Wednesday, August 14, 2019
5:30 – 7:30 p.m.

Oregon Department of Transportation – Area 5 office
2080 Laura Street, Springfield

To participate by telephone: 1-669-224-3412
Access code: 822-488-141

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. Persons interested in a particular item are advised to arrive at the start of the meeting.

AGENDA

1. Call to order (welcome and introductions)  Quorum = 17  5:30
2. Review agenda (additions or deletions)  5:35
3. Consent items  5:40
   The following items are considered routine and will be enacted in one action by consensus, without any discussion. If discussion is desired, that item will be removed from the consent agenda and considered separately.
   a. Approve minutes from June 12 meeting (quorum required)  
4. Comments from the audience  5:45
   Please sign-up in advance on the Public Comment sheet provided at the meeting.
5. Announcements and information sharing (please be brief)  5:50
   a. ODOT update
   b. Metropolitan Policy Committee update
   c. Other member updates
6. Environmental Land Use Stakeholder appointment  6:00
   Action requested: Decision (quorum required)
   Presenter: Denise Walters, LaneACT staff
7. ODOT Director recruitment update 6:10
   Action requested: Discussion
   Presenters: Claire Syrett (LaneACT Chair) and Jeff Gowing (Vice-Chair)

8. ODOT grants – update 6:25
   Action requested: Discuss (1) Safe Routes to Schools and (2) Transportation & Growth Management grants (3) STIF
   Presenter: Bill Johnston, ODOT Area 5 Planner

9. Process for regional transportation vision, needs, and priorities 6:35
   Action requested: Discussion
   Presenter: Denise Walters, LaneACT Staff

10. LaneACT training – discrimination & harassment, information security 6:50
    Action requested: Discuss 2019 ODOT training requirements
    Presenter: Bill Johnston, ODOT

11. Legislative update 7:00
    Action requested: Discussion
    Presenter: Paul Thompson, Lane Council of Governments

12. ODOT construction update 7:15
    Action requested: Discussion
    Presenter: Frannie Brindle, ODOT Area 5 Manager

Other attachments (for information only)
- 2019-20 LaneACT calendar
- Monthly attendance report
- Membership list (March 2019)

Upcoming meetings
- August 22 – Steering Committee (11:00 to noon) LCOG 5th floor (Camas Room)
- September 11 – LaneACT (5:30 to 7:30 pm) *** FLORENCE ***
- September 19 – Steering Committee (11:00 to noon) LCOG 5th floor (Camas Room)
- October 9 – LaneACT (5:30 to 7:30 pm) ODOT office, 2080 Laura Street

LaneACT will post meeting materials on its webpage at www.LaneACT.org prior to each meeting. To be included on the email notification list, please contact Denise Walters at 541-682-4341 or dwalters@lcog.org.
1. **Call to Order (Welcome and Introductions)**

Chair Claire Syrett called the Lane Area Commission on Transportation (LaneACT) meeting to order at 5:30 p.m. She asked Mr. Johnston to explain why he had suggested reconfiguring the room layout. Those present introduced themselves.
Agenda Item 3a

2. Review Agenda – Additions or Deletions

Councilor Syrett moved Agenda Item 8 (LaneACT quorum standard) up to after Agenda Item 5 in order to ensure a quorum was present to take action on the proposed bylaws amendments.

3. Consent Calendar

   a. Approve minutes from May 8, 2019 meeting

      Consensus: Approve the May 8, 2019 meeting minutes as submitted.

4. Comments from the Audience

   There was no one in the audience wishing to address the Commission.

5. Announcements and Information Sharing

   a. ODOT Update

      Ms. Brindle thanked everyone for their patience as the construction project on I-105 continued. She anticipated the site would have a single lane in each direction for another four weeks. ODOT was promoting the use of bicycles and buses.

      Ms. Brindle announced the Oregon Transportation Commission (OTC) planned to appoint an Interim Deputy Director for ODOT, effective July 1, 2019. The recruitment process for the Director position continued, with an anticipated September hiring date.

      Ms. Roark arrived at the meeting at 5:35 p.m.

      Councilor Syrett shared she had been invited to participate in discussions with the ODOT Director finalists on August 12, 2019 in Salem. She noted there was no July LaneACT meeting. Those wanting to provide additional feedback regarding the ODOT Director should e-mail her or attend the July 18, 2019 Steering Committee meeting. Councilor Syrett offered to debrief the Salem discussions at the August 14, 2019 LaneACT meeting.

      When Mr. Tannenbaum asked if other ACT chairs had been invited, Councilor Syrett responded she believed that was the case.

      At Mayor Lundberg’s request, Ms. Brindle offered to get a list of the invitees.

   b. Metropolitan Policy Committee (MPC) Update

      Mr. Thompson did not give an update because the MPC did not meet in June.
c. Other Member Updates

Ms. Humble described the recent Rural Oregon Aviation Relief (ROAR) $500,000 grants awarded to Klamath Falls, Medford, and Salem. She also said House Bill 2402 (HB2402), which had removed the sunset clause for the increase in fuel tax on aviation gas and jet fuel, had died in committee. The proposed bill had also increased the tax by more than two cents. Ms. Humble anticipated a bill limited to removing the sunset clause would be introduced during the upcoming short session.

Mr. Kerr discussed a recent Coos Bay Railroad tour given to federal employees associated with the $20 million Better Utilizing Investments to Leverage Development (BUILD) grant.

Mayor Gowling invited LaneACT members to join him on Saturday, June 15, 2019, at 10:00 a.m. in Cottage Grove for the Mayor’s bike ride on the Row River trail.

Mr. Nordin referenced LTD Operations’ field-testing of their newly purchased electric buses.

Mr. Thompson said LCOG had not received any official update on their Statewide Transportation Improvement Fund (STIF) grant applications. The prior day ODOT’s internal review committee had released their analysis and the transit connections between Eugene and Florence and Yachats and Florence were rated the top two in the state. The STIF Advisory Committee was holding a public hearing on the grant applications on July 1, 2019. Mr. Thompson encouraged interested parties to submit their comments in support of the proposals.

Ms. Walters provided an update on the open Environmental Land Use Dedicated Stakeholder position. The application period was closed. Mr. Zako was the only applicant.

8. LaneACT Quorum Standard

Ms. Walters reviewed the proposed amendments to Section IV.B. (Vacancies) and Section VIII (Glossary) of LaneACT’s bylaws. She reported she had conferred with OTC staff and they had deemed the changes administrative. Therefore, were LaneACT members to agree to the amendments, they would be effective immediately.

Commissioner Buch joined the meeting by teleconference at 5:50 p.m.

Consensus: Adopt the bylaw amendments as presented in the agenda packet (Attachment 8A).

6. HB2017 Implementation Update

Ms. Silva, ODOT HB2017 Implementation Project Manager, gave a Powerpoint presentation entitled Implementation of HB2017; Transparency, Accountability and Performance Requirement. She offered hardcopy versions of the presentation and two other documents:
**Agenda Item 3a**

*Oregon Transportation Commission (OTC) Dashboard, HB2017 Implementation, May 2019 and the 2019 Oregon Transportation Infrastructure Condition Report.* She reviewed the four key components of the legislation, noting the focus of the presentation was on the fourth (Transparency and Accountability). Ms. Silva described the strengthened role of the OTC and illustrated the monthly dashboard reports ODOT staff presented to them to track the bill’s implementation. She also talked about the Continuous Improvement Advisory Committee (CIAC) and reviewed the required components of the Transparency Accountability and Performance (TAP) website.

Mr. Kate, ODOT Performance Management Program Manager, emphasized the ground-breaking achievement of the Oregon Transportation Infrastructure Condition Report. He thanked staff from the 277 cities and counties who had provided information for the report.

Ms. Silva explained the report established the baseline data to measure the effectiveness of future transportation infrastructure investments. She concluded her presentation by listing the successes accomplished in 2018 and the major programs and projects envisioned for 2019. Ms. Silva emphasized ODOT staff was very open to feedback on ways to improve the TAP website. For example, after hearing from members of the MPC that delayed or over-budget projects should be accompanied by an explanation as to why, staff was working to add the information in a consistent, plain language format.

When Ms. Mazze asked if the bridge inventory assessment included seismic resiliency, Mr. Kate said no. Seismic resiliency was captured separately.

Mayor Lundberg requested more information on the tolling project. Where was tolling being considered?

Ms. Silva responded the tolling project was part of congestion relief. It had been originally targeted to I-5 and I-205 in the Portland Metropolitan area. The CIAC was now also exploring the possibility of tolling statewide.

Mr. Kate listed a number of concerns raised around tolling, including safety issues, traffic displacement, and equity issues.

When Councilor Syrett asked who had determined to expand the scope of the study, Ms. Silva said it was the OTC’s decision. It was an exploratory study. Mr. Kate added no other state had statewide tolling programs.

Responding to Ms. Brindle’s questions regarding CIAC membership and meeting frequency, Ms. Silva explained the membership was two-year staggered terms. They met every other month.

Mr. Thompson stated the CIAC application period was open. He encouraged those interested to apply so they might be considered should a vacancy occur.

When Mr. Kerr inquired about when the decision would be made on the other ConnectOregon projects, Ms. Silva said January 1, 2020 was the “go/no go” decision deadline.
7. **Beltline: River Road to Delta Highway – Project Overview**

Ms. Brindle introduced Dave Simmons, Jacobs Engineering, a consultant working with ODOT staff on the detailed designs for the Beltline Highway facility plan. The work included additional analysis, public involvement, and environmental documentation.

Mr. Simmons gave a Powerpoint presentation entitled *Beltline Highway: River Road to Delta Highway, Presentation to Lane Area Commission on Transportation*. He provided a project overview, detailed the $20 million Delta Interchange improvement project, discussed the current concepts and draft implementation framework for Beltline between River Road and Delta Highway, and summarized the next steps. Mr. Simmons showed a map of the project area, noting it was one of the most congested roads in the metro area with higher levels of crashes than similar facilities in the state. Focusing on the Delta Interchange project, he explained the two-year project was scheduled to begin late 2019/early 2020. Mr. Simmons detailed the ramp closures and their impact on traffic flow and congestion.

When Ms. Walters asked if the Delta Interchange project would start before the Washington-Jefferson bridge project was completed, Ms. Brindle assured her there was no overlap.

Mr. Simmons reviewed the Beltline project’s key current concepts (improve the River Road and River Avenue/Division interchanges, widen Beltline Highway to three lanes in each direction, construct a new bridge over the Willamette to serve local traffic, and rebuild the Beltline Willamette bridge) and possible ways to phase the $300 - $400 million project. He highlighted the improved multimodal connectivity.

Mr. Nordin observed the envisioned new bridge facilitated LTD’s operations in the River Road area, allowing more options to the current “spoke and hub” model of routes. When he asked how long it would take to start construction once the bridge was funded, Mr. Simmons said it would take three years to do the final design and acquire needed right-of-way.

Mr. Zako advocated LaneACT members discuss if Beltline improvements were their highest priority. If so, he thought they should lobby state and federal elected officials for funding.

When Mr. Organ asked about the impact of the Delta Interchange improvement project on visitors coming to Track Town events in 2021, Mr. Simmons assured him the dates of the track events as well as other important community events (e.g., Duck football games) were blacked out as work days in the construction contract.

Several LaneACT members voiced support for Mr. Zako’s proposal to lobby elected officials for dedicated funding. Mr. Kerr emphasized the portion of Beltline under discussion was very dangerous. Mayor Smith said the ripple effect of Beltline congestion was widespread, including impacting Coburg. Mayor Lundberg, noting how long it took for the initial construction of Beltline, advocated for addressing the traffic problems directly and soon. Ms. Humble described how difficult it was to get from Creswell to the Eugene Airport via Beltline. She noted it was now congested from 2:30 p.m. until 7:00 p.m.
Mayor Gowling suggested poor land use planning, resulting in excessive housing and commercial development, had contributed greatly to the problem.

Mr. Thompson cautioned about the proposed new bridge. In the past, the community had rejected proposals to build a bridge at Valley River or north of Beltline.

9. Legislative Update

Mr. Thompson highlighted the recent passage out of committee of HB2020, establishing the Oregon Climate Action Program. He opined passage in the House was certain but not necessarily so in the Senate. A well-funded business advocacy group was working to defeat the bill.

Mr. Inerfeld added a bill that reduced speeds on residential streets, had passed the Senate and was now under consideration in the House. The bill that delegated the authority to set speed limits to cities had died in committee. However, Senator Beyer was committed to bringing similar legislation up during the 2020 short session.

10. Adjournment

Councilor Syrett reminded LaneACT members there was no July meeting. Therefore, the June 20, 2019 Steering Committee meeting was also canceled. The next meeting of the Steering Committee was scheduled for July 18, 2019.

When Councilor Syrett asked for feedback on the trial room configuration, consensus was to return to the previous room layout.

Councilor Syrett adjourned the meeting at 7:16 p.m.

(Recorded by Beth Bridges)
Agenda Item 6

Environmental Land Use Stakeholder appointment

(quorum required)

Presenter
Denise Walters, LaneACT Staff

Action requested
Decide on appointment of Environmental Land Use Stakeholder.

Summary
The Environmental Land Use Stakeholder position term ended June 30, 2019. LaneACT decided to publish and distribute notice of position opening. The posting closed on May 31, 2019. LaneACT received one application from the incumbent, Rob Zako. Attached for your consideration is Mr. Zako’s resume and letter of support from 1000 Friends of Oregon.

Attachments
A. Environmental Land Use Stakeholder Application- Rob Zako
Applicant Criteria

1. Be able to attend monthly meetings on the 2nd Wednesday of each month, from 5:30 to 7:30 p.m. primarily in Springfield but at times at alternate locations;
2. Be willing to serve an up to 4-year term; and
3. Live in Lane County OR represent a business or organization that operates in Lane County.

<table>
<thead>
<tr>
<th>Name:</th>
<th>Rob Zako</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential/Business Address:</td>
<td>1280 E 28th Ave Apt B, Eugene, OR 97403-1616</td>
</tr>
<tr>
<td>Mailing Address:</td>
<td><em>(same)</em></td>
</tr>
<tr>
<td>Home Telephone:</td>
<td>541-343-5201</td>
</tr>
<tr>
<td>Work Telephone:</td>
<td><em>(same)</em></td>
</tr>
<tr>
<td>FAX:</td>
<td></td>
</tr>
<tr>
<td>E-Mail:</td>
<td><a href="mailto:robzako@gmail.com">robzako@gmail.com</a></td>
</tr>
<tr>
<td>Employment:</td>
<td>executive director, Better Eugene-Springfield Transportation (BEST)</td>
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<tr>
<td></td>
<td>research associate, University of Oregon Sustainable Cities Initiative (SCI)</td>
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</tbody>
</table>

The LaneACT is recruiting for the following position(s):

A Designated Stakeholder representing Environmental Land Use interests. To clarify the position intent, this stakeholder would have knowledge about sustainable land use practices and their transportation nexus.

Stakeholders will be appointed to 4-year terms and may be reappointed to subsequent 4-year terms by LaneACT.
Please answer the following questions. Attach additional pages if necessary.

1. **Please describe how your background, training and experience prepare you to represent the appropriate stakeholder position(s).** Include employment, educational, vocational and skill training, degrees and certifications, licenses, participation on boards and committees, memberships, life experience, etc.

   I have extensive experience in land use and transportation issues over the last 21 years, including:

   - **Better Housing Together**, Co-Founder & Steering Committee Member (2017–present)
     Better Housing Together [www.betterhousingtogether.org](http://www.betterhousingtogether.org) is a partnership of 40+ local organizations and businesses—transportation advocates, real estate professionals, social service agencies, affordable housing developers, architects, builders, sustainability advocates, and civil rights organizations—all focused on increasing the affordability, diversity and supply of housing in Lane County. A key principle of this work is that it isn’t solely the cost of housing but rather the combined cost of housing plus transportation [https://htaindex.cnt.org](https://htaindex.cnt.org) that affects whether a family can afford to live somewhere or not. A more expensive house located close to jobs and services might be more affordable than a less expensive house that requires longer trips to work and shopping. Moreover, longer commutes lead to more traffic congestion. Representing BEST in this partnership, my primary role is to highlight the transportation aspect of housing and other land use decisions.

   - **Better Eugene-Springfield Transportation (BEST)**, Co-Founder & Executive Director (2012–present)
     BEST [https://www.best-oregon.org](https://www.best-oregon.org) brings people together to promote transportation options, safe streets, and walkable neighborhoods. BEST is looking at how the Eugene-Springfield area can accommodate an additional 50,000+ people over the next 20 years in essentially the existing land area—without significantly expanding transportation corridors—as called for in the Envision Eugene and Springfield 2030 visions. To accommodate this growth, local plans call for compact development that reduces the need for people to travel as far or as often, and also for using existing transportation corridors more efficiently, in particular, by improving transit, bicycling and walking.

   - **University of Oregon Sustainable Cities Initiative (SCI)**, Research Associate (2012–present)
     Led or co-led three academic research projects: 1) “Effectiveness of Transportation Funding Mechanisms for Achieving National, State and Metropolitan Economic, Health and Other Livability Goals,” 2) “Assessing State Efforts to Integrate Transportation, Land Use and Climate Change, and 3) “Sustainable Transportation Decision-Making.” The first two projects explicitly looked at the relationship between land use and transportation. Am currently taking a break from research but continue to find opportunities help students connect classroom learning with real-world issues.

   - **Central Lane MPO**, Project Manager / independent consultant (2012)
     Assisted local governments in securing funding from ODOT to conduct integrated transportation and land use scenario planning to reduce greenhouse gas emissions from transportation.

     Administered the Target Rulemaking Advisory Committee that recommended the targets the Land Conservation & Development Commission (LCDC) set for MPOs to reduce greenhouse gas emissions from transportation. Led development of the transportation and land use scenario planning guidelines.

   - **Clackamas County**, Project Manager / independent consultant (2010–2011)
     Led a project to explore establishing an Area Commission on Transportation (ACT) for the greater Mt. Hood region. Although the effort did not result in the formation of an ACT, four years later the Region 1 ACT (R1ACT) was established for a larger area.
• **Lane Transit District**, Project Manager / independent consultant (2010)
  Organized the first “Let’s Talk Transit” public forum, which aimed to reengage civic leaders in the vision for EmX bus rapid transit and bolster support for a third leg in west Eugene.

• **Lane County**, Project Manager / independent consultant (2009–2010)
  In fulfillment of Senate Bill 944, designed and led a process leading to the formation of LaneACT.

• **West Eugene Collaborative**, Co-Founder & Coordinator (2006–2010)
  Helped launch a group of three dozen business, environmental, government, and community leaders looking for win-win solutions to traffic problems in west Eugene. Coordinated efforts to present the final report to local and state groups.

• **Lane County Moving Forward Together**, Project Manager / independent consultant (2007–2008)
  With Oregon Transportation & Growth Management (TGM) program staff and representatives of the REALTORS®, organized this all-day smart growth conference featuring nationally recognized speakers.

• **1000 Friends of Oregon**, Transportation Advocate (2003–2007)
  Worked on a variety of transportation and land use issues, including amendments to the Oregon Transportation Planning Rule, the development of the Oregon Transportation Plan, amendments to the Oregon Highway Plan, and the “Big Look” Task Force reviewing Oregon’s land use planning program. Served on the Transportation & Growth Management (TGM) Advisory Committee and the State Transportation Improvement Program (STIP) Stakeholder Advisory Committee.

• **Friends of Eugene**, President (1998–2001)
  Led efforts around the development of *TransPlan*, the first EmX bus rapid transit line, and other transportation issues.

2. If you are a member of an organization representing the appropriate stakeholder position(s), and/or if you have received an endorsement to serve on LaneACT from such an organization, please describe your membership(s) and/or endorsement(s).

1000 Friends of Oregon (where I was the transportation advocate until 2007), Better Housing Together (on whose steering committee I serve) and Better Eugene-Springfield Transportation (where I am the executive director) work closely together as partners. For example, as 1000 Friends of Oregon never hired another transportation advocate after me, I continue to informally advise their transportation work. Moreover, 1000 Friends of Oregon has a staff person on the BEST board and is a partner in Better Housing Together. Finally, BEST is not only one of 40+ partners in Better Housing Together but also currently the fiscal sponsor for that effort.

All three organizations — 1000 Friends of Oregon and Better Housing together focused more on land use and BEST focused more on transportation — support my application to serve on LaneACT, seeing that I have more transportation experience than others, and also have the time to serve. They appreciate that I will bring my extensive professional experience to the position, rather than solely representing any one organization.

If there are questions for any of these organizations, please contact:

**1000 Friends of Oregon**
Alexis Biddle <alexis@friends.org>, Urban Advocate
Mary Kyle McCurdy <mkm@friends.org>, Deputy Director
3. Please provide any additional information about yourself which will help LaneACT select you.

In addition to answering the above questions, you may attach a resumé to provide additional information about yourself if you wish.

Thank you for applying to be a LaneACT Stakeholder!

Demographic Information *(Optional):*

The LaneACT collects information on race, ethnicity, national origin, and gender of applicants to the Commission to ensure the inclusion of all segments of the population affected by LaneACT. You have the option of providing this information. You may apply and be selected to be a LaneACT Stakeholder even if you do not wish to provide this information.

Please Return Your Completed Application to:

Mail: Denise Walters, LCOG / 859 Willamette Street, Suite 500 / Eugene, OR 97401-2910
E-Mail: dwalters@lcog.org
FAX: (541) 682-4099 Attn: Denise Walters
May 13, 2019

Lane Area Commission on Transportation
859 Willamette Street, Suite 500
Eugene, Oregon 97401

RE: Appointment of Rob Zako to LaneACT

Dear Commissioners,

1000 Friends of Oregon is a non-profit, charitable organization dedicated to working with Oregonians to support livable communities. Our membership includes hundreds of Lane County residents who support the mission and values of the Oregon land use program. Among these Oregon values, embodied in Goal 12, are the provision of a transportation system that serves everyone and every mode of transportation. We focus on sustainable land use practices and their transportation nexus.

Working statewide with limited resources, it is a challenge to serve on the variety of public bodies that we would like to provide input. Thankfully, Rob Zako, our former transportation advocate, is willing and able to serve as the environmental land use representative on the Lane Area Commission on Transportation. We are confident that Dr. Zako will represent our views competently at LaneACT meetings. In the event that he can’t attend a given meeting, we are willing to volunteer our staff as an alternate.

Sincerely,

Mary Kyle McCurdy
Deputy Director
1000 Friends of Oregon

Alexis Biddle
Urban Advocate
1000 Friends of Oregon
ODOT Director recruitment update

Presenter(s)
Claire Syrett, ACT Chair and Jeff Gowing, ACT Vice-Chair

Action requested
Discussion.

Summary
Pursuant to ORS 184.620(1), the Oregon Transportation Commission (OTC) appoints the Director in consultation with the Governor. Search consultant Korn Ferry conducted extensive public outreach to solicit the views of transportation partners’ about the desired attributes of the next ODOT Director. This outreach included conversations with dozens of transportation leaders, including with the Governor’s transportation policy advisor, state legislative leaders on transportation, OTC members, ODOT administrators and managers, the Area Commissions on Transportation (ACT) chairs, regional and local government officials, transportation organizations, tribal organization leaders, labor unions, business organizations, mass transit districts, environmental entities, Continuous Improvement Advisory Committee (CIAC) members, and others. Based on this input, a position description was drafted and approved by the OTC at the Commission’s May 16 meeting. Upon OTC approval, the ODOT Director position description was posted and Korn Ferry actively recruited candidates. This recruitment period will continue until the position is filled. In mid-July, the Search Committee was to have begun reviewing selected applications for the position. In August, the OTC will interview finalists and appoint a new Director.

On July 1, 2019 the OTC created the position of ODOT Deputy Director and appointed Paul Mather as Deputy Director during the interim between July 1, 2019 and the start date of the new Director. Deputy Director Mather assumed the authorities of the Director delegated to him by the OTC on July 1, 2019

Chair Syrett and Vice-Chair Gowing were invited to a discussion with the finalists to be Oregon’s next ODOT Director on August 26, 2019. The discussion was designed to allow ODOT’s transportation partners to meet the Director finalists and provide impressions of the candidates to the OTC.

Attachments
A. ODOT Director Recruitment Plan
OREGON TRANSPORTATION COMMISSION ODOT DIRECTOR RECRUITMENT AND HIRING PLAN

Scope of Search: National – Open/Competitive Process  
Announcement Date: May 16 – June 30, 2019  
Timeline: Approx. 210 Days

CONTACT INFORMATION

<table>
<thead>
<tr>
<th>Oregon Transportation Commission (OTC)</th>
<th>Oregon Transportation Commission (OTC) Search Committee (Search Committee)</th>
<th>Governor’s Policy Advisor</th>
<th>Oregon Transportation Commission (OTC) Chief of Staff</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tammy Baney, chair</td>
<td>Robert Van Brocklin, vice chair</td>
<td>Brendan Finn</td>
<td>Cooper Brown</td>
</tr>
<tr>
<td>Robert Van Brocklin, vice chair</td>
<td>Tammy Baney</td>
<td>Search Consultant</td>
<td>Oregon Department of Transportation HR Director</td>
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<tr>
<td>Alando Simpson</td>
<td>Brendan Finn</td>
<td>TBA</td>
<td>Jennifer Schoorl</td>
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<tr>
<td>Martin Callery</td>
<td></td>
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<tr>
<td>Julie Brown</td>
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ESTABLISH A SEARCH COMMITTEE AND HIRE A SEARCH CONSULTANT

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<tr>
<th>Activity</th>
<th>Notes</th>
<th>Responsible</th>
<th>Aspirational Dates (Subject to Change)</th>
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<tbody>
<tr>
<td>1. OTC Appoints and Authorizes Search Committee</td>
<td></td>
<td>OTC</td>
<td>Feb. 21, 2019</td>
</tr>
<tr>
<td>2. Search Committee Hires an ODOT Director Search Consultant</td>
<td>Must have the capability to conduct a national search and proven experience in successfully placing a senior executive at a state transportation agency or large urban transportation agency. Recruitment must be conducted consistent with Oregon public employment hiring laws for an open and competitive position.</td>
<td>Search Committee</td>
<td>Feb. 22 – March 21, 2019</td>
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## DEVELOP RECRUITMENT AND HIRING PLAN

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<th>Activity</th>
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<th>Responsible</th>
<th>Aspirational Dates (Subject to Change)</th>
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<tbody>
<tr>
<td>1. OTC Directs ODOT to Post a Draft ODOT Director Recruitment and Hiring Plan (Draft Plan) on OTC Web Site and Solicit Comments on the Draft Plan</td>
<td></td>
<td>OTC; OTC Chief of Staff</td>
<td>Feb. 21, 2019</td>
</tr>
<tr>
<td>2. Search Committee Reviews Comments on Revised ODOT Director Recruitment and Hiring Plan (Revised Plan); Search Comm Recommends to OTC Adoption of Revised Plan</td>
<td></td>
<td>Search Committee</td>
<td>Before March 21, 2019</td>
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<tr>
<td>3. OTC Adopts Revised Plan</td>
<td></td>
<td>OTC</td>
<td>March 21, 2019</td>
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## PREPARE POSITION DESCRIPTION

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<tr>
<th>Activity</th>
<th>Notes</th>
<th>Responsible</th>
<th>Aspirational Dates (Subject to Change)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. OTC Directs ODOT to Solicit Public Comments on the Director Position Description on OTC Web Site</td>
<td></td>
<td>OTC; OTC Chief of Staff</td>
<td>March 21, 2019</td>
</tr>
<tr>
<td>2. Search Consultant Solicits Input on Position Description from Selected Stakeholders</td>
<td>Stakeholders TBD</td>
<td>Search Consultant</td>
<td>March 22 – April 30, 2019</td>
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<tr>
<td></td>
<td>Search Consultant Solicits Input from Select ODOT Personnel</td>
<td>Selected ODOT Personnel TBD</td>
<td>Search Consultant</td>
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<td>4.</td>
<td>Search Consultant Interviews Selected Oregon Transportation Leaders</td>
<td>Selected Transportation Leaders will include, but may not be limited to, the following persons: Governor Brown, Governor’s Chief of Staff, Senate President Courtney, House Speaker Kotek, Senators Bentz, Johnson, Boquist, and Beyer, Representatives McKeown, McLain, Noble, OTC Commissioners, ODOT Director Matt Garrett</td>
<td>Search Consultant</td>
</tr>
<tr>
<td>5.</td>
<td>Search Committee Reviews Draft Position Description Prepared by Search Consultant and, as Necessary, Revise Draft Position Description</td>
<td></td>
<td>Search Committee</td>
</tr>
<tr>
<td>6.</td>
<td>Search Committee Recommends Position Description to OTC; OTC Reviews and Approves Position Description</td>
<td>Issues of Candidate Confidentiality Will Be Addressed</td>
<td>Search Committee; OTC</td>
</tr>
<tr>
<td>Activity</td>
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<tr>
<td>1. Search Committee Directs ODOT to Post Job Opening and Position Description</td>
<td>Post Job Opening and Position Description; Distribute Announcement</td>
<td>ODOT HR Director; OTC Chief of Staff</td>
<td>May 16, 2019</td>
</tr>
<tr>
<td>2. Search Consultant Distributes Position Description Consistent with Recruitment Strategy</td>
<td></td>
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<tr>
<td>3. Application Processing and Prescreening</td>
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<td>Search Consultant (with assistance, as necessary, from ODOT HR Director and/or OTC Chief of Staff)</td>
<td>May 16, 2019- June 30, 2019</td>
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<td></td>
<td>• Confirming Receipt of Application Letters to Applicants Following the Application Submission Deadline</td>
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<td>• Screening Applications for Minimum Qualifications</td>
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<td>• Screening Applications for Desired Attributes</td>
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<td></td>
<td>• Identifying and Recommending Qualified Applicants to Search Committee</td>
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<td>1. Search Committee Determines Which Applicants Will Be Interviewed</td>
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<td>2. First Round Interviews</td>
<td></td>
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<tr>
<td>3. Search Committee Determines Finalists and Directs Search Consultant to Check References of Finalists</td>
<td></td>
<td>Search Consultant and Search Committee</td>
<td>TBD (tentatively July 22- August 9, 2019)</td>
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<tr>
<td>4. OTC Interviews Finalists</td>
<td></td>
<td>OTC</td>
<td>TBD (tentatively July 22- August 9, 2019)</td>
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<tr>
<td>5. Stakeholder Panels Interview Finalists</td>
<td>Stakeholder Panels TBD</td>
<td>TBD (tentatively July 22- August 9, 2019)</td>
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<tr>
<td>6. OTC Conducts Additional Interviews of Finalists, as necessary, and Selects New Director</td>
<td></td>
<td>OTC</td>
<td>TBD (tentatively August 15-16, 2019)</td>
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<td>7. Contract Negotiated</td>
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<td>HR Director and Search Committee Chair</td>
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## CONFIRMATION OF A NEW DIRECTOR

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<td></td>
<td>Senate</td>
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Meetings of the OTC and of the OTC Executive Search Committee are public meetings subject to the Oregon public meetings laws. Meetings to consider the employment of the ODOT Director, including the review of applications, interviewing of candidates, and deliberation of hiring may be held in executive session. ORS 192.660 (2)(a) and (7).
Agenda Item 8

ODOT grant programs – update

Presenter
Bill Johnston, ODOT

Action requested
No action required. For information and discussion only.

Summary
Staff will provide an update on the status of the following ODOT grant programs.

Safe Routes to Schools (SRTS) – 2019 non-infrastructure grant program

Three LaneACT area jurisdictions submitted applications:
- Lane County – Rural SRTS program (focused on schools not in the urban area)
- LTD (Point2Point) – Springfield Public Schools Program
- LTD (Point2Point) – Volunteer and SRTS Program

The statewide SRTS Advisory Committee discussed applications on July 9. The Oregon Transportation Safety Committee (OTSC) will announce the grant recipients on August 14.

Transportation & Growth Management (TGM) – 2019 grant program

Three LaneACT area jurisdictions submitted applications:
- Lane County – Bicycle Master Plan ($150,000)
- Cottage Grove – Bicycle and Pedestrian Plan ($150,000)
- Florence – Transportation System Plan Update ($132,000)

Region 2 is allocated approximately $600K annually, which typically funds four $150K projects. This year there were 16 applications. Timeframe: (1) Pre-application meetings begin in January. (2) Applications are due in June. (3) Grants are awarded in August.

Statewide Transit Network Program – Grant awards for FY 2019-21

On July 18, 2019, the Oregon Transportation Commission approved the following awards in Lane County:
- LCOG: $1,233,000 for the Florence-Eugene Intercommunity Route (from STIF funds)
- LCOG: $450,000 for the Florence-Yachats Connector (from STIF funds)
- LTD: $187,723 for the Diamond Express (from FTA 5311(f) funds)
Agenda Item 8 – ODOT grant programs

Attachments

None.
Agenda Item 9

Process for regional transportation vision, needs and priorities

Presenter(s)
Denise Walters, LaneACT Staff

Action requested
Discussion - is the LaneACT interested in engaging in a process to discuss a regional transportation vision, needs, and possibly priorities?

Summary
In the changing landscape resulting from HB2017, the LaneACT has discussed taking a more proactive role in communicating with the OTC on regional issues. As a follow up to the LaneACT’s biennial report to the OTC in November 2018, a quick punch list of needs was developed to respond to the OTC’s desire to understand how much need existed in Lane County beyond the resources provided via HB 2017. The following is what was shared with the OTC:

1. At the November 16, 2018 OTC meeting in Lebanon the LaneACT identified $788M in unmet needs, beyond the $80M in projects funded through HB 2017. The OTC asked for a list of specific projects. In response, ODOT staff compiled the list below, with input from local governments.

2. The total below amounts to $1.63B. The $788M referred to earlier at the OTC was based on a preliminary list of projects compiled in 2016. The $1.63B is a more accurate reflection of the need for funding in the LaneACT area. It only accounts for major projects. There are many smaller projects that also need to be funded, including projects identified in local Transportation System Plans.

The LaneACT has not formally endorsed these as their top funding priorities. However, all of the projects are identified in locally-adopted plans.

Lane County Needs List

Funding needs for major projects in the LaneACT area (not listed in order of priority):

- OR126: Eugene to Veneta – $400M (widen from 2 lanes to 4 lanes)
- Beltline Highway improvements (Eugene) – $350M (various upgrades to improve safety and mobility)
• OR126E improvements (Springfield) – $150M (Includes interchanges at E. Main St., 52nd, 42nd)
• OR126B Main Street (Springfield) – $70M Transit and Safety Improvements
• Interstate 5 (Eugene to Goshen) – $65M (widen to 3 lanes)
• Franklin Boulevard (Springfield) – $40M (reconstruct former state highway to better accommodate pedestrians, bicycles and transit)
• Coburg interchange – $30M (new overpass and ramps)
• Upgrade bus corridors (Eugene) – $200M (LTD Moving Ahead project. Upgrades to accommodate high-capacity bus service on up to five corridors)
• Eugene train station – $30M (new passenger platform and rail siding to separate passenger trains from freight trains)
• Franklin Boulevard (Eugene) – $28 M (reconstruct former state highway to better accommodate pedestrians, bicycles and transit)

A number of staff from member organizations have shared questions and concerns regarding the list and the process with which it was developed. Additionally, LaneACT members asked for more detail on the projects to better understand the needs and benefits of each project. Members had discussions regarding utility of such a list in terms of speaking with legislators, considering requests for letters of support, providing input on various ODOT efforts and grant programs, etc. In considering the conversations over the last fiscal year, staff is inquiring if the LaneACT is interested in engaging in a process to discuss a regional transportation vision, needs, and possibly priorities?

**Attachments**

None.
Agenda Item 10

LaneACT training

Presenter
Bill Johnston, ODOT

Action requested
Complete ODOT training requirements by December 31, 2019.

Summary
Last year the Oregon Department of Administrative Services (DAS) began requiring all ACT members (and other ODOT advisory commission members) to complete a training module on preventing sexual harassment. This is an annual requirement. (ODOT and other state employees are also required to complete this training every year.)

This year there are two training requirements:

- Preventing Discrimination, Harassment, and Sexual Harassment in the Workplace
- Information Security Training

The training can be completed individually using the state’s online, web-based training platform called iLearn. Each module will take approximately one hour. You have until the end of the year (December 31) to complete the two courses.

The procedure for accessing iLearn has been simplified this year. You will not be required to create an individual iLearn account. (Some members had difficulty with this last year.) Instead, you will be provided with a password to a previously established group account.

When you have completed the training, send an email to your ACT training coordinator (me) indicating the dates you completed each course. I will compile a list of the members who completed the training and submit it to the ODOT coordinator to document LaneACT’s compliance with this requirement. Additional instructions will be provided at the LaneACT meeting, and by email.

Attachments
None.
Agenda Item 11

Legislative update

**Presenter**
Paul Thompson, Central Lane MPO

**Action requested**
Information only.

**Summary**
This agenda item is provided as information only, to inform ACT members of the status of various introduced legislation. Additionally, a preview of potential legislative topics already identified for the next session of the Oregon legislature will be discussed.

**Attachments**
A. ODOT Legislative Summary 2019
Oregon’s annual legislative session came to a close June 30, 2019. There were 2,768 bills, memorials and resolutions introduced during the 2019 session and of those, the legislature passed 1,205.

Legislators advanced a number of bills, memorials, and resolutions that directly or indirectly affect ODOT. If you have questions about 2019 transportation-related legislation, please contact Government Relations staff.

### Agency Leadership

<table>
<thead>
<tr>
<th>Name</th>
<th>Title</th>
<th>Phone</th>
</tr>
</thead>
<tbody>
<tr>
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<td>Tom McClellan</td>
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<td>Amy Ramsdell</td>
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<thead>
<tr>
<th>Name</th>
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<td>Legislative Liaison</td>
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<tr>
<td>John Baker</td>
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</tr>
<tr>
<td>Kat Silva</td>
<td>HB 2017 Implementation Project Manager</td>
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Copies of 2019 enrolled bills (the copy the Governor signs) may be found on the legislative website: [https://olis.leg.state.or.us/liz/2019R1/Measures/list/](https://olis.leg.state.or.us/liz/2019R1/Measures/list/).

Measures signed into law are known as “session laws” and are available on the legislative website under Oregon Laws. Permanent laws passed during the 2019 Legislative Session will not be codified until the 2019 edition of Oregon Revised Statutes is released. The 2019 ORS will be distributed and made available online late summer 2019.

Cover photos:

OR 99W: Newburg-Dundee Bypass

Spring at Oregon’s State Capitol

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1 Matthew L. Garrett served as Director of the Oregon Department of Transportation through the duration of the 2019 legislative session; his tenure ended June 30, 2019. As of the date of this publication, Paul Mather serves as the Department’s Deputy Director while the Oregon Transportation Commission engages a recruitment for a permanent director.
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HCR 4 – Specialist Nickolaus Gregory Gossack
HCR 13 – Private First Class Ryan Jeffery Hill
HCR 29 – Sergeant First Class Richard Joseph Henkes II
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Middle Housing Land Zoning

**House Bill 2001**
Effective Date: Upon Passage

House Bill 2001 requires cities with a population over 25,000 and all cities and counties located within Metro to allow for middle housing (duplexes, triplexes, quadplexes, cottage clusters, and townhouses) in areas currently zoned for single family residential areas, and for cities with a population between 10,000 and 25,000 to allow for duplexes within areas zoned exclusively as single family residential. The measure does not require local government consideration of impacts to an existing or planned transportation facility. However, the measure allows additional time for local government zoning changes where the city or county has deficient infrastructure, including transportation.

Regional Housing Needs Analysis

**House Bill 2003**
Effective Date: Upon Passage

House Bill 2003 requires Oregon Housing and Community Services Department (OHCS), with the Department of Land Conversation and Development and the Department of Administrative Services, to develop a methodology for conducting a regional housing needs analysis. The measure requires cities with a population greater than 10,000 to estimate its housing need and capacity at least every eight years, and for Metro and cities within Metro to estimate the housing need every six years. The measure allows for rezoning under certain circumstances, and allows OHCS to change the regional boundaries to enable regional alignment with shared employment, transportation, or housing market dynamics.

Paid Family and Medical Leave

**House Bill 2005**
Effective Date: Sept. 29, 2019

House Bill 2005 creates a family and medical leave insurance program administered by the Oregon Employment Department (OED). The measure provides for up to 12 weeks of paid family or medical leave, and is funded by a 1% payroll tax, split between the employer and the employee. The measure directs OED to adopt rules establishing the program and authorizes the department to contract with a third-party to administer the program. The measure provides for employment protections against retaliation for the use of paid family and medical leave, as well as return-to-work provisions. Recipients are eligible for benefits beginning January 1, 2023.
Clean Diesel

House Bill 2007
Effective Date: Upon Passage

House Bill 2007 requires certain diesel engines in the tri-county area (Clackamas, Multnomah, and Washington counties) to meet specific standards as a condition of vehicle title and/or registration. The measure establishes a phased-in clean diesel engine requirement, prohibiting issuance of registration and title according to the following schedule:

- 2023: Registering medium-duty and heavy-duty vehicles model year 1996 or older.
- 2025: Titling medium-duty vehicles 2009 or older; and Titling heavy-duty vehicles 2006 or older.
- 2029: Registering medium-duty vehicles model year 2009 or older; Registering heavy-duty vehicles owned by a public body, model year 2009 or older; and Registering heavy-duty vehicles model year 2006 or older.

The measure provides certain exemptions and directs the Oregon Department of Environmental Quality (DEQ) to determine whether an engine meets the clean diesel requirements. The measure also directs DEQ to establish a voluntary sticker program for diesel construction equipment.

Additionally, House Bill 2007 establishes certain standards for construction equipment used on large public improvement contracts in the tri-county area. These requirements apply to certain large projects contracted 2022 and later, and also apply to three specific projects in the Portland metro area (I-5 Rose Quarter, I-205: Stafford Rd to OR 213, and OR 217).

Finally, the measure authorizes DEQ’s use of the Volkswagen Settlement Fund and establishes a Task Force to consider future program expansion and small business impacts.

Removes Legal Presence Requirement for Standard Driver License or ID Card

House Bill 2015
Effective date: Upon Passage
Operative Date: Jan. 1, 2021

Since 2008, Oregon law has required applicants for a driver license or identification card to show proof of legal presence in the U.S. Under a bill passed in 2017, DMV will begin offering Oregonians the option of REAL ID compliant licenses and ID cards in July 2020. REAL ID credentials require proof of legal presence in the U.S. HB 2015 removes the requirement to show legal presence for the standard license or ID card, after the REAL ID credentials are available. Applicants for the standard credential will continue to show proof of identity and Oregon residency, and will need to pass tests – vision, knowledge, and skills – just as applicants do under current law. Oregonians will have a choice of credentials.
Paid Time for Union Activities

House Bill 2016
Effective Date: Jan. 1, 2020

House Bill 2016 requires public employers to grant employees reasonable time to engage in certain union-related activities, during regularly scheduled work hours, without loss of compensation, seniority, leave accrual, or other benefits. The measure requires public employers be reimbursed for this time. The measure authorizes public employers and exclusive representatives to enter into agreements providing terms and conditions of these activities and associated leave requests, and subsequent reimbursements provided to the employer.

Liquidated and Delinquent Debt

House Bill 2094
Effective Date: Sept. 29, 2019
Operative Date: Jan. 1, 2020

House Bill 2094 authorizes contracting agencies, as part of an evaluation of a bid or proposal, to consider whether the bidder or proposer owes a liquidated and delinquent debt to the State. This measure is a continuation of the work of Executive Order 17-09, issued on May 5th, 2017, and better enables state agencies to collect outstanding debts owed to the state.

Exempts County from Splitting Local Vehicle Registration Fees with Cities

House Bill 2112
Effective Date: Sept. 29, 2019

A county may impose a vehicle registration fee in addition to, and collected at the same time as, the state’s vehicle registration fee. Multnomah County has had a local registration fee for several years and used the proceeds to fund replacement of the Sellwood Bridge. Under the law in place at that time, all the county’s registration fee proceeds went to that effort; the local registration fee law in effect today requires a county to send 40% of the proceeds to cities within the county.

HB 2112 eliminates the requirement to split the proceeds – allowing the county to keep all the proceeds – where the county has a population over 650,000 and the funds are used to improve bridges that cross the Willamette River in the City of Portland. With construction complete on the Sellwood Bridge, Multnomah County will begin repairing and seismically reinforcing the Burnside Bridge and will use its local registration fee proceeds to fund this work. (Multnomah County is responsible for a total of six bridges over the Willamette within the City of Portland.)
Transportation-related Tax Credits

House Bill 2164
Effective Date: September 29, 2019

House Bill 2164 is the 2019 legislative session’s omnibus tax credit package. Among other provisions, the measure establishes a short line railroad rehabilitation tax credit, administered by the Oregon Department of Revenue; ODOT will certify the project for which the credit is applied. ODOT may establish rules and procedures for determining the amount of allowable tax credit, and standards for what constitutes completion of a short line railroad rehabilitation project. The tax credit is available beginning tax year 2020 through December 31, 2025.

Additionally, this measure extends the existing weight-mile exemption for certain heavy trucks participating in EPA emissions testing; this exemption extends until December 31, 2025.

Oregon Broadband Office

House Bill 2173
Effective Date: Jan. 1, 2020

House Bill 2173 establishes the Oregon Broadband Office within the Oregon Business Development Department (OBDD). The measure requires the office to engage in various activities related to the planning, development, support, and promotion of broadband services in Oregon. Additionally, the measure amends the membership of the Oregon Broadband Advisory Council to include at least one member that represents a service provider headquartered in rural Oregon, and one member to represent the Oregon Department of Transportation.

High Hazard Train Routes

House Bill 2209
Effective Date: Jan. 1, 2020

House Bill 2209 requires railroads that own or operate high hazard train routes to develop oil spill contingency plans and requires Oregon Department of Environmental Quality to review and approve these plans. The measure outlines a triennial training schedule for high hazard oil train spill response and sets forth additional requirements for a plan adopted by the Oregon State Fire Marshal.

Additionally, the measure authorizes a gross revenue fee of up to .05 percent on certain railroads and a per-car fee no greater than $20 on oil tank rail cars entering the state or originating in the state to support the work directed in the bill.
Prohibits ODOT from Charging Fee for ID Cards

House Bill 2226
Effective Date: Jan. 1, 2020

A parking identification card is valuable to Oregonians who need a disabled person parking placard, but due to a medical condition cannot come into a DMV field office to obtain a standard ID Card. Previously, the law required DMV to charge a fee, which this bill eliminates beginning January 1, 2020.

Clarifies Farm Tractors may Operate on State Highways

House Bill 2236
Effective Date: Jan. 1, 2020

It is a traffic violation to operate a low speed vehicle on a state or local highway with a posted speed or speed limit over 35 miles per hour (MPH). A low speed vehicle is one with four wheels and a top speed between 20 and 25 MPH. Current law provides that a local government may allow, by ordinance, low speed vehicles to operate on its roads with a higher speed limit or posted speed. House Bill 2236 clarifies that a farm tractor is exempt from the limitations on low speed vehicles when operating on a state highway.

Cigarette Tax Increase

House Bill 2270
For voter consideration Nov. 5, 2020

House Bill 2270 increases the existing cigarette tax by a minimum of $2 per pack of cigarettes; the measure also imposes a tax on electronic cigarettes. The bill modifies the distribution of the tax, directing 90% of the revenue to support the Oregon Health Plan (Medicaid expansion) and 10% to tobacco prevention and cessation programs. The bill will be considered by the voters during the November 2020 General Election.

Under current law, ODOT receives a portion of the existing cigarette tax distribution to support Elderly and Disabled Transit Services (Special Transportation Fund). If the measure is approved by the voters, the revenues received for the STF will be eliminated.
**Legislation Passed**

**Add Juvenile Department Employees to List of Public Servants who may use Work Address on DMV Records**

*House Bill 2321*

*Effective Date: Sept. 29, 2019*

House Bill 2321 adds county juvenile justice workers to the list of law enforcement, human services employees, and others who may request that their DMV driver or vehicle record use their work address instead of their home address.

The bill also provides county juvenile justice employee the same public records request exemption as public safety officers for their home address, telephone number, or name if certain conditions are met.

**Allows Optional Titling of Park Model RVs by DMV**

*House Bill 2333*

*Effective Date: Jan. 1, 2020*

“Park Model Recreational Vehicle” (PMRV) is the term for a cabin-like structure, manufactured for temporary or seasonal use, mounted on a trailer, and having an area less than 400 square feet. Most exceed the usual 8.5 foot maximum width to be considered a “vehicle” under current Oregon statute. They have been existing in a legal gray area for some time, with no state or local agency issuing them an ownership document. Such documents are routinely required for purchasers to secure financing.

House Bill 2333 codifies a definition of PMRVs, to be further detailed by DMV in rule, and specifies PMRV’s eligibility for an ownership document at DMV via the optional titling statute. The bill specifically prohibits DMV from issuing registration (license plates) to a PMRV.

**Reasonable Accommodations for Pregnancy-Related Conditions**

*House Bill 2341*

*Effective Date: Jan. 1, 2020*

House Bill 2341 provides certain workplace and employment protections to employees and employee-candidates related to pregnancy, childbirth, and other pregnancy-related conditions. The measure exempts certain employers and otherwise provides accommodation for certain employer hardship or difficulty. The measure requires all employers notify employees of these new protections, and requires Oregon Bureau of Labor and Industries to provide training and educational materials.
Safety Belt Exemption for Newspaper and Mail Delivery

House Bill 2347
Effective Date: Jan. 1, 2020

ORS 811.210 requires seatbelts be worn by drivers and passengers while a vehicle is operated on a public road; failure to do so is a Class D traffic violation that carries a presumptive fine of $115. There are several exemptions to the seatbelt requirement, including one for individuals delivering newspapers or mail in the regular course of work. House Bill 2347 clarifies that the exception to the seatbelt requirement for mail or newspaper delivery applies when that driver is on their route and making deliveries, and not in their capacity as a private citizen.

Penalty for Undue Delay of Public Records

House Bill 2353
Effective Date: May 23, 2019

House Bill 2353 authorizes the Attorney General, district attorney, or court to require a public body to pay a penalty of $200 to a public records requester, order a fee waiver, or a fee reduction, if it is determined that the public body responded to the request with undue delay, or failed to respond to the request entirely.

Person with Totaled Vehicle Keeps Plates and Remaining Registration Period

House Bill 2576
Effective Date: Jan. 1, 2020

House Bill 2576 provides consumers access to their license plates on their vehicle in a tow yard, and makes small, customer-friendly changes to the license plate transfer laws. Under the bill, the owner of a totaled vehicle will be able to maintain those plates on the totaled vehicle, or transfer those plates to another vehicle, just as owners of other vehicles may do.

Omnibus Transportation Fix Bill

House Bill 2592
Effective Date: Sept. 29, 2019

House Bill 2592 is the 2019 legislative session’s omnibus transportation fix bill. The measure includes several technical corrections to HB 2017 (Transportation Funding Package) as well as non-package related technical corrections and programmatic changes.
The measure:
- Clarifies the role of the Continuous Improvement Advisory Committee (CIAC);
- Aligns provisions relating to Oregon Transportation Commission’s conflict of interest with the Oregon Government Ethics Commission statutes;
- Modifies certain provisions related to Conditional Increase Accountability Reporting;
- Modifies the dedicated Connect Oregon rail project;
- Modifies certain provisions related to use tax collection;
- Modifies certain provisions related to Connect Oregon program;
- Clarifies certain provisions related to Charge Ahead rebate program;
- Clarifies use of dedicated I-5 Rose Quarter funding;
- Clarifies registration rate for certain permanently-registered vehicles;
- Clarifies exemption for certain variance permits; and
- Modifies certain provisions related to administration of weight-mile tax.

Train Delay Study

House Bill 2603  
Effective Date: Jan. 1, 2020

Pursuant to federal law and to facilitate the transport of people between communities, Amtrak passenger rail cars may operate on freight rail lines with preference over freight cars. However, Amtrak Cascades passenger rail operations in Oregon often experience delays caused by freight interference. Unfortunately, not much detailed information is collected or otherwise known about the reasons contributing to the passenger rail delay. House Bill 2603 directs ODOT to study train delays experienced by these passenger rail trains and report on its findings by September 15, 2020. The measure specifies certain information that must be reported; this act is repealed on January 2, 2021.

Bicycle Lanes in Intersections

House Bill 2682  
Effective Date: Jan. 1, 2020

House Bill 2682 clarifies that bicycle lanes exist in intersections if the lane is marked on opposite sides of the intersection in the same direction of travel. This legislation was introduced in response to two separate Oregon court cases, which held drivers failing to yield to a bicyclist in an intersection were not at fault due to the lack of lane marking in the intersection. The measure does not require physical bike lane markings within intersections, but clarifies the bike lane exists in absence of physical lane markings.
Wildlife Corridor Action Plan and Program

House Bill 2834
Effective Date: Jan. 1, 2020

House Bill 2834 requires the Oregon Department of Fish and Wildlife collect data regarding the connectivity of wildlife habitat areas and, in cooperation with ODOT, develop a Wildlife Corridor Action Plan. The measure intends to address wildlife-vehicle conflicts, particularly in areas where wildlife habitat and public roads intersect. As directed in the measure, ODOT will establish the program by December 2023 and will consider wildlife crossing features as part of certain projects. The measure requires biennial reporting; the first report is due by September 2024.

A similar bill, Senate Bill 583, was introduced in the Senate but did not receive a public hearing.

Public Use Waterway Access

House Bill 2835
Effective Date: Sept. 29, 2019

House Bill 2835 ensures no net loss of public access to recreational waterways, and seeks to increase the number of public access points across the state. The measure, among other provisions, requires ODOT to develop a process whereby another state agency may suggest modification to certain ODOT projects if that modification may provide suitable recreational waterway access.

OReGO Program Changes

House Bill 2881
Effective Date: Sept. 29, 2019

House Bill 2881, developed in consultation with the Road User Fee Task Force, makes a variety of program changes to OReGO, ODOT’s voluntary road usage charging (RUC) program. The measure makes changes intended to prepare the program for future expansion, as the conversation around funding Oregon’s transportation system continues to evolve. These changes include:

- Waives additional registration fees implemented by HB 2017 (2017) for vehicles with an mpg rating of 40 mpg or greater;
- Sets a minimum 20 mpg rating for new participants, while grandfathering in existing vehicles;
- Removes the refund provision for vehicles that pay more fuel taxes than RUC charges;
- Removes enrollment caps;
- Provides ODOT enforcement authority;
• Directs ODOT to work with vehicle dealers to study how to encourage OReGO enrollment at point of sale; and
• Sets the RUC rate via formula commensurate with fuels tax rate.

Delays Bond Requirement for Vehicle Mechanics

House Bill 2913
Effective Date: Repeal effective May 2, 2019
New provision operative: July 1, 2020

In 2018, House Bill 4087 passed and required vehicle repair shops to carry a bond of at least $20,000 before they could assert valid liens on customer vehicles due to non-payment for work performed. The bond would cover any damages or costs incurred by a vehicle owner who brings suit against the repair shop. This requirement took effect January 1, 2019, but mechanics found they were unable to obtain the required bond.

House Bill 2913 suspends the surety bond requirement until July 1, 2020. There is an emergency clause, making the suspension of HB 4087 (2018) effective upon passage.

Temporary Duplicate Disabled Person Parking Permit Changes

House Bill 2999
Effective Date: Part 1 Jan. 1, 2020
Part 2 Operative July 6, 2020

Current law allows ODOT-DMV to issue one disabled person parking placard per applicant; DMV can also issue a temporary duplicate parking placard for travel purposes. The temporary duplicate permit is valid for 30 days. Unlike every other kind of parking placard, statute does not allow DMV to issue the temporary duplicate permit by mail.

House Bill 2999 allows DMV to issue the temporary duplicate by mail, operative January 1, 2020. The bill also extends the period of time for which a temporary duplicate parking placard may be issued from 30 days to 120 days. That provision has a delayed operative date of July 6, 2020, to coincide with the roll-out of phase 2 of DMV’s major IT replacement project.

Ignition Interlock Devices Oversight Program Fixes

House Bill 3005
Effective Date: July 1, 2019

In 2017, the Legislature passed House Bill 2638, which established oversight of the private vendors and the offenders who are users of ignition interlock devices (IID), and directed the
agency to adopt fees by rule to cover the costs of running the program. When an individual is convicted of DUII or enters a diversion program, an IID is required to be installed in that person’s vehicle; it prevents the person from starting the vehicle if the device detects alcohol in their breath. The IID also triggers a negative report from the device, which goes to the device service center and ultimately to court. The oversight program transfers to Oregon State Police (OSP) on July 1, 2019.

House Bill 3005 makes small technical and clarifying changes to this oversight program to achieve legislative intent and enable uninterrupted transfer to OSP. It allows the agency to charge different types of fees on vendors to more equitably distribute the costs of running the program. The bill also changes the percent blood alcohol level needed to trigger the device from .00 to .02 to conform with national best practice standards, and directs OSP to develop a process by which an individual can contest a negative report.

**Spouse of Armed Forces Member Eligible for Temporary Licensing Board Authorization**

House Bill 3030
Effective Date: Sept. 29, 2019
Operative Jan. 1, 2020

House Bill 3030 allows state professional licensing board to issue temporary work authorization if a person meets all four of the following criteria: is spouse of U.S. Armed Forces member stationed in Oregon, holds current authorization issued by another state, provides sufficient proof that person is in good standing with out-of-state licensing board, and has demonstrated competency. The measure directs the board to revoke temporary authorization when the spouse completes term of military service in Oregon or when out-of-state authorization expires; the measure specifies that temporary authorization is not renewable.

**County Safety Corridor Pilot Program**

House Bill 3213
Effective Date: Jan. 1, 2020

Under current Oregon law, ODOT may establish safety corridors on state highways to reduce the rates of serious and fatal injuries resulting from traffic incidents; House Bill 3213 establishes a pilot program to extend this designation to county roads. The measure establishes a County Safety Corridor Advisory Group comprised of members appointed by the ODOT Director; the group will select up to five counties to participate in the pilot program and establish criteria for county safety corridor designation and decommissioning. The measure requires each selected county, in consultation with ODOT, to report to the legislature on the pilot program’s results. The pilot program sunsets in 2026.
Hardship Driver Permit Allows Driver to Provide Necessary Services to Family

House Bill 3214
Effective Date: Jan. 1, 2020

House Bill 3214 expands the reasons ODOT-DMV may issue a hardship permit to someone whose driver license has been suspended. In addition to current provisions for employment, addiction treatment, and certain medical treatment reasons, the bill adds “providing necessary services to the suspended individual or their family members.” “Necessary services” will be defined in rule by ODOT, and must at least include grocery shopping, driving to medical appointments or school, and care for elderly family members.

Mixed-Use Housing within Employment Lands

House Bill 3450
Effective Date: Jan. 1, 2020

House Bill 3450 establishes a pilot program allowing the City of Bend to adopt changes to its comprehensive plan and land-use regulations to allow for high density or mixed-use housing within areas zoned for employment lands. The measure requires the City of Bend to consult with ODOT prior to adopting these changes and submit the changes to the Land Conservation and Development Commission for review and approval.

The pilot program sunsets January 2, 2024.

POW/MIA Memorial Highway

House Bill 3452
Effective Date: Jan. 1, 2020

House Bill 3452 designates the Oregon section of U.S. Highway 26 starting where the highway intersects with U.S. Highway 101 and ending at the Idaho border as the POW/MIA Memorial Highway. The memorial highway will be designated with signs installed and maintained by ODOT.
Senate Measures

Central Business Services for the Department of Aviation

Senate Bill 53
Effective Date: Jan. 1, 2020

Under current law, ODOT must provide central business services to the Oregon Department of Aviation (ODA), including human resources, information systems, purchasing and contracting, and many others. Senate Bill 53 authorizes ODA to receive certain central business services from entities other than ODOT, by removing the statutory requirement that ODOT provide these services.

Optimization of DMV’s Service Transformation Program

Senate Bill 57
Effective Date: June 11, 2019
Operative Dates: Jan. 1, and July 1, 2020

Senate Bill 57 makes adjustments and technical changes to statutes related to the Driver and Motor Vehicle Services Division (DMV) of ODOT, particularly to optimize the state’s $90 million investment in its Service Transformation Program. Changes include providing notice by means other than mail for compliance with motor vehicle insurance, card expiration reminder, implied consent hearings, suspension of driving privileges, and cancellation notices. The bill also eliminates the change of address sticker requirement on driver licenses and identification cards; allows use of information on “junk vehicles” from a federal database now available to Oregon DMV with the new system; and rulemaking authority to seek out-of-state records for applicants.

Tracking and Reporting of Travel Awards

Senate Bill 72
Effective Date: Jan. 1, 2020

Senate Bill 72 eliminates the requirement that state agencies track and manage all travel awards, such as airline mileage accrued by booking commercial flights, earned by state employees through official state travel.
Eliminate DCBS Regulation of RV Construction

Senate Bill 410
Effective Date: Jan. 1, 2020

Senate Bill 410 eliminates the Department of Consumer and Business Services’ (DCBS) regulation of recreational vehicles (RVs) and recreational structure construction. Under current law, Oregon is one of only three states in the nation to regulate the manufacture of RVs. The bill does not divest DCBS or local building inspection programs of their authority over violations committed prior to the effective date of the bill.

Exemption from Maximum Weight Limitations for Electric Powered Heavy Trucks

Senate Bill 411
Effective Date: Jan. 1, 2020

Senate Bill 411 increases the maximum allowable weight of heavy trucks powered primarily by electric battery. This exemption is the same already granted to vehicles that use natural gas as a fuel source, and allows these vehicles to exceed the maximum weight limitation by up to 2,000 pounds. Federal law strictly controls nearly all aspects of heavy truck regulation; federal law has been changed authorizing states to make this weight allowance for electric-powered trucks if the state chooses to do so.

Person with Disabled Parking Permit May Park in Space Reserved for Residents

Senate Bill 438
Effective Date: Jan. 1, 2020

Oregon statute authorizes a person issued a disabled parking permit to park in specific locations without incurring penalties. Persons may apply for a disabled parking permit through ODOT-DMV and an authorized physician must certify the applicant’s eligibility. Senate Bill 438 authorizes those with a disabled person parking permit to park in spaces reserved for residents by a road authority. While some parking privileges for those with a placard must be adopted by a local jurisdiction, this bill’s provisions apply without the need for local government action.
Transportation Funding Package Fix

Senate Bill 450
Effective Date: Sept. 29, 2019

Senate Bill 450 makes technical corrections to the conditions that must be met for subsequent fuels tax increases to take effect. This measure clarifies the process for ensuring fuel tax recipients are in compliance with statutory provisions requiring least cost contracting. Under the measure, the Commissioner of the Bureau of Labor and Industries shall determine an entity’s compliance; if an entity is determined out of compliance, ODOT will withhold fuels tax revenues until the entity is in compliance.

Preventing Workplace Harassment

Senate Bill 479
Effective Date: Sept. 29, 2019

Senate Bill 479 requires public employers to establish a written policy that seeks to prevent workplace harassment. Additionally, the measure requires public employers to establish policies and procedures for the prompt investigation of workplace harassment, and prevents the use of settlements, separation, or severance agreements unless requested by the employee.

Repeals Crime of Unlawfully Transporting Hay

Senate Bill 509
Effective Date: Jan. 1, 2020

Current law requires anyone hauling more than 20 bales of hay on a public highway to have possession of a transportation certificate signed by the producer or the agent of the producer. Failure to do so is a Class C misdemeanor. This requirement originally assisted in preventing the theft of hay bales that, at the time, generally weighed 75-90 pounds. Theft of bales was prevalent due to their size, weight, and ease of access. Today, the average hay bale typically weighs 1,000 pounds and requires specialized equipment to move. The measure’s proponents assert changes in the industry eliminate the need for additional regulation on the transport of hay initially designed to prevent theft.

Senate Bill 509 ends the requirement that anyone hauling more than 20 bales of hay on a public highway to have possession of a transportation certificate.
Five Mile per hour Speed Reduction

Senate Bill 558
Effective Date: Jan. 1, 2020

Senate Bill 558 allows a city to establish by ordinance speed limits five miles per hour lower than statutory speed limits on non-arterial residential roads, without first requesting approval from ODOT. This statutory authority was originally granted exclusively to the City of Portland (HB 2682 (2017)); SB 558 extends this authority to all cities in Oregon.

Senate Bill 558 also extends speed limit enforcement applicability to highways instead of only for specific roadways within cities or areas with statutorily designated speeds. The measure does not negate the basic speed rule, but brings speed limits to rural highways and roads outside of cities.

Preventing Unlawful Conduct in the Workplace

Senate Bill 726
Effective Date: Sept. 29, 2019

Senate Bill 726 prohibits the use of nondisclosure agreements as a condition of employment if the agreement prohibits the disclosure or discussing of cases of employment discrimination or sexual assault. The measure sets the terms and conditions of use of nondisclosure agreements. Additionally, the measure requires every employer to adopt a written policy codifying their procedures and practices for reducing and preventing discrimination and sexual assault.

Auto Auction Company Lien on Stored Motor Vehicles

Senate Bill 759
Effective Date: June 11, 2019

Under current Oregon law, certain business entities, such as towers and vehicle repair shops, may attach liens on vehicles in their possession to secure payment for services rendered. Senate Bill 759 clarifies auto auction companies may also exercise this provision, giving an auction company the clear authority to place a lien on vehicles it possesses and stores. The measure also allows the auction company to title the vehicle in the auction company’s name if the vehicle remains unclaimed after 30 days, or in the name of the insurance company or a 501(c)(3) charitable organization if the company or organization directed the auction company to take possession.
Criminal Records Checks Related to Employment

Senate Bill 775
Effective Date: Jan. 1, 2020

Senate Bill 775 requires criminal records checks conducted by state agencies for employment purposes be conducted through the Oregon State Police, or through the Law Enforcement Data System. ODOT currently uses a third-party vendor to conduct more than 1,800 employment-related background checks per year.

Auto Dismantler Licenses and Inspections Required More Frequently and Include Environmental Issues

Senate Bill 792
Effective Date: Jan. 1, 2020

Under existing law ODOT-DMV licenses auto dismantlers, primarily to ensure vehicle titles and other DMV-required paperwork are in order, and wrecked vehicles that are no longer street legal are not put back into circulation. Licenses are valid for three years, and DMV investigators inspect each location at least once every three years. SB 792 increases the frequency of license renewal and DMV inspections to yearly, and adds four specific environmental checks to be performed by DMV investigators. While increasing frequency of license renewal, the bill also reduces the fee. The bill increases the bond amount a dismantler must carry, from $10,000 to $100,000, but delays the operative date of that provision until May 1, 2020.

Car Rental Company Vehicle Registration Without Primary Ownership Document

Senate Bill 807
Effective Date: Jan. 1, 2020

Some car rental companies in Oregon purchase large volumes of new cars, directly from the manufacturers, for their rental fleet. A few manufacturers deliver vehicles before sending the proof of ownership document to the purchaser that is required by law to receive vehicle title and registration. The manufacturers’ delay in sending paperwork causes rental companies lost revenue because they cannot rent out their vehicle until DMV issues a license plate (registration). Senate Bill 807 allows issuance of the license plate, in very limited circumstances, before the ownership document arrives. DMV is required to write rules to ensure integrity of ownership. DMV cannot issue title to the rental company until the ownership document arrives.
“Vulnerable User of a Public Way” Includes Moped and Motorcycle Riders

Senate Bill 810
Effective Date: Jan. 1, 2020

ORS 801.608 establishes a list of individuals who are considered “vulnerable users of a public way.” This list includes, among others, pedestrians, highway workers, bicyclists, and those operating farm equipment. Two Oregon statutes penalize those whose error causes harm to vulnerable users of a public way. Under ORS 163.160(1), a person commits assault in the fourth degree if that individual, while driving, causes serious physical injury to a vulnerable user while acting with criminal negligence. ORS 811.135(3) increases the penalty for persons convicted of careless driving that seriously injures or kills a vulnerable user. In addition to fines, it requires that the defendant complete a traffic safety course and perform between 100 and 200 hours of community service as directed by the court.

Senate Bill 810 adds moped and motorcycle riders to the list of vulnerable users of a public way.

Licensing Boards Must Accept Other Federally Issued ID in Lieu of Social Security Number

Senate Bill 854
Effective Date: Sept. 29, 2019
Operative Date: Jan. 1, 2020

Senate Bill 854 directs professional licensing boards, unless otherwise required by federal or state law, to accept a federally issued identification number in lieu of the applicant's Social Security number for the issuance or renewal of a licensure, certification, or other authorization to provide the occupational or professional service.

Licensing Boards to Study How Immigrants and Refugees Become Authorized

Senate Bill 855
Effective Date: June 20, 2019

Current regulations require construction contractors, landscape contractors, athletic trainers, cosmetologists, nurse assistants, and many others to obtain an occupational license in order to engage in that profession. According to the Migration Policy Institute, Oregon was home to 55,000 immigrants with at least a bachelor's degree from 2009 to 2013. Roughly a quarter of those individuals were unemployed or working in a low-skilled job, resulting in $272.5 million in lost annual earnings and $27.7 million in forgone annual state and local tax payments.
Senate Bill 855 requires state entities that administer and enforce occupational licensing requirements to study how immigrants and refugees become licensed, develop and implement methods to reduce barriers to licensure for immigrants or refugees, and report to the Legislative Assembly on their progress by November 30, 2019.

**Informing of Rights and Consequences Relating to DUII**

Senate Bill 999
Effective Date: January 1, 2020

Senate Bill 999 was passed in response to *State v. Banks*, an Oregon Supreme Court case decided in February 2019. The case dealt with the Implied Consent law, and an officer’s procedures to obtain a breath test when a person is suspected of Driving Under the Influence of Intoxicants (DUII). The bill modifies the statutorily-required script an officer must read when seeking a breath test during a stop for DUII.

The *Banks* court determined that the officer’s request for the driver to “take” a breath test was ambiguous, therefore the refusal to submit to the breath test was inadmissible evidence at trial. The court said it was unclear if the officer was asking the person to consent to a search (constitutionally, an exception to the warrant requirement), or asking the person to physically blow into the device (a question with no constitutional implications). Because statute directs exactly what an officer must say to a person stopped or under arrest for DUII, including the “take” language, officers were left in a Catch-22: either comply with *Banks* and violate the statute, or comply with statute and ignore *Banks*. The bill changes the statutory script to match the requirements of the court’s decision.

**Promoting Zero-Emission Vehicle Use**

Senate Bill 1044
Effective Date: Jan. 1, 2020

Senate Bill 1044 establishes statewide goals for the transition of Oregon’s motor vehicle fleet to electric vehicles by 2035. The measure requires the Department of Energy to report biennially on the state’s progress toward achieving this goal, and recommend legislation to assist in this transition.

Additionally, the measure requires that by 2025, 25% of an agency’s new light-duty vehicle purchases or leases be zero-emission vehicles, unless the use of a zero-emission vehicle is not feasible. The measure requires all light-duty vehicle purchases and leases to be zero-emission vehicles by 2029.
TriMet Crash Advisory Committee

Senate Bill 1053
Effective Date: Jan. 1, 2020

Senate Bill 1053 establishes the TriMet Crash Advisory Committee, which will review crashes involving TriMet vehicles that result in injury or fatality. It requires the committee to meet biannually, assess the causes of the crashes, make recommendations to prevent similar crashes, and submit annual reports on its findings to TriMet’s Board of Directors. TriMet’s General Manager will appoint the members of the Crash Advisory Committee. Similar measures, House Bill 3443 and Senate Bill 747, were introduced but remained in committee upon adjournment.
Memorial Signs

ORS 366.930 directs the Department of Transportation to install and maintain Fallen Officer roadside memorial signs to commemorate public safety officers (corrections officers, State Police, police chiefs and other police officers, sheriffs and deputies) killed in the line of duty. ORS 366.931 outlines a parallel process for Fallen Hero roadside memorial signs to commemorate members of United States Armed Forces who were killed in action or died of wounds sustained in action.

For a roadside memorial sign to be installed, the Legislative Assembly must pass a concurrent resolution recognizing the officer or member of the Armed Forces. ORS 366.930 and 366.931 also specify that ODOT must receive payment of a fee not to exceed the direct and indirect costs to cover installation, maintenance, and removal of the sign. Public bodies may not expend funds to pay the fee.

The 2019 Legislative Assembly adopted the following concurrent resolutions that recognize law enforcement officers killed in the line of duty, meeting the first condition for placement of Fallen Officer memorial signs:
- HCR 24 – Officer Malcus Williams II

The 2019 Legislative Assembly adopted the following concurrent resolutions that recognize members of the United State Armed Forces who died in the line of duty, for placement of Fallen Hero memorial signs:
- HCR 4 – Specialist Nickolaus Gregory Gossack
- HCR 13 – Private First Class Ryan Jeffery Hill
- HCR 29 – Sergeant First Class Richard Joseph Henkes II
- SCR 2 – Corporal Jimmy Erik Floren
- SCR 3 – Radarman 2nd Class Garry Bradbury Hodgson

Firefighter Roadside Memorial Signs

Senate Bill 528
Effective Date: Jan. 1, 2020

Senate Bill 528 expands ODOT’s roadside memorial sign program to include fallen firefighters. The measure stipulates that the fallen firefighter be honored with the passage of a legislative Concurrent Resolution and then upon receipt of the sign fee, a roadside memorial sign will be erected and maintained to commemorate the firefighter killed in the line of duty.
Reports to the Legislative Assembly

Some legislation enacted by the 2019 Legislative Assembly requires agencies to report to the Assembly or its committees. This section focuses on new or revised reporting requirements that affect the Oregon Department of Transportation or transportation generally.

**Paid Family and Medical Leave (HB 2005)**

House Bill 2005 directs all employers in the State of Oregon to report quarterly to the Oregon Department of Revenue all wages earned and contributions paid under the newly established paid family and medical leave program.

**Clean Diesel (HB 2007)**

House Bill 2007 requires ODOT to report each year on the registration of medium and heavy-duty vehicles, to identify and address trends in the registration of these vehicles in Oregon over time, and to identify any effects the measure may have on these trends.

**Train Delay Study (HB 2603)**

House Bill 2603 directs ODOT to study train delays experienced by trains operated by Amtrak and report on its findings to the interim committees of the Legislative Assembly related to transportation on or before September 15, 2020.

**Professional Licensing of Immigrants or Refugees (SB 855)**

Senate Bill 855 requires state entities that administer and enforce occupational licensing requirements to study how immigrants and refugees become licensed, develop and implement methods to reduce barriers to licensure for immigrants or refugees, and report to the Legislative Assembly on their progress by November 30, 2019.
Budget & Bonding

Bond Authorization

House Bill 5005
Effective Date: Upon Passage

House Bill 5005 is the general bond authorization bill for state agencies, and establishes limits for the authorization of general obligation bonds, revenue bonds, and certificates of participation. ODOT received authorization to issue $485,000,000 in Highway User Tax revenue bonds to fund general project execution, $12,000,000 for the South Coast Maintenance Station, and $8,000,000 for the Central Coast Maintenance Station.

Bond Expenditure Limitation

House Bill 5006
Effective Date: Upon Passage

House Bill 5006 provides expenditure limitation for capital construction projects authorized in HB 5005. ODOT received $12,000,000 in expenditure limitation for the South Coast Maintenance Station, and $8,000,000 for the Central Coast Maintenance Station.

Lottery Bond Authorization

House Bill 5030
Effective Date: Upon Passage

House Bill 5030 is the lottery bond authorization bill for state agencies. ODOT received authorization for the issuance of:

- $2 million in lottery bonds for distribution to the City of Sherwood for a pedestrian connection at or near the intersection of State Highway 99W and Sunset Boulevard;²
- $5 million in lottery bonds for distribution to the Oregon International Port of Coos Bay for repair and replacement of bridge structures along the Coos Bay Rail Link.

² See “Budget Notes” section for information related to a subsequent request for use of these funds.
Oregon Department of Transportation Budget

House Bill 5039
Effective Date: July 1, 2019

House Bill 5039 is the 2019-21 Legislatively Adopted Budget for the Oregon Department of Transportation. Budget highlights include:

- 54 new permanent positions for 2017 Transportation Funding Package implementation;
- 49 new DMV positions to support Real ID implementation (permanent and limited duration);
- 1 permanent position to support the Connect Oregon program;
- $22 million to continue the work of DMV’s Service Transformation Program;
- Elimination of ~$20 million General Fund:
  - $10.1 million to support Elderly and Disabled public transportation services – replaced with STIF payroll tax funds;
  - $10 million to support passenger rail service – replaced with funds from Transportation Operating Fund;
- Creation of an ongoing capital replacement fund of $9.5 million to maintain the State Radio system;
- Direction to study land use near public transit to identify areas for affordable housing;
- Direction to merge the Special Transportation Fund (STF) and the Statewide Transportation Improvement Fund (STIF) into one public transportation program; and
- Updated Key Performance Measures

The department’s 2019-21 Legislatively Adopted Budget totals $4.5 billion in total funds and 4,796 positions. The 2019-21 budget increased 14.3% from the 2017-19 Legislatively Adopted Budget, and 5.7% from the 2017-19 Legislatively Approved Budget.

Oregon Department of Transportation Fees

House Bill 5040
Effective Date: Upon Passage

House Bill 5040 ratifies ODOT fee changes adopted by rule, including:
- $600 application fee for an ignition interlock device service center;
- $24.50 for the DMV’s registration plate fee; and
- Various fees for outdoor advertising signs.
Budget Reconciliation

House Bill 5050
Effective Date: Upon Passage

House Bill 5050 is the budget reconciliation bill (also known as the End of Session Bill or Christmas Tree Bill), which provides various adjustments for state agencies associated with changes made to agency budgets during session.

House Bill 5050 increased ODOT’s limitation by:

- $42,876 for the cost of issuing lottery bonds for the Sherwood Pedestrian Connectors Project;
- $5,106,587 for the Coos Bay Rail Line and Bridge Replacement Project;
- $1 million for the Neskowin Emergency Egress Project in Tillamook County;
- $650,000 for the West Coast Electric Highway; and
- Three positions and $221,442 to implement HB 2015 (2019).
Budget Notes

Boone Bridge Cost to Complete Study

House Bill 5050

The Department of Transportation shall study the I-5 Boone Bridge Project and provide an estimate of the cost to complete the project. The Department shall report back to the Joint Committee on Ways and Means and the Joint Committee on Transportation no later than February 1, 2021.

City of Sherwood Pedestrian Connector Project

House Bill 5050

The Department of Transportation, in coordination with the City of Sherwood, shall report to the Joint Committee on Ways and Means on the results of the City of Sherwood’s related feasibility study and project implementation and submit a funding request for the balance of project costs in February 2020.

Merging STF and STIF

House Bill 5039

The Oregon Department of Transportation is directed to merge the Special Transportation Fund (STF) and the Statewide Transportation Improvement Fund (STIF) into one public transit program. The legislative intent is for the Department to accomplish this with the least possible disruption to the formula allocations and services provided by STF agencies. The Department shall not require STF agencies to submit new or revised plans for formula distributions in the 2019-21 biennium. The Department is directed to report during the 2020 legislative session on the status of the program consolidation, and the administrative costs, including the number of full-time equivalent positions required to administer the consolidated program.
Legislation Considered (Not Passed)

Oregon Climate Action Program (HB 2020)

House Bill 2020 modified Oregon’s greenhouse gas (GHG) emissions reduction goals to at least 45% below 1990 levels by 2035, and 80% below 1990 levels by 2050. The measure established the Climate Policy Office within the Department of Administrative Services, and directed the office to establish the Oregon Climate Action Program to administer a cap and trade system in Oregon.

Much of the revenue generated from the sale of emission allowance is subject to Article IX, Section 3a of the Oregon Constitution, directing a significant amount of funds to ODOT for climate change adaptation and mitigation actions. These funds were directed to the newly established Transportation Decarbonization Investments Account (TDIA), with 50 percent of the funds dedicated to ODOT, and 50 percent to grant recipients for transportation projects on the local transportation system.

The measure imposed new procurement and contracting provisions for projects funded using monies in the TDIA. Procurement provisions included preference for Oregon nursery stock and manufactured goods and building materials produced by entities subject to a carbon pricing program. Contracting provisions applied to projects receiving more than $50,000 in TDIA funds, and required projects pay prevailing wage, offer health care and retirement benefits, participate in an apprenticeship program, and demonstrate compliance with labor conditions. Projects over $200,000 required the use of project labor agreements.

House Bill 2020 directed ODOT to develop a program for issuing a refund or credit to offset the estimated increases in motor vehicle fuel costs in Oregon attributable to the regulation of motor vehicle fuel.

Certain provisions of the measure became effective immediately, with the first sale of emissions allowances occurring in 2021.

The measure passed out of the House but remained in the Senate Committee on Rules upon adjournment.

High Hazard Train Route Oil Spill Prevention Fund (HB 2064)

House Bill 2064 directed the Environmental Quality Commission to adopt rules applying certain oil spill prevention and emergency response planning requirements to high hazard train routes in Oregon. The measure required railroads that own or operate high hazard train routes to annually submit financial responsibility statements to DEQ, and required DEQ to collect an annual assessment from the railroads. The measure also established the High Hazard Train Route Oil Spill Prevention Fund and prescribed the use of this fund. Similar measures were considered, including HBs 2209 (passed), 2858; and SB 99.
The measure remained in the House Committee on Energy and Environment upon adjournment.

**Parks and Recreation Bicycle and Pedestrian Project Funding (HB 2083)**

House Bill 2083 directed the State Parks and Recreation Department to allocate up to $4 million of lottery revenues per biennium for bicycle and pedestrian projects, and sunset the requirement January 2, 2025.

The measure did not receive a public hearing and remained in the Joint Committee on Transportation upon adjournment. House Bill 2592, the 2019 omnibus transportation fix measure, incorporated via amendment the provisions reflected in HB 2083.

**Special Use Fuel License (HB 2129)**

House Bill 2129 prevented the issuance of the special use fuel license after January 1, 2026. The measure invalidated licenses over a year old as of January 1, 2026, and licenses less than a year old as of that date, would expire after one year.

The measure remained in the Senate Committee on Finance and Revenue upon adjournment.

**Westside Express Task Force (HB 2219)**

House Bill 2219 created the Task Force on Extending the Westside Express Service Commuter Line to Salem. The Task Force consists of 17 members, including two members appointed by the ODOT Director and staff support provided by ODOT. The Task Force is charged with identifying actions necessary to extend the Westside Express Service (WES) commuter line to Salem, researching the need for an extension of this line, and submitting a report to the interim committee of the Legislative Assembly related to transportation no later than September 15, 2020.

The measure remained in the Joint Committee on Ways and Means upon adjournment.

**Loans for Electric Powered School Buses (HB 2309)**

House Bill 2309 required ODOT develop and implement a loan program to aid school districts in the acquisition of electric-powered school buses. The measure provided an unspecified amount of General Fund for the start-up costs of the program, and provided loans for the incremental costs associated with purchasing an electric-powered school bus, relative to a diesel-powered school bus.

The measure remained in the Joint Committee on Transportation upon adjournment.
Motorcycle Lane Splitting/Filtering (HB 2314)

House Bill 2314 allowed motorcyclists and moped operators to drive between lanes of traffic in specific situations. Among the limitations: the highway speed limit must be posted for 50MPH or higher, surrounding traffic must be travelling 10MPH or less, and the motorcycle may only travel up to 10MPH faster than surrounding traffic.

ODOT opposed the measure, citing significant safety concerns for motorcyclists, moped operators, and the travelling public. The measure remained in the Joint Committee on Transportation upon adjournment.

Reduced Public Records Request Fees for Members of the News Media (HB 2345)

House Bill 2345 required state agencies to reduce public records request fees by 50% if the requestor is a member of the news media. The measure also required fees be waived if the public records request was “narrowly tailored.”

The measure remained in the House Committee on Rules upon adjournment.

Abandoned RV Disposal Revolving Account (HB 2394)

House Bill 2394 created a fund to pay for towing and disposal of derelict recreational vehicles abandoned on public highways. Funds are raised by a small supplemental fee on RV registrations.

Tow companies are often called by law enforcement or ODOT to tow abandoned vehicles off the road; abandoned RVs are showing up more frequently, are difficult to tow, and disposal is expensive. Towers have begun rejecting calls to tow these vehicles; and are stuck with the cost and little recourse for payment.

The measure remained in the House Committee on Judiciary upon adjournment.

Grants to Small Cities for Public Transit Systems (HB 2541)

House Bill 2541 allowed the Oregon Business Development Department to make grants to certain cities for the purpose of studying, developing, and capitalizing a public transit system. Cities with a population of 35,000 or less, with a community college or public university of at least 3,000 full-time students, and that meet certain other requirements, are eligible to apply.

House Bill 2541 received one public hearing, but remained in the Joint Committee on Ways and Means upon adjournment.
Registration of ATVs (HB 2566)

House Bill 2566 required All Terrain Vehicles (ATVs) to obtain title and registration from DMV, to assist law enforcement in identifying stolen vehicles, and rogue operators. This bill and other ATV issues are expected to be discussed during an interim work group, possibly through the existing ATV committee housed at Oregon Parks and Recreation Department.

The measure remained in the Joint Committee on Ways and Means upon adjournment.

Task Force on Preventing Assaults Committed Against Public Transit Employees (HB 2599)

House Bill 2599 established the Task Force on Preventing Assaults Committed Against Public Transit Employees to address ways to reduce and prevent assaults committed against public transit employees. ODOT was listed as a member of the Task Force; and a report was required to be submitted to the interim committees of the Legislative Assembly related to transportation by Sept. 15, 2020.

The measure remained in the House Committee on Judiciary upon adjournment.

Repeal Driver License Suspensions for Failure to Pay Traffic Tickets (HB 2614)

House Bill 2614 removed DMV’s authority to suspend driving privileges for those who do not pay traffic fines and fees.

The measure remained in the Joint Committee on Ways and Means upon adjournment.

Assault of Public Transportation Employee (HB 2677)

House Bill 2677 expanded the class of persons against whom the crime of assault in the third degree may be committed, from public transportation vehicle operators, to any employee of certain transportation districts while the employee is acting within the scope of employment.

The measure remained in the House Committee on Judiciary upon adjournment.

Speed Setting Authority Delegation (HB 2702)

House Bill 2702(-1) allowed ODOT to delegate its speed setting authority to a city or county on any highway under its jurisdiction as a road authority. ODOT would establish through rule certain criteria required for a city or county to exercise speed setting authority.
The measure received one public hearing and remained in the Joint Committee on Transportation upon adjournment.

**Oregon Tourism Commission to Identify Tourism Districts (HB 2733)**

House Bill 2733 directed the Oregon Tourism Commission to identify, designate, and monitor tourism districts in Oregon by geographical region based on Commission criteria, including the existence of a cooperative regional tourism and recreation strategy, and willingness to initiate, develop, implement, and maintain regional projects. The bill allows tourism districts to request Commission assistance in obtaining grants from Oregon Business Development Department and ODOT, and in applying for and obtaining temporary waivers for certain land use and building code requirements to allow property use for priority tourism and recreation opportunities. The measure expands the number and type of potential grant recipients for several ODOT grant programs.

The measure remained in the House Committee on Economic Development upon adjournment.

**Autonomous Vehicles Testing Program (HB 2770)**

House Bill 2770 established a mandatory testing framework for companies testing autonomous vehicle technology in Oregon. The bill’s provisions were based on recommendations from the Autonomous Vehicles Task Force created by HB 4063 in the 2018 session. Under the measure, ODOT was directed to establish and administer a licensing program, including an application and permitting process.

The measure passed out of the House but remained in the Senate Committee on Rules upon adjournment.

**Jurisdictional Transfer Evaluation (HB 2846)**

House Bill 2846(-1) required the Oregon Transportation Commission (OTC) to conduct an evaluation of highways suitable for jurisdictional transfer. The measure directed the OTC to identify and prioritize these corridors, outline the evaluation criteria, and required the OTC report back to the Legislature by September 2020. The measure directed the OTC to explore and develop guidance for co-management of highways suitable for jurisdictional transfer, and established the Oregon Highway Jurisdictional Transfer Fund within the State Highway Fund.

The measure received a public hearing and remained in the Joint Committee on Transportation upon adjournment.
Emergency Response for High Hazard Train Routes (HB 2858)

House Bill 2858 directed the Environmental Quality Commission to adopt rules that apply certain oil spill prevention and emergency response planning requirements to high hazard train routes in Oregon. The measure required railroads that own or operate high hazard train routes to submit annual financial responsibility statements to DEQ, and required DEQ to collect an annual assessment from the railroads. The measure also established the High Hazard Train Route Oil Spill Prevention Fund and prescribed the use of these funds. Similar measures were considered, including HBs 2209 (passed), 2064; and SB 99.

The measure remained in the House Committee on Energy and Environment upon adjournment.

Free Transit Services for Disabled Veterans (HB 2880)

House Bill 2880 prohibited mass transit districts from charging fares to disabled veterans. The measure authorized a transit district board to, by ordinance, establish a pass that a disabled veteran must present to demonstrate proof of eligibility.

The measure remained in the Joint Committee on Transportation upon adjournment.

Trains and Light Engines Must Have Two Crew Members (HB 2970)

House Bill 2970 required certain freight-transporting trains and light engines to have two crew members on board, pursuant to some exceptions.

The measure received one public hearing and remained in the Joint Committee on Transportation upon adjournment.

Special Bridge District (HB 2974)

House Bill 2974(-2) authorized the formation of a bridge district consisting of Benton, Marion, Polk, and Yamhill counties for the purpose of planning, financing, constructing, operating and maintaining bridges over the Willamette River in the capital city region.

The measure received one public hearing and remained in the House Committee on Rules upon adjournment.

Transportation Network Company Regulation (HB 3023)

House Bill 3023 directed ODOT to establish a statewide regulatory program for Transportation Network Companies (TNCs), such as Uber and Lyft. The bill established minimum requirements
for companies, vehicles, and drivers, provided for records inspection, preempted local regulation but allowed the agency to enter into agreements with local governments to enforce the state’s regulations. The bill established fees to raise funds for ODOT’s regulatory program, local governments’ enforcement efforts, local wheelchair accessible transport, and electric vehicle charging stations.

The measure passed out of the House Committee on Business and Labor with subsequent referral to the House Committee on Revenue. The measure passed out of the House Committee on Revenue without recommendation and remained in the Joint Committee on Ways and Means upon adjournment.

**Biodiesel Use Fuel Tax Exemption (HB 3062)**

House Bill 3062 extended the existing 20% biodiesel tax exemption until December 31, 2020. The extension of this tax exemption would result in an additional loss of approximately $6 million to the State Highway Fund.

The measure remained in the Joint Committee on Ways and Means upon adjournment.

**Freight Transportation Definitions (HB 3139)**

House Bill 3139 statutorily defined the terms “intermodal,” “reload facility,” and “transload,” in relation to the transportation of freight.

The measure remained in the Joint Committee on Transportation upon adjournment.

**General Obligation Bonds for I-205 (HB 3209)**

House Bill 3209 authorized $460 million of General Obligation bonds for the purpose of financing the I-205: Stafford Road to OR 213 Project.

The measure received one public hearing and remained in the Joint Committee on Transportation upon adjournment.

**Removes Crime of Interfering with Public Transportation when Remaining in Public Transit Vehicle or Station (HB 3335)**

House Bill 3335 repealed the crime of interfering with public transportation if a person enters or remains in a public transit vehicle or station.

The measure received one public hearing and remained in the House Committee on Judiciary upon adjournment.
Prohibits Police Officer from Trying to Determine Whether Public Transit Passenger Paid Fare (HB 3337)

House Bill 3337 prohibited a police officer from conducting or participating in any efforts to determine whether an individual has paid a charge, fee, or toll imposed by a mass transit district.

The measure received one public hearing and remained in the House Committee on Judiciary upon adjournment.

State Agencies Distributing Funds to Counties to Report Annually to Legislature (HB 3390)

House Bill 3390 directed state agencies responsible for distributing specified funds to counties to report annually to the Legislative Assembly on the amount of moneys distributed and the number of persons served by distribution, in each county.

The measure received one public hearing and remained in the House Committee on Rules upon adjournment.

Refunds for Increased Fuel Costs Related to Cap and Trade (HB 3425)

House Bill 3425 established a fuel cost rebate program for low- and middle-income Oregonians, intended to mitigate fuel cost increases as a result of a Cap and Trade program. The measure directed ODOT to establish and administer the program using revenues from the Transportation Decarbonization Investments Account (HB 2020) to fund the rebates. The measure was contingent upon passage of HB 2020 (Oregon Climate Action Program).

House Bill 3425 passed out of committee with a subsequent referral to the House Committee on Revenue, where it remained upon adjournment. Senate Bill 1051, a similar measure, was passed by the Legislature instead.

“Kicker” Redistribution (HB 3440)

House Bill 3440 adjusted the 2017 forecasted personal income tax revenue, and dedicated portions of that revenue to various uses, including the I-205: Stafford Road to OR 213 Project, establishing and funding a Clean Diesel Engine Fund, and establishing and funding a Zero Emission Fund.

The measure remained in the House Committee on Revenue upon adjournment.
TriMet Crash Advisory Committee (HB 3443)

House Bill 3443 established the TriMet Crash Advisory Committee, appointed by the Transportation Safety Committee, to review crashes involving TriMet vehicles that result in injury or fatality. The measure required an assessment of the causes of the crash, recommendations to prevent similar crashes, and a quarterly report on its findings to the Transportation Safety Committee.

The measure remained in the Joint Committee on Transportation upon adjournment. A similar bill, SB 747, was introduced and remained in committee upon adjournment. Senate Bill 1053, which establishes a Crash Advisory Committee appointed by TriMet’s General Manager, was passed by the Legislature.

Weight-Mile Tax Repeal (HB 3454)

House Bill 3454 repealed Oregon’s weight-mile tax, proposing heavy trucks be taxed the same as light vehicles. The measure proposed significant changes to registration fees paid for heavy trucks, to maintain compliance with the constitution’s cost responsibility provision.

The measure did not receive a public hearing, and remained in the Joint Committee on Transportation upon adjournment.

DUII per se Intoxication Reduced from 0.08 Blood Alcohol Content to 0.05. (SB 7)

Under current law, a person arrested for DUII, and given a breath or blood test, is legally (per se) impaired if their Blood Alcohol Content (BAC) is 0.08 or more. Senate Bill 7 reduced that per se intoxication level to 0.05 BAC.

The bill was given a hearing after internal legislative deadlines had passed, and remained in the Senate Committee on Judiciary upon adjournment. This topic, and others around DUII, are slated to be addressed by an interim work group.

Development in Priority Transportation Corridors (SB 10)

Senate Bill 10(-3) defined “priority transit stop” and required cities with priority transit stops to identify lands where residential uses are allowed and establish maximum residential density limits on those lands. The bill directed cities to adopt land use regulations to allow for development that meets the density requirements, notwithstanding existing statewide transportation-related land use planning goals.

The measure received multiple public hearings but remained in the Senate Committee on Rules upon adjournment.
Connect Oregon Lottery Bond Funding (SB 59)

Senate Bill 59, introduced by Governor Brown at the request of ODOT, authorized $50 million in lottery bonds for the Connect Oregon Program.

The measure passed out of the Joint Committee on Transportation and was referred to the Joint Committee on Ways and Means where it remained upon adjournment.

High Hazard Train Routes (SB 99)

Senate Bill 99 directed the Environmental Quality Commission to adopt rules applying certain oil spill prevention and emergency response planning requirements to high hazard train routes in Oregon. The measure required railroads that own or operate high hazard train routes to annually submit financial responsibility statements to DEQ, required DEQ to collect an annual assessment from the railroads, and established the High Hazard Train Route Oil Spill Prevention Fund. The measure also required facilities receiving crude oil from railroad cars to provide advance notice to DEQ. Similar measures were considered, including HBs 2209 (passed), 2064, and 2858.

The measure remained in the Senate Committee on Environment and Natural Resources upon adjournment.

Training for Coordinated Response to Oil or HazMat Spills During Rail Transport (SB 229)

Senate Bill 229 directed the State Fire Marshal to include training in its plan for a coordinated response to oil or hazardous material spills or releases that occur during rail transport. The measure also directed the Office of Emergency Management to collaborate with marine and railroad operators to determine the operators’ roles in responding to a natural disaster or catastrophic emergency event, and to report on its progress of integrating operators into state planning.

The measure remained in the Senate Committee on Environment and Natural Resources upon adjournment.

Staffing Assistance to the State Forestry Department (SB 337)

Senate Bill 337 required ODOT and the Oregon Department of Fish and Wildlife (ODFW) to enter into interagency agreements with the Oregon Department of Forestry to provide staffing assistance as needed during fire season. The measure allows training of ODOT and ODFW staff, as well as reasonable reimbursement costs.

The measure remained in the Joint Committee on Ways and Means upon adjournment.
Districts for Limited Access Public Highway Projects (SB 413)

Senate Bill 413 authorized the formation of a limited-access public highway project district to site and construct limited access highways. The bill gives these special districts broad authority to exercise eminent domain for property acquisition and broad financing authority. This measure precluded local government’s ability to deny permits based on land use designations inconsistent with highway construction.

The measure received one public hearing and remained in the Joint Committee on Transportation upon adjournment.

Fixed Photo Radar Expansion (SB 559)

Senate Bill 559(-1) redefined “high crash corridor” within the confines of the fixed photo radar laws and expanded the use of fixed photo radar from the City of Portland to any city in Oregon.

The measure received a public hearing and remained in the Joint Committee on Transportation upon adjournment.

Photo Radar Allowed in Any City (SB 560)

Senate Bill 560 allowed any city in Oregon to operate photo radar at their own cost pursuant to statutory criteria for operation and reporting. Currently, only ten cities are allowed to operate photo radar.

The measure received a public hearing and remained in the Joint Committee on Transportation upon adjournment.

Safe Routes to Schools Cash Match (SB 561)

Senate Bill 561 reduced the cash matching requirement for Safe Routes to School projects from 40 percent to 20 percent, and 10 percent for projects meeting certain criteria.

The measure remained in the Joint Committee on Transportation upon adjournment.

Preference for Oregon-based Wood Products (SB 631)

Senate Bill 631 required ODOT to give contracting selection preference to potential contractors procuring wood products sourced, fabricated, or processed within Oregon. These changes applied to contracts solicited on or after January 1, 2020.

The measure remained in the Joint Committee on Transportation upon adjournment.
Funding for HB 2017 Projects (SB 652)

Senate Bill 652 required the OTC to withhold funding from the SE Outer Powell Boulevard jurisdictional transfer project and the Center Street Bridge seismic retrofit project until the I-5 Rose Quarter Project and the I-205: Stafford Road to OR 213 Project are completed. The measure also directed ODOT to implement tolling to pay the expenses of completing the above projects.

The measure remained in the Joint Committee on Transportation upon adjournment.

New Travel Lanes (SB 743)

Senate Bill 743 required at least one new general purpose travel lane in each direction on the I-5 Rose Quarter Project, and the I-205: Stafford Road to OR 213 Project. The measure conditioned the subsequent fuels tax increases (scheduled for 2022 and 2024, per HB 2017) on inclusion of these new project components.

The measure remained in the Joint Committee on Transportation upon adjournment.

TriMet Crash Advisory Committee (SB 747)

Senate Bill 747 established the TriMet Crash Advisory Committee, appointed by the Transportation Safety Committee, to review crashes involving TriMet vehicles that result in injury or fatality. The measure required an assessment of the causes of the crash, recommendations to prevent similar crashes, and a quarterly report on its findings to the Transportation Safety Committee.

The measure received a public hearing and remained in the Joint Committee on Transportation upon adjournment. A similar bill, HB 3443, was introduced and remained in committee upon adjournment. Senate Bill 1053, which establishes a Crash Advisory Committee appointed by TriMet’s General Manager, was passed by the Legislature.

Oregon Climate Authority (SB 928)

Senate Bill 928, a companion bill to HB 2020 (Oregon Climate Action Program), abolished the Oregon Department of Energy, and established the Oregon Climate Authority as a new state agency with oversight exercised by the Oregon Climate Board.

The measure was voted out of the Senate Committee on Environment and Natural Resources with a subsequent referral to the Joint Committee on Ways and Means where it remained upon adjournment.
Expansion of Substances that Can Result in DUII (SB 965)

Current law specifies just four substances that can result in a conviction for Driving Under the Influence of Intoxicants (DUII): alcohol, controlled substance, cannabis, and inhalants. When a person has in their system both a small amount of one of these intoxicants, and a substance not included on the statutory list, the person can be impaired – even significantly impaired. However, the limited list of substances in statute results in acquittal. Senate Bill 965 added to the list of impairing substances any drug (as defined elsewhere in statute) along with one of the other listed substances.

The measure remained in the Senate Committee on Judiciary upon adjournment. This topic, and others around DUII, are slated to be addressed by an interim work group.

I-5 Boone Bridge Study (SB 1021)

Senate Bill 1021 directed ODOT to study the design, cost, and preliminary engineering of the I-5 Boone Bridge project. The measure allocated $3.5 million General Fund dollars for this work.

The measure passed out of the Joint Committee on Transportation and was referred to Joint Ways and Means where it remained upon adjournment. See “Budget and Bonding” section for more information related to this effort.

Low Emissions Vehicle Constitutional Amendment (SJR 27)

Senate Joint Resolution 27 proposed an amendment to Article IX, Section 3a of the Oregon Constitution to authorize certain proceeds from the sale of allowances from a market-based greenhouse gas emissions reduction program (HB 2020) to be used to encourage the use of low- or zero-emission vehicles.

The measure remained in the Senate Committee on Rules upon adjournment.
Agenda Item 12 – ODOT construction update

Presenter(s)
Frannie Brindle, ODOT Area 5 Manager

Action requested
Discussion.

Summary

I-105: Willamette River Connections & 1st – 7th Ave. Viaducts
Work continues in the left lanes in both directions on the Washington and Jefferson St. bridges. 4 bridge joints will be replaced in the westbound direction, requiring traffic to be reduced to a single lane until the middle of August. During the single lane traffic stage, deck strengthening and rail replacement will also be performed. Near the end of August, these bridges will be resurfaced at night. The light pole replacement will also be completed this month. Seismic and other work will be done under the bridge later this fall. Work on the Willamette River Bridge and Delta onramp to southbound I-105 will begin around February.

99W: Median Paving
Median paving will happen in early August between Eugene and Junction City. More specifically, it is in the area between mile points 113.08 to 113.51 and 114.35 to 115.74. The paving is expected to take just a few nights. This work is to prepare the area for median barrier placement later in the year when weather isn’t suitable for paving.

OR 569: SCS Canal and Union Pacific Railroad Bridge
This bridge is on Beltline just south of Roosevelt Blvd. In early August, work will begin to replace the bridge rails and perform seismic strengthening. Expect some night flagging. Temporary concrete barrier will used while the repairs are being made. Guardrail replacement and the bridge resurfacing will occur later this fall. The work is scheduled to be completed by the end of November.

OR126/US101: Spruce Street - Siuslaw River Bridge (Florence) Sec
Work continues on the east side of U.S. 101 as crews work north from the Siuslaw River Bridge to the OR126/US101 Junction. The Contractor (Alex Hodge Construction) is working on clearing and removing the old sidewalk along U.S. 101 and pouring new sidewalk, ADA ramps, new storm sewer facilities, relocating utilities underground, and installing irrigation for landscaping. The majority of the sidewalk work should be done by the end of August 2019, with night paving
of U.S. 101 scheduled for early-mid September. All work is scheduled to be completed by the end of October 2019.

**OR 126: Walker Creek – Chickahominy Creek Passing Lane**
Most construction activities are suspended until late August, at which point 24-hour flagging will be needed to install a large culvert and finish paving. Once work resumes, expect 2-3 weeks of 24-hour flagging followed by a couple weeks of intermittent flagging and short delays. All work will be complete no later than October 31st.

**OR126: Cornerstone Dr. to Terry St. Paving Project**
Work on the two bus pullouts near Ellmaker road is now substantially complete, with only the work on the illumination remaining. Widening work on the North shoulder between Shady Rest and Lakeside Dr. is in progress and should be completed in the next couple weeks. Other remaining work includes some shoulder rebuild work to the West of Greenhill and the remainder of the paving work from Goble Lane to Terry St. All work will be complete by September 16th.

**OR 58: Rock Fall Remediation (MP 54.2)**
Work is complete for the season. The project will resume after the bird nesting season. Tree falling and rock screen installation will begin in the fall. All work will be complete by early spring 2020.

**US101: Neahkahnie Mountain (Chasm) to Cape Creek Bridge Project**
The project involves three (3) bridges along U.S. 101 including Neahkahnie Mountain (Chasm) Bridge (north of Manzanita), Cape Perpetua Half Viaduct (south of Yachats), and Cape Creek Bridge (north of Florence). The Contractor (Hamilton Construction Co.) has completed all the work at the Neahkahnie site, which included installing a rockfall fence system and concrete repairs to the bridge. Cape Perpetua was a cathodic protection project, which included performing concrete repairs and installing a zinc anode protective coating on the bridge. The bridge is also having a wind turbine system installed under the bridge to power the system and will have a walkway platform installed under the bridge. The remaining work is expected to be completed by end of September. Cape Creek Bridge is another cathodic protection bridge that Hamilton is approximately 1/3 complete with completing concrete repairs and installing the new protective coating. All work is scheduled to be completed by the end of December 2020.

**Attachments**
None.
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The topics listed are tentative and subject to change.
Future potential topics (schedule to be determined)

•
### LaneACT Attendance 2018-2019

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<td>Heather Buch Commissioner</td>
<td><a href="mailto:Heather.Buch@co.lane.or.us">Heather.Buch@co.lane.or.us</a></td>
<td>541.682.4203</td>
<td>125 E 8th Avenue, PSB Eugen OR 97401</td>
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<tr>
<td>Alternate Rep</td>
<td>Jay Bozievich Commissioner</td>
<td><a href="mailto:jay.bozievich@co.lane.or.us">jay.bozievich@co.lane.or.us</a></td>
<td>541.682.3719</td>
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<td>Ray Smith Mayor</td>
<td><a href="mailto:coburgray@gmail.com">coburgray@gmail.com</a></td>
<td>541.485.3498</td>
<td>32789 E Thomas Street Coburg OR 97408</td>
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<td>Jeff Gowing Mayor</td>
<td><a href="mailto:mayorgowing@cottagegrove.org">mayorgowing@cottagegrove.org</a></td>
<td>541.510-5992</td>
<td>337 N. 9th St. Cottage Grove OR 97424</td>
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<tr>
<td>Alternate Rep</td>
<td>Mike Fleck Councilor</td>
<td><a href="mailto:councilorfleck@cottagegrove.org">councilorfleck@cottagegrove.org</a></td>
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<td>923 S. U Street Cottage Grove OR 97424</td>
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<tr>
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<td>Misty Inman Councilor</td>
<td><a href="mailto:minman@creswell-or.us">minman@creswell-or.us</a></td>
<td>541.895.2531</td>
<td>PO Box 276 Creswell OR 97426</td>
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<tr>
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<td>Maddie Phillips City Planner</td>
<td><a href="mailto:mPhillips@creswell-or.us">mPhillips@creswell-or.us</a></td>
<td>541.895.2913</td>
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<td>Robert Orr Councilor</td>
<td><a href="mailto:robertvorr@gmail.com">robertvorr@gmail.com</a></td>
<td>541.997.3338</td>
<td>83541 Jensen Ln. Florence OR 97439</td>
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<td>Jamie Mills City Recorder</td>
<td><a href="mailto:recorder@dunescityor.com">recorder@dunescityor.com</a></td>
<td>541.997.3338</td>
<td>PO Box 97 Westlake OR 97493</td>
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<td>Claire Syrett Councilor</td>
<td><a href="mailto:claire.m.syrett@ci.eugene.or.us">claire.m.syrett@ci.eugene.or.us</a></td>
<td>541.682.8347</td>
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<td><a href="mailto:alan.zelenka@ci.eugene.or.us">alan.zelenka@ci.eugene.or.us</a></td>
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<td>Mike Miller</td>
<td><a href="mailto:joe.henry@ci.florence.or.us">joe.henry@ci.florence.or.us</a></td>
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<td><a href="mailto:mike.miller@ci.florence.or.us">mike.miller@ci.florence.or.us</a></td>
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<td>Mark Crenshaw</td>
<td>Jim Leach</td>
<td><a href="mailto:markcrenshaw@comcast.net">markcrenshaw@comcast.net</a></td>
<td>PO Box 250 Junction City OR 97448</td>
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<td>City Council</td>
<td><a href="mailto:leaco@comcast.net">leaco@comcast.net</a></td>
<td>385 Timothy Street Junction City OR 97448</td>
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<td><strong>Lowell</strong></td>
<td>Don Bennett</td>
<td>Mike Miller</td>
<td><a href="mailto:donbennett47@q.com">donbennett47@q.com</a></td>
<td>540 Sunridge Lane Lowell OR 97452</td>
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<td>Sean VanGordon</td>
<td>Christine Lundberg</td>
<td><a href="mailto:mayor@springfield-or.gov">mayor@springfield-or.gov</a></td>
<td>225 5th Street Springfield OR 97477</td>
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<td>City Councilor</td>
<td>Mayor</td>
<td><a href="mailto:svangordon@springfield-or.gov">svangordon@springfield-or.gov</a></td>
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<td><strong>Veneta</strong></td>
<td>Calvin Kenney</td>
<td>Ric Ingham</td>
<td><a href="mailto:ckenney@ci.veneta.or.us">ckenney@ci.veneta.or.us</a></td>
<td>87827 Greenley St. Veneta OR 97487</td>
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<td><a href="mailto:ringham@ci.veneta.or.us">ringham@ci.veneta.or.us</a></td>
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<td></td>
<td><a href="mailto:dmechelle@gmail.com">dmechelle@gmail.com</a></td>
<td>47365 1st Street Westfir OR 97492</td>
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<td><strong>Confederated Tribes</strong></td>
<td>Chief Warren Brainard</td>
<td>Jeff Stump</td>
<td><a href="mailto:wbrainard@ctclusi.org">wbrainard@ctclusi.org</a></td>
<td>1245 Fulton Avenue Coos Bay OR 97420</td>
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<td>Transportation and</td>
<td>Executive Director</td>
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<td>LC TRAC</td>
<td>Gwen Jaspers</td>
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<td>Leaburg OR 97489</td>
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<tr>
<td>Designated Stakeholders</td>
<td>Name</td>
<td>Email</td>
<td>Phone</td>
<td>Address</td>
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<td>VACANT</td>
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