent the LaneACT.

The recommendations of the Region 2 Review Committee will be considered by a Statewide Review Committee that will meet In August. The Oregon Transportation Commission (OTC) will make a final decision (on which projects to fund) in September.

Attachment

- A. Instructions – 3 pages (meeting packet page 30)
- B. LaneACT area projects and funding summary – 3 pages (page 33)
- C. Preliminary evaluation – 6 pages (page 36)
- D. LaneACT comment forms – 4 pages (page 42)
- E. Conflicts of interest – 4 pages (page 47)

Instructions

A. Objective

The primary objective of the meeting on June 12 is to review and rank three grant applications (project proposals) in the LaneACT area (Lane County). The LaneACT's recommendations will be forwarded to the Region 2 Review Committee for further evaluation on July 10.

If time allows, a secondary objective of the meeting is to discuss the other eight Region 2 funding proposals. This will help prepare the LaneACT representatives for the Region 2 Review Committee meeting.

The members previously agreed (on May 8) that the Chair and Vice Chair would represent the LaneACT at that meeting.

B. Regional and statewide review process

There are a total of 11 Region 2 applications. The other eight applications are being reviewed and ranked by the other Region 2 ACTs. The purpose of the July 10 Region 2 Review Committee meeting is to develop a single prioritized list for Region 2 (all 11 projects). The Regional Solutions Team will provide input. (Their comments and rankings are included in Attachment C.)

The Region 2 Review Committee's recommendation will be forwarded to a Final Review Committee, who will convene in August. They will consider the recommendations from all five Regional Review Committees (one from each ODOT region) and the four modal review committees (aviation, freight, rail and marine).

There are a total of 35 applications, statewide. The Final Review Committee will develop a list of recommended projects to fund, which will be presented to the OTC in September for a final decision.

C. LaneACT review procedure

1. Prior to the meeting, please review all the attachments for this agenda item. A list of the attachments is provided on the summary memo and at the end of these instructions. The cover sheet for each attachment provides additional explanation.
2. A summary description of the three LaneACT area projects is provided in Attachment B. LaneACT staff will have additional information about the projects to refer to at the meeting if necessary.

3. The applicants have been invited to attend the meeting, to answer questions. For previous funding cycles, applicants were invited to provide presentations. This isn't necessary this year. The projects do not need much explanation.
4. The modal committees, staff from ODOT, and other state agencies have already evaluated and scored all the applications. The preliminary ranking of the Region 2 applications is based on these scores. (Refer to Attachment C.)
5. The LaneACT has been asked to rank the three projects located in Lane County. The ACTs are not expected to evaluate the applications as thoroughly as the modal committees and other reviewers. The ACTs' role in reviewing the applications is to provide a local perspective on the project proposals in their areas. Higher level review committees are especially interested in knowing if the preliminary project rankings, based on scores, don't account for some qualitative consideration that those who are most familiar with the local economy and transportation system may be aware of.
6. The LaneACT's rankings may differ from the preliminary rankings based on the scores assigned by the modal review committees and other reviewers. However, the LaneACT should provide some rationale for ranking a project either lower or higher. This guidance will help focus the comments that are included on LaneACT review forms. (Refer to Attachment D.)
7. The LaneACT may (but is not required to) comment on other projects in Region 2. These comments may be useful to the LaneACT representatives who will be participating in the Region 2 Review Committee meeting on July 10.
8. Staff will review these instructions and documents with the ACT at the meeting on June 12. If you have any questions or concerns before then please contact Bill Johnston at 503.910.5058.

D. Conflict of interest disclosure (important)

At the start of the meeting, LaneACT members will be asked to disclose any conflicts of interest relating to any of the projects being considered.

There are two types. An actual conflict of interest exists when an individual has a financial interest in the project. A potential (or perceived) conflict of interest exists when an individual's relatives or business they are associated with has a financial interest in the project.

LaneACT members who have a potential conflict of interest may participate in the evaluation, provide they disclose the conflict. LaneACT members who have an actual conflict of interest must refrain from discussion, debate or voting on the project of concern.

A more detailed explanation is provided in Attachment E.

E. Complete instructions

These instructions are a summary of a 37-page document titled *Connect Oregon 9: Instructions for Reviewers*, prepared by Connect Oregon staff. The complete document was included in the May 8 LaneACT agenda packet. (Refer to Item 8, Attachment A.) The document is also available on the Connect Oregon webpage (in the *Application Documents and Review Information* section) at the following link:

<https://www.oregon.gov/odot/programs/pages/connectoregon.aspx>

Attachments

- A. LaneACT instructions (3 pages)
- B. LaneACT area projects and funding summary (3 pages)
- C. Preliminary evaluation (6 pages)
- D. LaneACT comment forms (4 pages)
- E. Conflicts of interest (4 pages)

LaneACT area projects and funding summary

Included in this attachment are the following documents:

1. LaneACT area applications (1 page) – Brief description of the three LaneACT area funding requests.
2. Funding requested – LaneACT area and statewide (1 page) – Summary tables showing the amount of funding requested by the three LaneACT area applicants, by mode of transportation, and by region.

LaneACT area applications

Below are brief descriptions of the three LaneACT area funding requests (project proposals). Links to the complete application packet are provide for each project.

1. **City of Eugene: Eugene Airport Terminal Concourse A Seating Expansion**

This project will construct an additional 5,400 square foot of holdroom seating area in Concourse A and add an ADA emergency exit ramp from the airside.

Link to project application:

https://www.oregon.gov/odot/Planning/Connect_Oregon_Applications/2A0487%20Eugene%20Airport%20Terminal%20Concourse%20A%20Seating%20Expansion.pdf

2. **Oregon Department of Aviation: Oakridge Airport Runway Rehabilitation**

This project will rehabilitate and strengthen 3,610 feet of runway and connecting taxiway pavement to keep the airport operational and support wildfire fighting activities. It will also improve pavement and shoulder grading for better drainage and install supplemental solar lighted windcones for better visibility.

Link to project application:

https://www.oregon.gov/odot/Planning/Connect_Oregon_Applications/2A0488%20Oakridge%20Airport%20Runway%20Rehabilitation.pdf

3. **Green Hill Reload: Greenhill Reload Multi-Modal Center Rail Improvement**

The project has two steps. First, extending the existing tail track by 1,750 feet and installing a new main line switch to Coos Bay Rail Line (CBRL). Second, constructing a new 2,200-foot siding track with two main line switches on CBRL.

Link to project application:

https://www.oregon.gov/odot/Planning/Connect_Oregon_Applications/2R0496%20Greenhill%20Reload%20Multi-Modal%20Center%20Rail%20Improvement.pdf

Complete applications for the other Region 2 applications are posted on the Connect Oregon website at: <https://www.oregon.gov/odot/programs/pages/connectoregon.aspx>

Funding requested – LaneACT area and statewide

Grant applications were received for three projects within the LaneACT area (Lane County), totaling \$17.3 million in requested funding. **Table 1** lists the three projects.

The State Legislature has provided a total of **\$46 million** for the 2024 Connect Oregon program. Projects in three modal categories are eligible for funding: aviation, marine and rail. **Table 2** shows the types of applications received by mode, and the location of the proposed projects by region. LaneACT is within ODOT Region 2. The total funding requested is **\$99 million**.

Table 1 – LaneACT area funding requests

application	applicant	project name	total project cost	funds requested	matching funds
2A0487	City of Eugene	Eugene Airport Terminal Concourse A Seating Expansion	\$19,320,000	\$13,524,000	\$5,796,000
2A0488	Oregon Department of Aviation	Oakridge Airport Runway Rehabilitation	\$2,630,000	\$1,788,400	\$841,600
2R0496	Green Hill Reload	Greenhill Reload Multi-Modal Center Rail Improvement	\$2,982,991	\$2,058,264	\$924,727

Table 2 – All funding requests (by mode and region)

code	mode	funding requested	applications received
A	Aviation	\$41,084,262	15
M	Marine	\$43,147,647	10
R	Rail	\$15,172,136	10
	Total funding requested:	\$99,404,045	35

code	Region	funding requested	applications received
1	Region 1	\$17,562,244	6
2	Region 2	\$43,923,261	11
3	Region 3	\$16,856,907	7
4	Region 4	\$19,019,654	7
5	Region 5	\$2,041,980	4
	Total funding requested:	\$99,404,045	35

Preliminary evaluation

Included in this attachment are the following documents:

1. Review criteria and scoring (2 pages) – Describes the criteria used by the modal committees and other reviewers to score the applications.
2. Preliminary evaluation of Region 2 applications (1 page) – List of all eleven Region 2 applications, sorted (ranked) based on the scores assigned by the preliminary reviewers.
3. Regional Solutions Team review (2 pages) – Comments and rankings provided by the RSTs.

Review criteria and scoring

The information provided in this attachment is included in a document titled *Connect Oregon 9: Instructions to Reviewers* (referred to here as *CO Instructions*) prepared by Connect Oregon staff (from ODOT and other state agencies). Only the most relevant information is provided here.

The complete 37-page document was included in the May 8 LaneACT agenda packet. (Refer to Item 8.) The document is also available on the Connect Oregon webpage (Application Documents and Review Information): <https://www.oregon.gov/odot/programs/pages/connectoregon.aspx>

The LaneACT doesn't need to be overly concerned about these review criteria. They are primarily for the use of the modal committees and others who are responsible for scoring the applications. The ACTs' role in reviewing the applications is to provide a local perspective on the projects in their areas. The purpose in providing this information here is to assist the LaneACT members in understanding the scoring that has been used to develop the preliminary project rankings referred to elsewhere in this document.

1. Statutory Review Considerations (excerpt from CO Instructions, p.6)

OAR 731-035-0060 requires the Oregon Transportation Commission to [consider the following criteria in evaluating funding requests]:

- A. Whether a proposed project reduces transportation costs for Oregon businesses or improves access to jobs and sources of labor.
- B. Whether a proposed transportation project results in an economic benefit to this state.
- C. Whether a proposed project is a critical link connecting elements of Oregon's transportation system that will measurably improve utilization and efficiency of the system.
- D. The proportion of the cost of a proposed project that is borne by the Applicant or contributed from any other source other than the Connect Oregon Fund.
- E. Whether a proposed transportation project is ready for construction. A project will be considered ready for construction if the Applicant can demonstrate that:
 - a. Community engagement/outreach has occurred prior to or at the time of application submission.
 - b. Project completion can be achieved within 3 years of the award of the grant by submitting a project schedule that includes project stages and dates of major milestones.
 - c. Matching funds have been secured 30 calendar days before the Commission's decision to award funds.
 - d. Site ownership or control is secured 30 calendar days before the Commission's decision to award funds.
 - e. Final land use actions necessary to support the proposed project have been approved by the local government 60 calendar days before the Commission's decision to award funds.
 - f. Limited Land Use Decision rendered by the appropriate local government received within six months of execution of Agreement.
 - g. Securing all permits needed for construction within nine months of execution of an Agreement.

- F. Whether a proposed transportation project has a useful life expectancy that offers maximum benefit to the state.
- G. Whether a proposed transportation project is located near operations conducted for mining aggregate or processing aggregate as described in ORS 215.213 (2)(d) or 215.283 (2)(b).

2. Economic Benefit Review (excerpt from CO Instructions, p.7)

ODOT economists and Business Oregon development officers will conduct an economic benefit review of the reasonableness of the economic benefit claimed in each project application. The Economic Benefit Review is an element of the statutory considerations review and included in the score for tiering. The economic benefit review will include (but not limited to):

- A review of the application’s analytical methodology for estimating project benefits;
- A review of the project’s likelihood to retain or generate new distinct jobs in Oregon (not just move jobs from one part of the state to another);
- A review of the project’s level certainty to produce benefits; and
- A review of the project’s potential for public benefits.

A report will be completed for each application documenting the results of the review. This report will be submitted to the ODOT Freight Planning Unit by April 19, 2024.

3. Evaluation process (refer to CO Instructions, p.11)

For previous Connect Oregon funding cycles, review committees were required to sort projects into “Tiers” based on how many of the Statutory Considerations identified in OAR 731-035-0060 were met by the project. This is no longer required. The projects have been ranked (preliminarily) based on the scores assigned by the modal committees and other reviewers.

4. Additional explanation (from LaneACT staff)

A maximum of 90 points can be awarded for statutory considerations. A maximum of 20 points can be awarded for economic benefit. The total maximum score is 110 points.

Points are awarded for statutory considerations: a, c, d, e, f, and g (25, 20, 10, 20, 10 and 5 points, respectively).

Equity and Climate Change are two additional considerations. They’re not awarded points. They’re rated qualitatively as NP, LP or SP. The following is a key to the notation.

NP – No positive benefit

LP – Limited positive benefit

SP – Significant positive benefit

Connect Oregon 2024 – Preliminary evaluation of Region 2 applications

Mode	Public/Private	Area	County	APP. #	APPLICANT	PROJECT NAME	TOTAL PROJECT COST	CO GRANT FUNDS REQUESTED	TOTAL PROJECT MATCH	% MATCH	Modal Committee Statutory Review	RDO Review Score	ODOT Economist Score	Economic Review Average	Total Statutory Consideration Score	Equity Consideration	Climate Consideration	Region Priority
M	PU	4	Lincoln	2M0494	Port of Newport	Dock 7 and Commercial Marina Rebuild	\$ 34,570,110	\$ 9,570,110	\$ 25,000,000	72%	81	15	19	17	98	LP	LP	
M	PU	1	Columbia	2M0495	Port of Columbia County	Port Westward Beaver Dock Modernization Project	\$ 3,900,000	\$ 2,730,000	\$ 1,170,000	30%	80	17	19	18	98	NP	LP	
M	PU	1	Clatsop	2M0492	Port of Astoria	Pier 2 West Rehabilitation & Lift Replacement	\$ 36,733,019	\$ 9,633,374	\$ 27,099,645	74%	77	18	20	19	96	SP	SP	
R	PR	3	Marion	2R0497	Portland & Western RR	Salem to Woodburn Rail Modernization	\$ 2,731,365	\$ 1,775,387	\$ 955,978	35%	77	12	15	14	91	NP	LP	
M	PR	1	Clatsop	2M0491	Pacific Seafood - Warrenton, LLC	Pacific Seafood Warrenton Fuel and Ice Dock Repair	\$ 1,340,210	\$ 938,147	\$ 402,063	30%	75	12	15	14	89	LP	LP	
A	PU	5	Lane	2A0488	Oregon Department of Aviation	Oakridge Airport Runway Rehabilitation	\$ 2,630,000	\$ 1,788,400	\$ 841,600	32%	76	11	11	11	87	LP	SP	
R	PR	5	Lane	2R0496	Green Hill Reload	Greenhill Reload Multi-Modal Center Rail Improvement	\$ 2,982,991	\$ 2,058,264	\$ 924,727	31%	72	15	13	14	86	LP	SP	
M	PR	4	Lincoln	2M0490	Pacific Seafood Newport LLC	Pacific Seafood Newport LLC Dock Pilings	\$ 1,349,800	\$ 944,860	\$ 404,940	30%	73	12	11	12	85	LP	LP	
A	PU	5	Lane	2A0487	City of Eugene	Eugene Airport Terminal Concourse A Seating Expansion	\$ 19,320,000	\$ 13,524,000	\$ 5,796,000	30%	67	17	11	14	81	SP	SP	
M	PR	1	Clatsop	2M0489	Columbia River Bar Pilots, LLC	Columbia River Bar and Coastal Wave Safety Technology	\$ 229,598	\$ 160,719	\$ 68,880	30%	63	11	16	14	77	NP	LP	
A	PU	4	Benton	2A0486	City of Corvallis	Corvallis Airport Hangar Taxilanes and Taxiway B and C Seal Coat	\$ 2,563,000	\$ 800,000	\$ 1,763,000	69%	63	7	11	9	72	NP	NP	

Notes

1. Key to modes (column 1): **A** – aviation. **M** – marine. **R** – rail
2. The scoring and preliminary rankings were assigned by Connect Oregon staff (from ODOT and other state agencies). **RDO** refers to Regional Development Officer (from Business Oregon).
3. The "economic review average" is calculated as follows: (RDO score + ODOT economist score) ÷ 2. The "total statutory consideration score" is calculated as follows: (modal committee statutory review) + (economic review average)
4. The maximum possible score is 110 points (not 100). The maximum "modal committee statutory review" score is 90 points. The maximum economic benefit score is 20 points. (90 + 20 = 110)
5. Key to Equity and Climate ratings: **NP** – No positive benefit. **LP** – Limited positive benefit. **SP** – Significant positive benefit
6. This worksheet was provided by Connect Oregon staff. Reformatted by LaneACT staff on June 3,2022

Regional Solutions Team (RST) review

A. Region 2 South: Mid-Coast and South Valley areas (Lincoln, Benton, Linn + Lane)

Area	County	Applicant	Project Name	total cost	funds requested	matching funds	% match	Comments	Ranking
4	Lincoln	Port of Newport	Dock 7 and Commercial Marina Rebuild	\$34,570,110	\$9,570,110	\$25,000,000	72%	This project allows the port to meet an immediate need and realize direct economic opportunity that is currently being lost when vessels are turned away due to lack of dock space. It is also an opportunity to leverage federal investment if the port is successful pursuing PIDP funds using Connect Oregon funds as match. The fishing pier rehabilitation project that is the mitigation for this project has positive environmental benefit and improves a public amenity. The nexus with the OSU wave energy test sites aligns with past Regional Solutions Advisory Committee priorities focused on developing the blue economy. Demonstrated widespread support for this project at local, regional, state and federal levels. Port has recent history of executing projects well under current leadership.	1
5	Lane	Oregon Department of Aviation	Oakridge Airport Runway Rehabilitation	\$2,630,000	\$1,788,400	\$841,600	32%	Project supports a critical link in Oregon's aviation system and a vital base for wildfire fighting operations in the Cascades. This project could also generate new economic activity and entrepreneurship opportunities in a rural community with its connection to autonomous wildfire detection and mitigation technologies. Developing an entrepreneurial culture has historically been a Regional Solutions Advisory Committee priority in this region. Connect Oregon presents a unique opportunity to fund a project that's not eligible for other FAA airport improvement funds. Demonstrated widespread support for this project at local, regional, state and federal levels.	2
4	Lincoln	Pacific Seafood Newport LLC	Pacific Seafood Newport LLC Dock Pilings	\$1,349,800	\$944,860	\$404,940	30%	Indirect economic benefit to the extent the project supports infrastructure that benefits fishing vessels offloading to seafood processors. May improve transportation bottleneck on waterfront if more offloading locations can be made available.	3
5	Lane	Green Hill Reload	Greenhill Reload Multi-Modal Center Rail Improvement	\$2,982,991	\$2,058,264	\$924,727	31%	Project demonstrates that it would have both direct and indirect economic benefits and enhance the multimodal transportation network. There is a positive climate impact with the potential to remove a significant number of truck trips from area highways. There is some question as to the future of the Coos Bay Rail Line and it's relationship to this project. If a container terminal does not come to fruition at the Port of Coos Bay, is there sufficient demand for and opportunities to continue to reinvest in the rail line to support the Greenhill Reload Facility long-term?	4
4	Benton	City of Corvallis	Corvallis Airport Hangar Taxilanes and Taxiway B and C Seal Coat	\$2,563,000	\$800,000	\$1,763,000	69%	Project appears to meet demonstrated demand for additional hangar space. Additional hangar space will generate revenue for the city but is not net job creator. Applicant proposes to provide large match and leverage federal funds to complete project (FAA entitlements,BIL). No letters of support, no comment on equity considerations, no comment on climate mitigation/adaptation/sustainability.	5
5	Lane	City of Eugene	Eugene Airport Terminal Concourse A Seating Expansion	\$19,320,000	\$13,524,000	\$5,796,000	30%	While the project would likely improve user experience of the airport, it's not clear that this particular investment will maintain or generate new economic activity that would not otherwise occur. This is a very large request relative to the total amount of funding available.	6

B. Region 2 North: North Coast and Mid-Valley areas (Clatsop, Columbia, Tillamook + Yamhill, Polk, Marion)

Area	County	Applicant	Project Name	total cost	funds requested	matching funds	% match	Comments	Ranking
1	Clatsop	Port of Astoria	Pier 2 West Rehabilitation & Lift Replacement	\$ 36,733,019	\$ 9,633,374	\$ 27,099,645	74%	Pier 2 west work remains the highest priority for the North Coast team. It is supporting critical industries and critical infrastructure for those industries. This projects it the team's top priority.	Tier 1
1	Columbia	Port of Columbia County	Port Westward Beaver Dock Modernization Project	\$ 3,900,000	\$ 2,730,000	\$ 1,170,000	30%	The development of infrastructure at Port Westward and in particular the modernization of the Beaver Dock is a top priority for the team. The dock will house infrastructure for the Next Renewables project. We ask that you give it top consideration.	Tier 1
1	Clatsop	Columbia River Bar Pilots, LLC	Columbia River Bar and Coastal Wave Safety Technology	\$ 229,598	\$ 160,719	\$ 68,880	30%	This projects supports the maritime industry overall on the north coast and aligns with regional priorities in support the industry.	Tier 2

Area	County	Applicant	Project Name	total cost	funds requested	matching funds	% match	Comments	Ranking
1	Clatsop	Pacific Seafood - Warrenton, LLC	Pacific Seafood Warrenton Fuel and Ice Dock Repair	\$ 1,340,210	\$ 938,147	\$ 402,063	30%	This projects supports a critical and vulnerable industry, identified in our regional priorities. This investment would help to buoy the commercial seafood industry.	Tier 2
3	Marion	Portland & Western RR	Salem to Woodburn Rail Modernization	\$ 2,731,365	\$ 1,775,387	\$ 955,978	35%	The RST did not evaluate this application.	N.A.

Notes

1. Regional Solution Teams are comprised of staff from various state agencies. They receive direction from an Advisory Committee appointed by the Governor.
2. The comments and rankings shown in these tables were developed and assigned by the Regional Solution Teams. The comments developed by the Region 2 North RST were reported on individual forms for each project, rather than in table format.
3. This information was reformatted by Bill Johnston (ODOT Area 5 Planner) on June 3, 2024.

EOR

LaneACT comment forms

Connect Oregon Staff, on behalf of the Oregon Transportation Commission (OTC), has asked the LaneACT review and rank applications for three proposed projects in Lane County. The LaneACT has also been asked to complete a comment form for each project. Three comment forms (one for each project) are included in this attachment.

The comment form is formally referred to as a Region Review Committee Report. (LaneACT staff modified the title for the LaneACT's use.) The same form will be used by the Region 2 Review Committee when they conduct their review in July.

The comment form is only one page. It serves a different purpose than the than detailed evaluation forms used by the modal committees and other reviewers to assess statutory considerations and economic benefits, which were used to develop the preliminary scores and project rankings. (These forms are not included in this meeting packet.)

The primary task for the LaneACT is to rank the three Lane County projects. The LaneACT may (if they choose) rank the Lane County projects compared to the other projects in Region 2. (There are 11 funding proposals in Region 2, including the three projects in Lane County.)

The LaneACT's rankings may differ from the preliminary rankings based on the scores assigned by the modal review committees and other reviewers. The LaneACT's comments should, if possible, provide a rationale for ranking a project lower or higher.

Comment forms are only provided (in this attachment) for the three Lane County projects. LaneACT staff will take notes during the meeting and complete the forms afterwards.

The LaneACT may comment on other Region 2 projects if they like. LaneACT staff will prepare comment forms for other projects that are discussed, if necessary.

LaneACT comment form

Applicant: Green Hill Reload	Assigned priority (rank)
Project: Greenhill Reload Multi-Modal Center Rail Improvement (2R0496)	
Funding requested: \$ 2,058,264	
Region: 2	
Report date: June 12, 2024	
Project description: The project has two steps. First, extending the existing tail track by 1,750 feet and installing a new main line switch to Coos Bay Rail Line (CBRL). Second, constructing a new 2,200-foot siding track with two main line switches on CBRL.	
Review comments:	

Region Review Committee Report

Tier (1-4): # 2	Assigned Priority
Project: Florence Municipal Airport Fueling Island Reconstruction	<h1>#</h1>
Requested Funds: \$100,000.00	
Region: 2	
Report Date:	
Project Description: Project will relocate and reconstruct the self-service aircraft fueling station.	
Review Comments:	

Conflicts of interest

At the start of the meeting, LaneACT members will be asked to disclose any conflicts of interest relating to any of the projects being considered.

There are two types. An actual conflict of interest exists when an individual has a financial interest in the project. A potential (or perceived) conflict of interest exists when an individual's relatives or business they are associated with has a financial interest in the project.

LaneACT members who have a potential conflict of interest may participate in the evaluation, provide they disclose the conflict. LaneACT members who have an actual conflict of interest must refrain from discussion, debate or voting on the project of concern.

A more detailed explanation of these rules is provided in the attached document prepared by Connect Oregon staff.

Connect Oregon Ethics Review

Preface

This document is an ethics review for those who will be involved in the application review process including modal committee members, regional committee members and final review committee members.

Connect Oregon

The Connect Oregon selection process is a rigorous review process that involves review from modal committees, regional committees and a final review committee in addition to staff review.

Public Official

According to ORS 244.020(14), “Public Official” means any person who, when an alleged violation of this chapter occurs, is serving the State of Oregon or any of its political subdivisions or any other public body as defined in ORS 174.109 as an elected official, appointed official, employee or agent, irrespective of whether the person is compensated for the services.

This includes:

- Public Employees
- Elected Officials
- Members of Boards and Commissions
- Volunteers
- Relative:
 - ORS 244.020(15) “Relative” means:
 - (a) The spouse, parent, stepparent, child, sibling, stepsibling, son-in-law or daughter-in-law of the public official or candidate;
 - (b) The parent, stepparent, child, sibling, stepsibling, son-in-law or daughter-in-law of the spouse of the public official or candidate;
 - (c) Any individual for whom the public official or candidate has a legal support obligation;
 - (d) Any individual for whom the public official provides benefits arising from the public official’s public employment or from whom the public official receives benefits arising from that individual’s employment; or
 - (e) Any individual from whom the candidate receives benefits arising from that individual’s employment.

Safeguard of the Public Trust

“The Legislative Assembly declares that service as a public official is a public trust, and that as one safeguard for that trust, the people require all public officials to comply with the applicable provisions of this chapter.” ORS 244.010 (1)

Conflict of Interest

In brief, a public official is met with a conflict of interest when participating in an official action could result in a financial effect to the public official, a relative of the public official or a business with which either are associated.

Statutory conflicts of interest have three components:

1. An **“action”**, **“decision”**, or **“recommendation”** made in an **“official capacity”**, which causes;
2. A private pecuniary benefit or detriment, for;
3. The **“public official”**, the public officials **“relative”**(s), or a **“business associated with which the person is associated”**, the public official or the public official’s relative.

Types of Conflict of Interest

Oregon Government Ethics law identifies and defines two types of conflicts of interest. An actual conflict of interest is defined in ORS 244.020(1) and a potential conflict of interest is defined in ORS 244.020(12).

Actual Conflict of Interest

- Any action or any decision or recommendation by a person acting in a capacity as a public official, the effect of which would be to the private pecuniary benefit or detriment of the person or the persons relative or any business with which the person or a relative of the person is associated unless the pecuniary benefit or detriment arises out of circumstances described in subsection (12) of this section.
- *If the financial effect of an action is both **specific** and **certain**, then that action presents an actual conflict of interest.*

Potential Conflict of Interest

- Any action or any decision or recommendation by a person acting in a capacity as a public official, the effect of which could be to the private pecuniary benefit or detriment of the person or the persons relative, or a business with which the person or the persons relative is associated, unless the pecuniary benefit or detriment arises out of the following:
 - (a) An interest or membership in a particular business, industry, occupation or other class required by law as a prerequisite to the holding by the person of the office or position.
 - (b) Any action in the persons official capacity which would affect to the same degree a class consisting of all inhabitants of the state, or a smaller class consisting of an industry, occupation or other group including one of which or in which the person, or the persons relative or business with which the person or the persons relative is associated, is a member or is engaged.
 - (c) Membership in or membership on the board of directors of a nonprofit corporation that is tax-exempt under section 501(c) of the Internal Revenue Code.

When to Declare a Conflict of Interest

Officials on Boards or Commissions and Elected Officials ORS 244.120(2)

- When any action or any decision or recommendation by a person acting in a capacity as a public official, the effect of which **would** be to the private pecuniary benefit or detriment of the person or the person's relative or any business with which the person or the person's relative or any business with which the person or a relative of the person is associated.
- When any action or any decision or recommendation by a person acting in the capacity as a public official, the effect of which **could** be to the private pecuniary benefit or detriment of the person or the person's relative, or a business with which the person or the person's relative is associated
- Disclosure must occur when appointed officials are met with a conflict of interest, regardless whether the conflict is actual or potential.

How to Declare a Conflict of Interest

Officials on Boards or Commissions & Elected Officials ORS 244.120(2)

- Must publicly announce the nature of the conflict of interest on each occasion the conflict arises.
- Must publicly announce **potential** conflicts of interest, on each occasion **before taking action**.
- Must publicly announce **actual** conflicts of interest, on each occasion, and **refrain** from participating in **discussion, debate, or voting** on the issue out of which the actual conflict arises.

For more information

Oregon Government Ethics Commission
<http://www.oregon.gov/OGEC/Pages/generalinfo.aspx>

Future meetings and topics

updated May 30, 2024

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

July 10, 2024

- **Summer recess** (no LaneACT meeting)
- **Not on agenda** – The Region 2 Review Committee (Super ACT) will meet on July 10 to review and rank the Connect Oregon funding proposals in Region 2.
- **Not on agenda** – The Oregon Legislature Joint Committee on Transportation (JCT) will be meeting in Eugene on July 17.
- **Not on agenda** – The OTC will be meeting in Florence on July 31 and August 1

August 14, 2024

- **LaneACT Bylaws** – 50 minutes
 - Presenters: Steering Committee members (Shelly Clark, Keith Weiss, Vidal Francis)
 - The bylaws need to be updated. The objective for this meeting is to agree on the process and scope. Assume that a committee will be appointed.
 - Obtain preliminary input from the members to inform the work of the committee.
- **ODOT topic** (placeholder) – 30 mins; topic and presenter: TBD
- **(reserved)** – other topic to be determined

September 11, 2024

- **2027-2030 STIP update** (placeholder) – 20 min; Tova Peltz, ODOT Delivery & Operations Division
- **(reserved)** – other topic to be determined
- **Not on agenda** – The LaneACT Bylaws Committee will meet in September.
- **Observation** – There may not be much to discuss in September. The Steering Committee may want to consider cancelling this meeting rather than the October meeting.

October 9, 2024

- No meeting this month (tentative)
- **Not on agenda** – The LaneACT Bylaws Committee will meet in October.

November 13, 2024

- **Appoint representative to the Aviation Review Committee** – consent item
- **Appoint officer nominating committee** – 20 minutes
- **LaneACT Bylaws** – 30 minutes; presenter: Committee Chair
 - Present the committee's recommendation for review and discussion.

December 11, 2024

- **Elect officers** – 20 minutes
- **LaneACT Bylaws** – 30 minutes; presenter: Committee Chair
 - Adopt final revised version.
- **(reserved)** – other topic to be determined

January 8, 2025

- **Winter recess** (no meeting)

February 12, 2025

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

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.

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.
- **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 projects in their communities.

LaneACT member roster

updated May 2024

jurisdiction	member	email	phone	address	term start	term end
Lane County						
primary	Ryan Ceniga Commissioner	Ryan.Ceniga@lanecountyor.gov	541.682.4203	125 E 8th Ave; Eugene OR 97401		none
alternate	David Lovell Commissioner	David.Loveall@lanecountyor.gov				none
Coburg						
primary (1)	John Fox Councilor	councilorfox@ci.coburg.or.us	541.682.7850	PO Box 8316; Coburg OR 97408		none
primary (2)	Cathy Engebretson Councilor	councilorengbretson@ci.coburg.or.us	541.682.7850	PO Box 8316; Coburg OR 97408		none
alternate	Nancy Bell Mayor	mayor@ci.coburg.or.us	541.682.7850	PO Box 8316; Coburg OR 97408		none
Cottage Grove						
primary	Mike Fleck Councilor	councilorfleck@cottagegrove.org		923 S U St; Cottage Grove OR 97424		none
alternate	Mike Sauerwein City Manager	msauerwein@cottagegrove.org	(541) 942-5501	400 E. Main St; Cottage Grove, OR 97424		none
Creswell						
primary	Shelly Clark Councilor	shclark@creswell-or.us	541.895.2531	PO Box 276; Creswell OR 97426	01/01/2021	12/31/2024
alternate	Curtis Thomas City Planner	cthomas@creswell-or.us	541.895.2913	PO Box 276; Creswell OR 97426		none
Dunes City						
primary	Robert Orr Councilor	robertvorr@gmail.com	541.997.3338	83541 Jensen Ln; Florence OR 97439		none
alternate	Jamie Mills City Recorder	recorder@dunescityor.com	541.997.3338	PO Box 97; Westlake OR 97493		none
Eugene						
primary	Lucy Vinis Mayor	vinis@eugene-or.gov	541.682.8347	125 E 8th Ave; Eugene OR 97401		none
alternate	Alan Zelenka Councilor	alan.zelenka@ci.eugene.or.us	541.682.8343	125 E 8th Ave; Eugene OR 97401		none
Florence						
primary	Bill Meyer Councilor	bill.meyer@ci.florence.or.us	541.997.8237	250 Hwy 101; Florence OR 97439		none
alternate	Mike Miller Public Works Director	mike.miller@ci.florence.or.us	541.997.4106	250 Hwy 101; Florence OR 97439		none
Junction City						
primary	Sidney Washburne Councilor	swashburne@cityofjc.com	541.998.2153	PO Box 250; Junction City OR 97448		none
alternate	Sandi Thomas Councilor	stthomas@cityofjc.com	541.998.2153	PO Box 250; Junction City OR 97448		none
Lowell						
primary	Don Bennett Mayor	donbennett47@q.com	541.937.2312	540 Sunridge Ln; Lowell OR 97452		none
alternate	(vacant)					
Oakridge						
primary	Bryan Cutchen Mayor	mayor@ci.oakridge.or.us	541.782.2258	PO Box 1410; Oakridge OR 97463		none
alternate	Rick Zylstra Planning Director	rickzylstra@ci.oakridge.or.us		PO Box 1410; Oakridge OR 97463		none
Springfield						
primary	Beth Blackwell Councilor	bblackwell@springfield-or.gov		225 5th St; Springfield OR 97477		none
alternate	Sean VanGordon Mayor	svangordon@springfield-or.gov		225 5th St; Springfield OR 97477		[page break]

jurisdiction	member	email	phone	address	term start	term end
Veneta						
primary	Keith Weiss Mayor	kweiss@ci.veneta.or.us	541.935.2191	PO Box 458; Veneta OR 97487	01/01/2021	City Council term ends in Jan. 2024
alternate (1)	Alexa Bensen City Councilor	abenson@ci.veneta.or.us	541.935.2191	PO Box 458; Veneta OR 97487	appointed in February 2024	
alternate (2)	Matt Michel City Manager	mmichel@ci.veneta.or.us	541.935.2191	PO Box 458; Veneta OR 97487	appointed in May 2024	
Westfir						
primary	D'Lynn Williams Mayor	mayor@ci.westfir.or.us		47365 1st St; Westfir OR 97492		none
alternate	(vacant)					
Confederated Tribes of Coos, Lower Umpqua and Siuslaw						
primary	Doug Barrett	doug.barrett@ctclusi.org	541.888.7512	P.O. Box 2000; Florence OR 97439		none
alternate	Garrett Gray Planner	ggray@ctclusi.org	541.888.9577	1245 Fulton Ave; Coos Bay OR 97420		none
Port of Siuslaw						
primary	Bill Meyer Commissioner	(see City of Florence)	(see Florence)	100 Harbor St; Florence OR 97439		none
alternate	David Huntington Manager	port@portofsiuslaw.com		100 Harbor St; Florence OR 97439		none
Lane Transit District						
primary	Heather Murphy Board Member	Heather.murphy@ltd.org		PO Box 7070; Springfield OR 97475		none
alternate	Jameson Auten General Manager	jameson.auten@ltd.org		PO Box 7070; Springfield OR 97475		none
ODOT Area Manager						
primary	Vidal Francis Area 5 Manager	vidal.t.francis@odot.oregon.gov	541.726.5227	2080 Laura St; Springfield OR 97477		none
alternate	Bill Johnston Area 5 Planner	bill.w.johnston@odot.state.or.us	541.747.1354	2080 Laura St; Springfield OR 97477		none
Central Lane MPO						
primary	Paul Thompson Transportation Manager	pthompson@lcog.org	541.682.4405	859 Willamette St Suite 500; Eugene OR 97401	2009	(no end date)
alternate	Brenda Wilson Executive Director	bwilson@lcog.org	541.682.4395	859 Willamette St Suite 500; Eugene OR 97401		(no end date)
LC TrAC						
primary	John Marshall	jmarshall47@gmail.com		(email only)		none
alternate	(vacant)					
Highway 126 East						
primary	Pete Petty (area resident)	ppetty541@aol.com		49460 McKenzie Hwy; Vida OR 97488		none
alternate	Charles Tannenbaum (area resident)	caroltan@q.com	541.736.8575	40882 McKenzie Hwy; Springfield OR 97478		none
Designated representatives (special interest)						
trucking	(vacant)					
rail	(vacant)					
bicycle & pedestrian	Megan Shull LCOG SRTS	mshull@lcog.org	541.682.4023	859 Willamette St Suite 500; Eugene OR 97401	1/10/2024	01/10/2028
alternate	Jack Blashchishen Springfield Public Schools	jack.blashchishen@springfield.k12.or.us	(541) 228.0699		1/10/2024	01/10/2028
environmental & land use	Rob Zako BEST	rob@best-oregon.org	541.606.0931		7/1/2023	06/30/2024
alternate	Brett Morgan 1000 Friends of Oregon	brett@friends.org	503.497.1000 (ext 122)		06/30/2020	06/30/2024
Other representatives (special interest)						
disability community	Eugene Organ (area resident)	eorgan@comcast.net	541.683.6556	2850 Pearl St; Eugene OR 97405	07/14/2020	07/14/2024
aviation	Shelley Humble Creswell airport	shumble@creswell-or.us	541.895.2913 (w) 541.953.9197 (c)	PO Box 276; Creswell OR 97405	07/14/2020	07/14/2024

jurisdiction	member	email	phone	address	term start	term end
micro-mobility	Brodie Hylton Cascadia Mobility	brodieh@cascdiamobility.org	503.481.0418	455 W 1st Ave; Eugene OR 97401	1/10/2024	1/10/2028
economic development	Tiffany Edwards Chamber of Commerce	tiffanye@eugenechamber.com	541.678.3370	1401 Willamette Street; Eugene OR 97401	1/10/2024	1/10/2028

LaneACT member support staff

(these individuals sometimes attend LaneACT meetings)

Jurisdiction	Support Staff	Email
Lane County	Becky Taylor	becky.taylor@lanecountyor.gov
Eugene	Rob Innerfeld	rob.inerfeld@ci.eugene.or.us
Springfield	Drew Larson	alarson@springfield-or.gov

LaneACT Attendance 2023-2024

Stakeholder	MAY'23	JUN'23	JUL'23	AUG'23	SEP'23	OCT'23	NOV'23	DEC'23	JAN'24	FEB'24	MAR'24	APR'24	MAY'24	
Coburg	A	X	X	X	No Meeting	X	X	X	X	X	X	X	X	
Cottage Grove	X	X	X	A		X	X	X	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		A	A	A	A	A	A	A		
Eugene	A	X	X	X		X	A	X	X	X	X	X	X	X
Florence	A	A	X	X		A	X	X	X	X	X	X	A	X
Junction City	X	X	X	X		X	X	X	A	A	A	A	A	X
Lowell	X	X	X	A		A	A	A	A	A	A	A	A	
Oakridge	X	X	X	X		X	X	X	X	X	X	X	X	X
Springfield	X	A	A	X		X	X	X	A	X	X	X	X	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	
Lane County	X	X	X	X		A	X	X	X	X	X	X	X	X
Port of Siuslaw	A	A	X	X		A	X	X	X	X	X	X	A	X
Lane Transit District	X	X	X	X		A	A	X	X	X	X	A	X	X
CTCLUSI	X	X	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	A	X	X		X	X	X	X	X	X	X	X	X
CLMPO CAC - VACANT	X													
Highway 126 E	X	A	X	X		A	A	A	X	X	X	X	A	
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	A	X	X	X
OS - Eugene Organ	A	X	A	X		A	X	X	X	X	A	X	A	
OS - Brodie Hylton											A	X	X	X
OS- Tiffany Edwards											X	X	X	X
OS - Shelley Humble	X	X	X	X	A	X	X	X	X	A	X	X	X	
OS-VACANT														
TOTAL	17	18	20	20		14	17	20	19	18	21	18	21	

X=present
A=absent