Wednesday, May 8, 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.

**A G E N D A**

1. **Call to order** (welcome and introductions)  
   *Quorum = 19*  
   5:30

2. **Review agenda** (additions or deletions)  
   5:35

3. **Consent items**  
   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.
   5:40
   a. Approve minutes from April 10 meeting *(quorum required)*

4. **Comments from the audience**  
   *Please sign-up in advance on the Public Comment sheet provided at the meeting.*  
   5:45

5. **Announcements and information sharing** *(please be brief)*  
   5:50
   a. ODOT update
   b. Metropolitan Policy Committee update (minutes attached)
   c. Other member updates

6. **ODOT construction update**  
   *Action requested:* Information only.  
   *Presenter:* Steve Templin, ODOT Area 5 Construction Project Manager  
   6:00
7. **Member presentation – LaneACT Bicycle & Pedestrian stakeholder** 6:20  
   **Topic:** 4J and Springfield School Districts Safe Routes to Schools programs  
   **Action requested:** Learn about current projects, needs and opportunities.  
   **Presenter:** Laughton Elliott-DeAngelis, Springfield Public Schools SRTS Coordinator

8. **ODOT Safe Routes to Schools program update** 6:35  
   **Action requested:** None. Information only.  
   **Presenter:** Bill Johnston, ODOT

9. **Statewide Transportation Improvement Fund (STIF) program update** 6:40  
   **Action requested:** None. Information only.  
   **Presenter:** Denise Walters, LaneACT staff

10. **LaneACT Environmental Land Use stakeholder (quorum required)** 6:45  
    **Action requested:** Decide if and what level of recruitment to implement.  
    **Presenter:** Denise Walters, LaneACT staff

11. **LaneACT quorum standard (quorum required)** 6:55  
    **Action requested:** Discuss and possibly approve changes to LaneACT bylaws.  
    **Presenter:** Denise Walters, LaneACT staff

12. **Legislative update** 7:15  
    **Action requested:** Information only.  
    **Presenter:** Paul Thompson, Lane Council of Governments

**Other attachments** (for information only)  
- 2018-19 LaneACT calendar  
- Monthly attendance report  
- Membership list *(March 2019)*

**Upcoming meetings**  
- **May 8 – LaneACT** (5:30 to 7:30 pm) ODOT office, 2080 Laura Street  
- **May 16 – Steering Committee** (11:00 to noon) LCOG 5th floor (Camas Room)  
- **June 12 – LaneACT** (5:30 to 7:30 pm) ODOT office, 2080 Laura Street  
- **June 20 – Steering Committee** (11:00 to noon) LCOG 5th floor (Camas Room)

*LaneACT will post meeting materials on its webpage at [www.LaneACT.org](http://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@lco.org.*
1. **Call to Order (Welcome and Introductions)**

Mr. Gowing called the Lane Area Commission on Transportation (LaneACT) meeting to order at 5:30 p.m. Those present introduced themselves.
2. **Review Agenda – Additions or Deletions**

There were no additions or deletions to the agenda.

3. **Consent Calendar**

   - **Approve minutes from March 13, 2019 meeting**

   Consensus: Approve the March 13, 2019 meeting minutes as presented.

4. **Comments from the Audience**

Margaret Beilharz of McKenzie Bridge addressed the LaneACT about a project entitled: The McKenzie History Highway. She offered the project was funded by the Willamette Visitor’s Association as a grant applied for and received by the McKenzie Community Development Corporation. Ms. Beilharz said the McKenzie History Highway stretched from Springfield to McKenzie Bridge, and would feature markers describing the history of various stretches of McKenzie highway, and the highway itself.

Ms. Brindle suggested Ms. Beilharz return to the LaneACT with a more robust presentation on the McKenzie History Highway, including a slideshow. She said the LaneACT would be very interested to see the project’s progress.

5. **Announcements and Information Sharing**

   a. **ODOT Update**

Ms. Brindle reported that the Junction City Police Department and State Senator James Manning had asked ODOT to take a look at the stretch of OR-99 between Eugene and Junction City to see if it would qualify as a Safety Corridor. She said ODOT’s traffic specialists took a look at the statistics on that stretch of OR-99, and determined that it does not qualify as a Safety Corridor. Ms. Brindle stated that she had promoted a median strip between the opposite flows of traffic on that stretch of OR-99, and that was approved and funded. She said that median, along with previously scheduled re-paving of that stretch of road was scheduled for 2020-21, but ODOT had since moved the project up, and hoped to have it completed in 2019. Also, as part of the project, she reported, there would be delineator reflectors, rumble strips (to correct lane departures), and a dedicated variable message sign to alert drivers of weather conditions, congestion, etc.

   b. **Metropolitan Policy Committee (MPC) Update**

Mr. Thompson reported that in February, the MPC had heard from citizens concerning the traffic corridor near the intersection of River Road and Beltline. He said the MPC was working to secure funding, and fixes to that area could begin as early as 2020. Mr. Thompson said the Lane County Sheriff’s Office no longer had a Traffic Enforcement Team, but the MPC had been discussing a possible collaboration of area jurisdictions to jointly fund dedicated traffic
enforcement. He also announced that Lane Transit District (LTD) had implemented a mobility on demand pilot program in Cottage Grove, with talks of implementing a similar program in Eugene.

Mr. Miller entered the meeting via teleconference at 5:43 p.m.

c. Other Member Updates

Ms. Humble announced the Rural Oregon Airport Relief program (ROAR), which was part of the Aviation System Action Program (ASAP), had five applications, of which three—Medford, Grants Pass, and Salem—had been approved. She also talked about HB 2402, which would remove the sunset clause from ASAP, allowing it to continue existing, would be up for public comments on Monday, April 15, at 3 p.m.

Ms. Taylor said Lane County had to cancel the Sears Road Public Meeting on Monday April 8, 2019, because the space they were going to use—the Cottage Grove Community Center—was being used by the Red Cross to house flood evacuees. She said the meeting would be rescheduled, and interested parties would be notified of the new date and time.

Mr. Gowing said he had missed the previous LaneACT meeting because he had traveled to Washington D.C. to attend the National Congress. He said there were 73 Delegates from Oregon in attendance, and the main points of discussion were housing and infrastructure.

d. Legislative Update

Mr. Thompson announced that in recent weeks at the Federal level, Congressional Republicans, and the White House Administration have both indicated they would be open to increasing the Federal Gas Tax. He reported that State legislative issues surrounding transportation had not really progressed much, and there was little to report. Mr. Thompson mentioned HB2020, the State Carbon Reduction Bill. He said a few weeks ago, that Bill underwent a 300-page amendment. He urged anyone interested in that legislation’s impact on any sector to go online and view the Committee meetings surrounding the Bill.

6. Discussion with OTC Commissioner Martin Callery

Commissioner Callery talked about the need for more frequent communication between the Oregon Transportation Commission (OTC), and Area Commissions on Transportation (ACTs). The LaneACT also provided Commissioner Callery with a needs list containing 10 major transportation projects in the LaneACT’s jurisdiction as of January 2019.

Ms. Brindle asked if instituting tolling was something which the people of the proposed tolling area would get to vote on.

Commissioner Callery replied the OTC had the authority to implement tolling, but that would not stop the public from going to a referendum, which, he said, they most likely would, especially in the Portland Metro area.
Mr. Gowing commented on the loss of monies from federal forest lands and the need for funding local infrastructure projects. Commissioner Callery said one of the best things that could happen would be a massive infrastructure Bill coming from the Federal Government. As it stands now, Commissioner Callery said, the States will definitely need infrastructure help from the Federal Government.

Mr. Grier asked Commissioner Callery’s opinion about HB 2017. He wondered if the Commissioner thought it was having the predicted effects, or if it may need to be amended or added to.

Commissioner Callery answered that as a part of HB 2017, there was a Management Review of ODOT, that had acted as a catalyst for many changes to ODOT—some of which were already taking place, and some that were still in the developmental/implementation stage. He added these changes also had effects on the Oregon State ACTs. Commissioner Callery also said, as part of HB 2017 there was much discussion concerning giving the State ACTs a bigger voice, and ultimately more power over local and/or regionalized transportation issues.

Ms. Lundberg asked where the exactly the proposed tolling would be. Commissioner Callery responded one of the sites being discussed for tolling was on I-205 between I-5 and OR 113. He said the revenue stream generated by those tolls would help pay for expansion of the Abernathy Bridge, and widen I-205 in that area from two lanes to three, to solve bottlenecks issues on that stretch of Interstate. Commissioner Callery also said a proposed toll area of I-5 itself, would be the seven-and-a-half-mile corridor at the I-5 – I-84 interchange.

Mr. Thompson added that HB 2017 also changed the selection method of the Transportation Director. He asked Commissioner Callery’s thoughts on the matter.

Commissioner Callery said a new Director would have to have a fresh perspective, and a broad vision. He said the OTC planned to push their vision out further, past where it currently stretches: 2040.

Mr. Nordin wondered if there was any ongoing discussion about a new bridge north of Beltline. Ms. Brindle responded there was a local arterial bridge that was part of the Beltline highway Improvements featured on the LaneACT needs list that could alleviate some congestion.

Mr. Zako asked Commissioner Callery how the OTC was looking at climate change.

Commissioner Callery said the OTC had adopted a Climate Change Strategy some time ago, which was focused on carbon emissions from transportation in general. He reported that recently, the OTC attended a joint state meeting of Washington, Oregon, and California in San Francisco, where they witnessed—on a testing ground for such vehicles—the performances of electric vehicles (EVs), automated vehicles, etc. Commissioner Callery said, as part of that demonstration, the OTC witnessed automated, electric, multi-passenger vehicles that could, in the future, serve as ride on demand vehicles that would fit the ride on demand programs currently being tested in Cottage Grove and downtown Eugene. He admitted the technology for
such vehicles was not quite available yet, but vehicles and programs such as those he witnessed in San Francisco would be ideal in the future, as per carbon reduction.

Mr. Grier offered that resiliency was not only important, especially in the face of climate change, but it was also very expensive, and could take funds away from entities that might otherwise use said funds for vehicle and fleet updating.

Commissioner Callery said there was much language in HB 2017 which dealt with resiliency, and its financial impacts on transportation systems.

Mr. Thompson wondered about the role of ACTs outside of advising the OTC. He said the LaneACT had been discussing being proactive in their own outreach to State and local Representatives. Commissioner Callery said there was flexibility now in direct communication between ACTs and legislators.

Ms. Humble asked if Commissioner Callery ever saw Connect Oregon reverting to its original design, and if Aviation would be included.

Commissioner Callery replied that Aviation would not be included; he said Aviation would have its own, separate program similar to that of Bike/Ped, and Transit.

7. LaneACT Rail Stakeholder Appointment

Ms. Walters reported that the Steering Committee had met and reviewed the application they received from Patrick Kerr for the Rail Stakeholder position on the LaneACT. She offered the Steering Committee thought he was well-qualified, and would be a great addition to the ACT.

Consensus: Appoint Patrick Kerr to the Rail Stakeholder position on the LaneACT.

8. Transit Funding – Application Review (cont.)

Ms. Walters offered the ACT a staff report on the application for transit funding. At the March LaneACT meeting, LaneACT decided to recommend funding for all six projects (99 West Transit Feasibility Study, Coos Bay Coastal Connector, Coos Bay to Eugene to Bend vehicle Purchase, Diamond Express, Florence to Eugene Connector, Florence to Yachats Connector). The question before LaneACT this evening is to decide whether any project should be given priority, and/or if any supplemental comments on any project(s) should be submitted.

Mr. Grier asked if there would be another opportunity for dialogue between ODOT staff and the Statewide Transportation Improvement Fund (STIF) Advisory Committee.

Ms. Walters said it was her understanding that the projects would go to Public Transportation Advisory Committee (PTAC). Mr. Thompson said that was correct. He said the PTAC would hold a Public Hearing, which would give the ACT another opportunity to provide comments about the projects.
Mr. Organ said it would behoove the LaneACT to take the opportunity to provide comments to the State decision makers about the projects.

Mr. Zako offered he was open to the ACT perhaps prioritizing some of the projects over others, but he said he wished he had more information.

Ms. Mazze said since all of the projects listed could receive funding anyway, it would make sense to include comments in the LaneACT response instead of prioritizing any of the projects over others.

Ms. Syrett said she would like to support funding for all the projects, but emphasis should be put on the Diamond Express, and the Florence to Eugene Connector. She also supported articulating more context on the Florence to Eugene Connector and what that would mean for the residents of Florence in the official LaneACT comment.

Consensus: Support funding for all six transportation projects with emphasis through the comment field in the online database on the Diamond Express and the Florence to Eugene Connector.

9. ODOT Director Recruitment Update

Ms. Brindle offered the LaneACT an update on the recruitment of a new ODOT Director. She announced that a letter from the LaneACT asking they be let in on the selection process for ODOT Director had been submitted to the OTC. The aforementioned letter was included in the agenda packet.

10. Adjournment

Mr. Gowing adjourned the meeting at 7:11 p.m.

(Recorded by Rodney Cimburke)
M I N U T E S
Metropolitan Policy Committee
City of Springfield Justice Center — 344 A Street
Springfield, Oregon

PRESENT: Lucy Vinis, Chair; Claire Syrett (City of Eugene); Pete Sorenson (Lane County); Christine Lundberg, Joe Pishioneri (City of Springfield); Ray Smith, (City of Coburg) Frannie Brindel (Oregon Department of Transportation), Carl Yeh, Kate Reid (Lane Transit District); members; Sasha Vartanian for Steve Mokrohisky (Lane County), Gino Grimaldi (City of Springfield), Matt Rodrigues for Jon Ruiz (City of Eugene); Tom Schwetz for Aurora Jackson (Lane Transit District); Jeff Kernen for Anne Heath (City of Coburg); ex officio members.

Paul Thompson, Kelly Clarke, Dan Callister, Drew Pfefferle, Ellen Currier (Lane Council of Governments); Rob Inerfeld, Larisa Varela (City of Eugene); Emma Newman (City of Springfield); Bill Johnston (Oregon Department of Transportation); Becky Taylor (Lane County); Andrew Martin (Lane Transit District); Carleen Reilly (River Road); Pat Farr (Lane County), guests.

WELCOME, CALL TO ORDER AND INTRODUCTIONS

Ms. Vinis called the meeting of the Metropolitan Policy Committee (MPC) to order and those present introduced themselves.

APPROVE MARCH 7, 2019, MEETING MINUTES

Mr. Pishioneri, seconded by Ms. Lundberg, moved to approve the March 7, 2019, MPC meeting minutes as submitted. The motion passed, 8:0.

ADJUSTMENTS TO THE AGENDA/ANNOUNCEMENTS FROM MPC MEMBERS

Ms. Vinis announced that City Manager Jon Ruiz had recently signed a Vision Zero ordinance for the City of Eugene. Mr. Rodriguez said the ordinance established a Vision Zero plan for the next five years.

METROPOLITAN PLANNING ORGANIZATION (MPO) ISSUES

Metropolitan Transportation Improvement Program (MTIP) Amendment

Mr. Callister said the City of Springfield had requested the amendment, which would cancel the 28th Street pavement preservation project and move those Surface Transportation Block Grant-Urban (STBG-U) funds to two other Springfield projects: the Virginia-Daisy surface preservation project and the Mill Street reconstruct project. Details of the projects were provided in the agenda packet. He said public comments on the amendment could be made through April 28 and the MPC would be asked to take action at its May 2019 meeting. He asked that a public hearing be held.

Ms. Syrett arrived.
Ms. Vinis opened the public hearing. There was no one wishing to speak and the hearing was closed.

### Unified Planning Work Program (UPWP)

Mr. Thompson presented the FY2020/2021 UPWP and requested that a public hearing be held. The MPC would be asked to take action on the program at its May 2019 meeting. He said the federal government required all MPOs to develop a UPWP in conjunction with state departments of transportation and the U.S. Department of Transportation to assure the MPO was conducting the work that was required under federal regulations and doing so in a transparent manner. He said UPWPs were typically developed for a one-year period but the Central Lane MPO developed a two-year program as it was easier administratively. A mid-point addendum was done to incorporate any changes. He said other significant transportation work being done within MPO boundaries was also reflected in the document. He said the UPWP had been reviewed by cognizant state and federal agencies and their comments and suggestions had been included in the version available for public review.

Ms. Vinis opened the public hearing. There was no one wishing to speak and the hearing was closed.

### Beaver/Hunsaker Update

Mr. Thompson said the Beaver/Hunsaker corridor was the site of a recent pedestrian fatality and had been the subject of safety concerns for some time. Lane County safety concerns about that area had been discussed at previous MPC meetings.

Ms. Taylor stated safety was a top priority for Lane County and in response to the death of Irene Ferguson while walking along Hunsaker Lane, agencies, businesses and neighbors had reached out to the county and offered to assist in improving safety in the corridor. She shared some examples such as yard signs warning motorists to slow down, reflective vests for residents and safety education events in the neighborhood. Although there was a lack of enforcement officers, other efforts such as speed feedback signs, the presence of park police vehicles and a reduction of the speed limit from 35 to 30 miles per hour were being employed in the neighborhood.

Ms. Taylor said a planning initiative in 2017 resulted in adoption of a corridor plan for walking and biking improvements. She used maps to illustrate the type and location of planned improvements. Because construction of improvements would not occur for some time, the county had developed a rapid response plan that could be implemented in the summer of 2020. She distributed a map that indicated the rapid response actions, such as restriping the pavement markings, creating a continuous four-foot walking area within the roadway, installation of a pedestrian-activated beacon at the point the walking area shifted to the other side of the road and narrowing travel lanes in some places.

Mr. Sorenson said unincorporated Lane County lead the state in traffic fatalities and the county was working to integrate traffic enforcement with engineering to address safety concerns. The Hunsaker/Beaver corridor project was widely supported and the Board of County Commissioners was grateful for the contributions of Delta Sand and Gravel.

Ms. Lundberg observed that bicycles and pedestrians would share a multi-use path and she had raised that option with those working on the Main Street Safety Project in Springfield in previous years.

Ms. Syrett commended efforts to address Hunsaker/Beaver safety problems and encouraged the county to work with the MPC and LaneACT (Area Commission on Transportation) to seek ways to implement
improvements more quickly. She hoped the county would revisit the question of whether there were enforcement officers available to patrol the corridor when a new sheriff was hired.

Mr. Pishioneri suggested that funding could be provided for a dedicated law enforcement position to patrol specified corridors.

Mr. Sorenson said funding for the Sheriff's Office had changed dramatically during his tenure as a county commissioner and funds the county received for housing federal inmates were no longer available. There were specialized contracts for law enforcement services paid for by other jurisdictions or businesses, but that did not make additional officers available to patrol within the county. He did not feel a new sheriff would change that unless funds were offered to support a dedicated position.

Ms. Reid commended the multi-use path as a safety measure although she did not feel implementing safety improvements in the summer of 2020 should be characterized as "rapid."

Mr. Smith said the safety of bicyclists and pedestrians, particularly in school zones, had been discussed by the LaneACT and he hoped the MPC could consider ways to support those safety initiatives, such as seeking resources for a dedicated patrol position as suggested by Mr. Pishioneri.

Ms. Vinis suggested that the MPC should have a follow-up conversation at a future meeting.

Mr. Thompson noted that the MPC had approved funding for planning, design and development of a permanent solution for the entire corridor, but the funding for planning would not be available until 2021. Once planning was completed, the earliest construction funds likely could be available was 2024-2025. He said staff had discussed how to get some efforts under way sooner and that resulted in the rapid response work. He said congressional action in February 2019 resulted in about $1.2 million in additional funds coming to the MPO through a dedicated highway improvement program. He said the MPO also had some additional funds that were not programmed for core programs.

Mr. Thompson said the cost of the improvements described by Ms. Taylor was $500,000 if done with non-federal dollars and $600,000 if federal funds were used. He is discussing with the Oregon Department of Transportation (ODOT) the possibility of swapping federal dollars for state and local funds in order to keep the costs down by avoiding duplicating the environmental work that the county would need to do when a permanent solution was implemented. He suggested the MPO hold a supplemental round of funding for $1.2 million, plus the core funds that were currently under-programmed, and prioritize the Hunsaker/Beaver corridor improvements so work could begin in the summer of 2020 or sooner. He said there were other projects that could also compete for the supplemental funds and asked for direction from the MPC.

Ms. Lundberg reminded members that revenue from public timber land harvests used to provide funds for public safety, but those harvests had declined significantly. She said if harvest could be increased there would be more resources available for public safety.

Ms. Reid said Portland Metro was using safe speed and tactical design strategies and suggested the Safe Lane Coalition could develop a tool box of options for jurisdictions to use when a rapid response was necessary to address public safety concerns.

Mr. Thompson said there were relevant bills in the legislative process and the Oregon Transportation Commission (OTC) had appointed a rule-making advisory committee on speed limits and all of those efforts could potentially provide local jurisdictions with greater authority to address public safety.
Mr. Sorenson said with respect to traffic fatalities in the unincorporated areas of Lane County within the MPO area, there might be opportunities to discuss with an incoming sheriff strategies for public safety similar to those used with fire response in the metropolitan area.

Mr. Smith said many areas in the metropolitan area where there were serious traffic accidents and fatalities were in proximity to Beltline and the speed and high traffic counts on those adjacent roads were the result of people avoiding using Beltline. He felt that placing Beltline as a high priority at the state level for funding would help address many of the peripheral issues.

Ms. Brindle said projects were planned that would take about 25 percent of traffic off of Beltline onto local arterials and they were in the environmental review process but not yet funded. She wanted to coordinate those efforts with what was being done to address the Hunsaker/Beaver safety issues. She said ODOT had been authorized to use any funds carried over from the recent Interstate 5(I-5) projects for Beltline and she said some had been programmed for a Beltline/Delta Highway project, but she would at some point know if there was any additional money available.

Ms. Syrett said she served on the Beltline Advisory Committee and felt there could be more advocacy for Beltline project funding.

**Walkability Institute**

Ms. Clarke said the Walkability Action Institute was a federally funded training course and the purpose was to achieve policy, system and environmental outcomes to provide equitable opportunities for access to walking. She said this was the fifth year of the institute and interdisciplinary teams composed of local elected officials, public health officials, planning staff and others applied for the institute. A Central Lane MPO team was accepted this year and included representatives from the cities of Eugene and Springfield, Lane County, Lane Council of Governments (LCOG) and Lane Transit District (LTD). She said 10 teams from throughout the country would attend the training in Decatur, Georgia later in April. She said teams would develop actions plans to help their communities become more walkable, consistent with local initiatives to create safer, walkable communities. She distributed a list of the local efforts that would be considered by the team during training. She invited suggestions for any other local activities that the team should take into consideration.

Ms. Reid commended the institute and encouraged the team to include the benefits of a more walkable community to public health.

Mr. Schwetz pointed out that LTD had recently completed a pedestrian network analysis.

Ms. Lundberg hoped that data would be collected to demonstrate the effectiveness of various strategies in changing behavior and shifting people out of their cars.

Ms. Syrett was pleased with the opportunity to strengthen local efforts to improve walkability, obtain public health benefits and learn from other communities.

**Franklin Boulevard Transportation**

Ms. Varela presented an overview of the Franklin Boulevard Project. She said the project study area was from Interstate 5 to Alder Street and included Garden Avenue. She said the project was a city priority because it was a key corridor around which the city also wanted to focus growth and development in terms
of housing and jobs. She said the city now had jurisdiction of the entire corridor, which would allow more flexibility in terms of design. She identified a number of city plans and goals with which the Franklin Boulevard project was aligned.

Ms. Varela reviewed previous land use planning and development activities along the corridor, noting that a multi-way boulevard was one of the designs being considered, although it would require a significantly wider right-of-way than currently existed. The Walnut Station Specific Area Plan developed during planning for the Franklin Boulevard EmX line created a special setback for the Walnut Station area that would accommodate a multi-way boulevard.

Ms. Varela said the purpose of the project currently was to transform the corridor from an automobile oriented arterial into a comfortable walking, biking and transit street while still accommodating drivers. She said LTD and the University of Oregon were major partners and their plans would be considered in the corridor design.

Ms. Varela said an initial design workshop created several concepts for the corridor and those were now being refined and turned into alternatives. Those alternatives would be shared with the public in a second design workshop at the end of May. She said the planning process would take about a year, followed by an environmental analysis. When the environmental analysis was completed the city would begin to pursue funding for the project. She said the soonest construction could begin would be 2022.

Ms. Varela described a four-day design discovery workshop that was held to obtain community feedback; design concepts would be based on that feedback. Public feedback was also obtained from an online survey. She listed the likes, dislikes, what was perceived to be missing from Franklin Boulevard as it currently existed, and key issues that emerged from the workshop. Those issues related to speed, bicycle and pedestrian safety, access, connectivity, the natural environment, EmX, and lack of a sense of welcome to the community. She invited MPC members to offer their own ideas and concerns.

Mr. Sorenson asked how freight traffic entering and exiting I-5 was factored into the corridor design. Ms. Varela said interviews were conducted with freight companies using Franklin Boulevard, as well as commuters from Springfield and people involved in Springfield transportation issues to provide a wide range of perspectives on the corridor.

Mr. Sorenson and Mr. Pishioneri expressed concern that the concepts and issues reflected neighborhood interests, not necessarily the interests of those who were using Franklin Boulevard on a daily basis but lived elsewhere in the metro area. Ms. Varela said the project and design workshop were widely publicized in the media and staff had made presentations throughout the community. She felt the public feedback represented a wide range of experience and interests.

Mr. Smith said he had responded out of the campus fire station for 10 years and a major safety concern was the amount of travelers on the corridor who were unfamiliar with Eugene and trying to access campus or other parts of the city. He said it was a complex travel corridor and existing signage was poor; people became lost and inattentive to other traffic and pedestrians. Ms. Varela said she would add that issue to the list.

Ms. Syrett agreed that signage should be better and that would help improve safety for people for people moving within and through the corridor. She said a review and update to Eugene's sign code could improve aesthetics along Franklin Boulevard.
Ms. Lundberg said the area around the Matthew Knight Arena and the proposed indoor track in Glenwood would present a challenge with the large number of people coming to events at those facilities and walking to hotels and other businesses. She said Eugene, Springfield and ODOT all had jurisdiction over some part of that infrastructure and it was essential that all three be involved in making it safe and accessible for pedestrians.

Mr. Rodrigues said Eugene was currently working with the University to improve Franklin Boulevard signage.

Mr. Johnston said Eugene, Springfield and ODOT regularly coordinated their efforts, most recently when both cities updated their transportation system plans.

Mr. Yeh commended the inclusion of bike and pedestrian improvements in the plan for Franklin Boulevard. He encouraged extension of a bike facility on the south end to allow bicyclists to go all the way through the corridor to Springfield.

Mr. Smith said the University did not have a clearly defined "front door" and it would be helpful for people visiting campus to have an obvious entry to campus and an area to park where they could learn how to navigate the campus area.

Ms. Syrett asked if there were details about what people who wanted more green space along the corridor had in mind. Ms. Varela said green space included more trees and other plantings. The concept drawings illustrated what that might look like.

Ms. Varela reviewed a number of design concepts that emerged from the workshop, including protected bikeways and roundabouts. She explained cross-sectional drawings of the following design options: English Oaks, Multi-way Boulevard, Median Bikeway and Treed Boulevard. Other concepts included zones and nodes along the corridor and gateways at each end. She said all designs included dedicated EmX lanes in both directions.

Ms. Varela said public feedback on the concepts was being solicited and staff was analyzing concepts from an operations perspective in order to present alternatives to the public in May 2019. Selection of a design would occur in late summer or fall.

Follow-up and Next Steps

- **ODOT Update**—Mr. Johnston said the Beltline Steering Committee met recently and a presentation would be made to the MPC at a future meeting. He said the I-105 bridge project was proceeding and funding had been secured for the bike-share station at Valley River Center.

- **Springfield Main Street Safety Update**—Mr. Johnston said the project was on schedule, with work focused on development of goals and objectives. The advisory committee was reviewing the traffic safety analysis statistics and changes since the installation of crosswalks.

- **Rail Update**—Mr. Thompson said ODOT's rail division would provide an update to the MPC at a future meeting.

- **Legislative Update**—Mr. Thompson said he would provide an update at the May meeting on HB 2020, the carbon reduction bill, and its potential impacts on transportation.
• **LaneACT Update**—Mr. Johnston said the primary items on the ACT's next meeting agenda were a discussion of applications for State Transportation Improvement Fund (STIF) funding and a discussion with OTC commissioner Martin Callery regarding the relationship and communications between the OTC and ACTs.

• **OMPOC Update**—Mr. Thompson announced OMPOC was meeting on April 29 and the draft meeting agenda included discussions of the legislative session, particularly HB 2020, and the cost of an intensive statewide survey of travel behavior to be conducted by ODOT, MPOs, and local jurisdictions.

• **MTIP Administrative Amendments**—Mr. Thompson noted the list of amendments was omitted from the agenda packet and had been distributed to MPC members at the beginning of the meeting. There were no questions.

• **Next Steps/Agenda Build**—Mr. Pishioneri asked for a discussion of funding for a dedicated enforcement position. Mr. Thompson said a discussion would be scheduled, but cautioned that a majority of the funds over which the MPC had jurisdiction would not be eligible for that use. Mr. Sorenson said there had been some relief given for the use of transportation funds for enforcement services. Mr. Pishioneri said he did not want to take funds from projects, but rather to explore other options that might be available. Ms. Reid asked for a discussion of a rapid response tool box.

The meeting adjourned at 1:30 p.m.

(Transcribed by Lynn Taylor)
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Agenda Item 6

ODOT construction update

Presenter
Steve Templin, ODOT Area 5 Construction Project Manager

Action requested
None. Information only.

Summary
The ODOT Area 5 Manager (Frannie Brindle) frequently provides brief updates on ODOT construction activity at LaneACT meetings.

At the May 8 meeting, the ODOT Area 5 Construction Project Manager (Steve Templin) will provide more in-depth information about current and upcoming construction projects.

Updates will be provided on the following projects:
1. I-105 bridge repair – Construction: fall 2018 – spring 2021
2. Beltline at Delta Highway interchange improvements – Construction: 2020-2021
3. Other future projects in the Eugene area – refer to Attachment 1
4. Other Area 5 projects – outside the metro area, within Lane County

Attached are two 1-page summaries describing the projects in the Eugene area. Additional information will be provided at the meeting.

Attachments
A. Eugene-area construction 2019-2021 – project map, description and schedule (1 page)
B. Beltline Highway projects – newsletter (1-page)
ODOT is continuing and beginning several Eugene-area highway construction projects from Spring 2019 through Fall 2021.

It’s a great time to explore available transportation options. Lane Transit District’s Point2Point is here to help: ltd.org/point2point

- **OR-126 Pavement Preservation Project**
  Paving and bridge maintenance between Cornerstone and Terry St. Night work with lane closures. 2018 – Fall 2019

- **I-105: Willamette River Connectors and 1st to 7th Ave. Bridge Repair**
  Repair work on four bridges with seismic upgrades. 24-hour lane closures and periodic ramp closures. Expect delays and detours. Fall 2018 – Spring 2021

- **Beltline SCS Canal and UPRR Bridge Repair**
  Repair work between Roosevelt Blvd. and West 11th Ave. 24-hour lane closures for about six weeks followed by night work with lane closures. Fall 2019

- **OR-569 Beltline Highway/Delta Highway Interchange**
  Reconfiguring Delta Highway interchange to improve safety. Lane closures, ramp closures, and detours to be determined. 2020 – 2021

- **OR-569 Beltline: Greenhill to Coburg Rd. Project**
  Paving between Terry St. and Roosevelt Blvd., centerline barrier replacement between Roosevelt Blvd. and Coburg Rd., and ADA ramps at Greenhill Rd. Night work with lane closures. Spring 2021

- **OR-99 Safety Barrier and Pavement Preservation**
  Paving, centerline safety barrier installation, and centerline and shoulder rumblestrip installation. Night work with lane closures. 2020 – 2021

All schedules subject to change
BELTLINE: DELTA HIGHWAY TO RIVER ROAD

Building on the 2014 Beltline Highway Facility Plan, the Oregon Department of Transportation (ODOT) is working to improve safety and mobility on the Randy Papé Beltline Highway between Delta Highway and River Road. The Beltline Highway Facility Plan recommends several projects to improve safety and travel times in the area. Work is underway for these construction improvements to be ready when funding is available.

WHY IS THIS PROJECT NEEDED?

Beltline Highway from Delta Highway to River Road is one of the most congested places in the Eugene/Springfield area. The Beltline Highway Facility Plan recommends several projects to improve traffic flow in this area. Together, these projects would widen the Beltline Highway to three lanes in each direction from River Road to Delta Highway, replace the River Avenue/Division Avenue interchange, and add a new local bridge north of the highway.

STAY INVOLVED!

Join the project mailing list at www.oregondot.org/beltline to get regular project updates and notices of project meetings.
Agenda Item 7

Bicycle & Pedestrian stakeholder presentation:
Eugene 4J and Springfield School Districts Safe Routes to Schools (SRTS) projects

Presenter
Laughton Elliott-Deangelis, Springfield SRTS Program

Action requested
None. Information only.

Summary
The stakeholder member presentation item is an opportunity for members to learn more about current project, priorities, and needs

In 2015-16 LaneACT initiated a member presentation agenda item to provide committee members a deeper understanding of the issues and opportunities for the region. This item is now returning as a regular agenda item. Laughton Eliott-Deangelis, Springfield School District SRTS program and LaneACT Bicycle & Pedestrian Stakeholder will present.

This agenda item is typically for each LaneACT agency / stakeholder group to give a 10 – 15 minute presentation highlighting current transportation issues, followed by a five (5) minute question-answer period.

Attachments
None.
Agenda Item 8

Safe Routes to Schools program update

Presenter
Bill Johnston, ODOT

Action requested
None. Information only.

Summary
ODOT staff from Salem previously briefed the LaneACT on the new ODOT Safe Routes to Schools program, which was established through HB2017 in 2017. The purpose of this discussion is to provide an update on the program and announce two new grant opportunities.

Recall there are different types of SRTS grants:
- Infrastructure – (1) Competitive, (2) Rapid Response, (3) Project Identification
- Non-infrastructure – for education programs, equipment, and technical assistance

At the January Oregon Transportation Commission meeting, three LaneACT jurisdictions were awarded funding for infrastructure improvements through the 2019-20 Competitive program:
- Florence – $346,400 for enhanced crossings and sidewalks to serve Siuslaw Elementary
- Eugene – $750,246 for speed zone flashers and enhanced crossings at Chavez Elementary
- Cottage Grove – Sidewalk, ramps, and crossings for South Shore Elementary

ODOT recently (on April 16) announced a new solicitation for the following grant programs:
- Project Identification program (2019-20)
- Non-Infrastructure program (FY2020-22)

Applications for both grants are due on May 31. (Many local planners have been following the SRTS program closely and are already aware of this.)

Attachments
None.

Additional information
www.oregon.gov/ODOT > Programs > Other Programs > Safe Routes to Schools
INTENTIONALLY LEFT BLANK
Agenda Item 9

Transit funding-application review

**Presenter**
Denise Walters – LaneACT staff

**Action requested**
None. Information only.

**Summary**
ODOT has initiated a competitive process for the Statewide Transportation Fund (STIF) Discretionary and State Transit Network Program (funded by STIF Intercommunity Fund and Federal Transit Administration (FTA) 5311(f) monies). LaneACT along with the Lane County STIF Advisory Committee are required to provide a “Fund” or “Not fund” recommendation along with rationale and any additional comment for each application proposing service in Lane County. Each body also has the option to prioritize applications.

At its March and April meetings LaneACT decided to recommend funding for all of the proposed projects and to submit comment on the Eugene to Florence Pilot project and Oakridge Diamond Express service. The funding decision timeline is included as an attachment.

**Attachments**
A. Submitted LaneACT comment
B. Funding decision timeline
STIF Discretionary and Statewide Transit Network Fund Programs

ACT Review Form

Instructions:
Select your ACT name from the below dropdown. Once selected, a new section will populate with a dropdown that lists the projects assigned to your ACT for review. Select the project you wish to review. If you have multiple projects to review, select the “Add Project” button to create another project review section. Select “Submit” after reviewing all assigned projects.

ACT Contact Name	ACT Contact Email
Bill Johnston	bill.w.johnston@odot.state.or.us

ACT
Lane ACT

STIF Discretionary Project Review

Project 1
Lane Projects List
Coos County - Closing the Coastal Connection

Given the project selection criteria and your local knowledge, do you support funding this project?
○ Yes
○ No

Please provide your reasons for answering yes or no.
This is a critical connection at an accessible price point for coastal communities to connect to each other and to Eugene where a number of critical services (ex. medical) are located.

Do you have additional feedback about the reviewed project that the Oregon Transportation Commission should consider in making their final determination?
No.

Project 2
Lane Projects List
Lane COG - Florence-Eugene Intercommunity Route

Given the project selection criteria and your local knowledge, do you support funding this project?
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<th>Yes</th>
<th>No</th>
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Please provide your reasons for answering yes or no.

This project will provide an important intercommunity connection between Florence and Eugene at an accessible price point. This connection also improves access to Eugene for coastal communities south of Florence. Providing transit opportunities and connections throughout all of Lane County is an important network component for achieving multiple community goals (ex. reduce congestion, provide equitable access, reduce emissions).

Do you have additional feedback about the reviewed project that the Oregon Transportation Commission should consider in making their final determination?

In 2016 LaneACT began receiving consistent, compelling, and persistent public testimony asking for this service. Citizen proponents were and continue to be regular attendees at LaneACT meetings, providing formal testimony at over a dozen meetings. Testimony frequently called attention to the number of residents in Eugene with disabilities who have never been to the coast for lack of an accessible public/affordable transport option; and, how transit is an essential component to improving safety on a high crash corridor. Almost 40% of Florence's population is 65 or older. 28% of Florence's population has a disability compared to 13.3% of Eugene's. The route will provide critical access to medical, social, and other services available in Eugene.

Project 3

Lane Projects List

| Lane COG - Florence-Yachats Connector |

Given the project selection criteria and your local knowledge, do you support funding this project?

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<th>No</th>
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Please provide your reasons for answering yes or no.

This is a critical connection at an accessible price point for coastal communities to connect to each other and to Eugene where a number of critical services (ex. medical) are located.

Do you have additional feedback about the reviewed project that the Oregon Transportation Commission should consider in making their final determination?

No.

Project 4

Lane Projects List

| Lane COG - Diamond Express |

Given the project selection criteria and your local knowledge, do you support funding this project?
Please provide your reasons for answering yes or no.

This is a critical connection at an accessible price point for coastal communities to connect to each other and to Eugene where a number of critical services (ex. medical) and employment opportunities are located. Providing transit opportunities and connections throughout all of Lane County is an important network component for achieving multiple community goals (ex. reduce congestion, provide equitable access, reduce emissions).

Do you have additional feedback about the reviewed project that the Oregon Transportation Commission should consider in making their final determination?

Diamond Express is an existing successful service between Eugene and Oakridge (population 3,280) with a ridership of 700 people a month. The City of Oakridge has a higher poverty rate than many and lower life expectancy than most other areas of Lane County. Access to essential services in Eugene is critical for the community as a whole, and especially for the most vulnerable.

**Project 5**

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<td>Oregon CWCOG - 99W Transit Corridor Feasibility Analysis &amp; Implementation</td>
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Given the project selection criteria and your local knowledge, do you support funding this project?

- Yes
- No

Please provide your reasons for answering yes or no.

Do you have additional feedback about the reviewed project that the Oregon Transportation Commission should consider in making their final determination?
Project 6
Lane Projects List
TAC Transport, Inc. - Coos Bay-Eugene-Bend Vehicle Purchase & PM Funding Request

Given the project selection criteria and your local knowledge, do you support funding this project?
☑ Yes
☐ No

Please provide your reasons for answering yes or no.

Do you have additional feedback about the reviewed project that the Oregon Transportation Commission should consider in making their final determination?
STATE TRANSPORTATION IMPROVEMENT FUND – DISCRETIONARY DECISION TIMELINE

February
PTSPS must submit projects to ODOT for STN and STIF Discretionary Funds

March/April
Lane County STIF Advisory Committee and LaneACT provides recommendation to ODOT for STN and STIF Discretionary Funds

May
ODOT selection committee reviews STN and STIF Discretionary Funds

June
PTAC reviews STN and STIF Discretionary Funds

July
OTC reviews STN and STIF Discretionary Funds

August
OTC decides STN and STIF Discretionary Funds
Agenda Item 10

Environmental Land Use Stakeholder recruitment

*quorum required*

**Presenter**
Denise Walters, LaneACT Staff

**Action requested**
Decide if and if so, what level of recruitment to implement.

**Summary**
The Environmental Land Use Stakeholder position term is up June 30, 2019. LaneACT is to decide on the process through which to fill the position. Three documents are relevant to this task: LaneACT Bylaws, LaneACT Public Participation Plan, and Appointment of Alternates for Designated and Other Stakeholders Protocol.

**Bylaws Section IV(B)(7)**

*Designated Stakeholders:* Following public advertisement, LaneACT shall appoint four (4) Designated Stakeholder members to represent each of the following four designated interests:

1. Trucking;
2. Rail;
3. Bicyclists and Pedestrians; and
4. Environmental Land Use.

Designated Stakeholder members must reside in the Area or represent a business or organization that operates in the Area. (4 members)

**Public Participation Plan**

**STAKEHOLDER RECRUITMENT**

As part of LaneACT public participation responsibilities, the LaneACT Bylaws require at least four (4) Designated Stakeholder members to represent Trucking, Rail, Bicyclists and Pedestrians, and Environmental Land Use. In addition, LaneACT shall appoint between four (4) and six (6) Other Stakeholder members to represent other interests. The LaneACT may choose to fill Stakeholder positions by reappointment, without requiring a recruitment process for the expiring positions.

*This section outlines the process for stakeholder recruitment.*

**Strategy**

- Develop application for stakeholder recruitment
Advertise LaneACT recruitment through the following sources, which could include:

- Email announcements
- Website posting
- Display ads in media publications
- Metro TV calendar
- Press releases
- Bus advertisements
- Flyers
- Social media
- Targeted outreach to minority and low-income populations, as described in the Environmental Justice section

Individual and personal contact by LaneACT members helps to solicit stakeholder interest

The desired level of recruitment effort will be determined by the LaneACT membership prior to undertaking a specific recruitment effort.

Appointment of Alternates for Designated and Other Stakeholders Protocol Section IV

Alternates for Designated and Other Stakeholders are considered appropriate when the stakeholder represents a formally organized group, program, or association (with charter, by-laws, articles of incorporation, and associated elements) which can provide consistency in representation of issues as well as maintain an understanding of LaneACT purpose and process (Safe Routes to Schools Program, for example).

The incumbent has expressed interest in serving another four (4) year term.

Attachments
None.
Agenda Item 11

LaneACT quorum standard

(quorum required)

Presenter
Denise Walters, LaneACT Staff

Action requested
Decide on Bylaw amendment(s) relevant to quorum.

Summary
At LaneACT’s March 13, 2019 meeting the group discussed possible Bylaw amendments to address concerns related to quorum. For the March meeting staff had developed three options for consideration:

1. Removal of vacant positions from the count (which set the quorum at between fifteen and seventeen);
2. Change the definition of the quorum to 50% plus one (resulting in a quorum of fifteen);
   or
3. Implement both proposals (which set the quorum between thirteen and fourteen).

Discussion indicated the Bylaws may not include all the membership status categories necessary for clearly and accurately defining quorum, for example the difference between a vacancy versus a member who misses three (3) or more consecutive meetings (currently lumped together in the Repeated Absences).

LaneACT’s current definition of quorum for decision making is stricter than that of most other Oregon Area Commissions on Transportation.

Attachments
A. Potential Bylaw amendment(s) options.
Agenda Item 11A

**OPTIONS FOR BYLAW AMENDMENT(s)**

In the interest of ensuring LaneACT’s ability to conduct business at its meetings and to respect the time committed by members, staff has been asked to develop alternative options for how quorum is constructed. LaneACT is considering two levers to address its decision-making function. The first lever is the status of vacant positions in relation to quorum, the second is how quorum is defined. A third lever would be the status of inactive members in relation to quorum should LaneACT decide to add this category of member.

**POTENTIAL AMENDMENT OPTION #1 TO SECTION IV. B. VOTING MEMBERS:**

*Repeated Absences:* All voting members of LaneACT are expected to participate in all meetings, or to send an alternate if applicable. If a voting member fails to participate in three (3) consecutive meetings, or to send an alternate, the member’s position is deemed vacant, until such time as someone in that position participates (again) in a meeting. Vacant positions shall **not** count when determining the number of voting members required for a quorum or the number of votes needed to make a decision. The responsible jurisdiction/entity may replace its own repeatedly absent voting member, even if the member’s term has not yet expired. LaneACT may replace a repeatedly absent Designated or Other Stakeholder member.

**Vacant Positions:** A vacant position is a position where no one has been appointed to the position or the current holder of the position resigned. The position shall be considered vacant until someone has been appointed to the position. Vacant positions shall not count when determining the number of voting members required for a quorum or the number of votes needed to make a decision.

**POTENTIAL AMENDMENT OPTION #2 TO SECTION IV. B. VOTING MEMBERS TO DISTINGUISH VACANT POSITIONS FROM ABSENT MEMBERS (inactive still count toward quorum):**

*Repeated Absences:* All voting members of LaneACT are expected to participate in all meetings, or to send an alternate if applicable. If a voting member fails to participate in three (3) consecutive meetings, or to send an alternate, the member’s position is deemed vacant inactive, until such time as someone in that position participates (again) in a meeting. Vacant inactive positions members shall count when determining the number of voting members required for a quorum or the number of votes needed to make a decision. The responsible jurisdiction/entity may replace its own repeatedly absent voting member, even if the member’s term has not yet expired. LaneACT may replace a repeatedly absent Designated or Other Stakeholder member.

**Vacant Positions:** A vacant position is a position where no one has been appointed to the position or the current holder of the position resigned. The position shall be considered vacant until someone has been appointed to the position. Vacant positions shall not count when determining the number of voting members required for a quorum or the number of votes needed to make a decision.

**POTENTIAL AMENDMENT OPTION #2A TO SECTION IV. B. VOTING MEMBERS TO DISTINGUISH VACANT POSITIONS FROM ABSENT MEMBERS (inactive do not count toward quorum):**

*Repeated Absences:* All voting members of LaneACT are expected to participate in all meetings, or to send an alternate if applicable. If a voting member fails to participate in three (3)
Agenda Item 11A

consecutive meetings, or to send an alternate, the member’s position is deemed **vacant inactive**, until such time as someone in that position participates (again) in a meeting. **Vacant Inactive** positions **members** shall **not** count when determining the number of voting members required for a quorum or the number of votes needed to make a decision. The responsible jurisdiction/entity may replace its own repeatedly absent voting member, even if the member’s term has not yet expired. LaneACT may replace a repeatedly absent Designated or Other Stakeholder member.

**Vacant Positions:** A vacant position is a position where no one has been appointed to the position or the current holder of the position resigned. The position shall be considered **vacant** until someone has been appointed to the position. **Vacant positions shall not count** when determining the number of voting members required for a quorum or the number of votes needed to make a decision.

**Potential Amendment Option #3 to Bylaws** Section V. A. Decision Making:

All voting members of LaneACT are expected to participate in all meetings, or to send an alternate if applicable. A quorum for decision-making purposes will be **two-thirds (2/3) 50% plus one of the voting membership**. A quorum may include teleconferencing of members, if feasible. LaneACT may consider purely informational items with less than a quorum present.
Agenda Item 12

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 progress of various introduced legislation. Any relevant materials will be distributed at the meeting.

Attachments
None.
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<th>Date</th>
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<td><strong>July 11, 2018</strong></td>
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| **August 8, 2018** | 2019-20 Work Plan  
|                | OTC Biennial Report  
|                | HB 2017 implementation (update)  
|                | Safe Routes to Schools proposals  
|                | Local STIF update                                      |
| **September 12, 2018** | (meet in Florence)  
|                | LaneACT FY 19 Work Plan  
|                | Eugene/Florence Transit Project  
|                | Yachats/Florence Transit Project  
|                | Florence Airport  
|                | Highway 101 Bicycle Route Study                         |
| **October 10, 2018** |  
|                | Officer Nominating Committee  
|                | OTC Workshop Comment  
|                | Safe Driver Program  
|                | Safe Routes to Schools-Letters of Support               |
| **November 14, 2018** |  
|                | Aviation grant program  
|                | OTC update  
|                | 2021-24 STIP program (update)                           |
| **December 12, 2018** |  
|                | RECESS                                                   |
| **January 9, 2019** |  
|                | Election of officers  
|                | ODOT ADA Program  
|                | Debrief on November OTC meeting                         |
|                | Update on Critical Oregon Airport Relief Process         |
|                | 2021-24 STIP program (update)                           |
| **February 13, 2019** |  
|                | Lane County and MPO Safety Plan Implementation Update   |
|                | LTD Transit Tomorrow Phase 2 Update                     |
|                | State Transit Network Funding                           |
|                | 2015-18 Enhance Project Report                          |
| **March 13, 2019** |  
|                | State Transit Network Funding Grant Applications Review |
|                | Quorum Standard                                          |
|                | ODOT Director Recruitment                               |
|                | Legislative Update                                      |
| **April 10, 2019** |  
|                | OTC Commissioner Callery                                |
|                | State Transit Network Funding Review                    |
|                | ODOT Director Recruitment Update                         |
|                | Rail Representative Appointment                          |
| **May 8, 2019** |  
|                | Environmental Land Use Stakeholder                      |
|                | LaneACT Quorum Discussion                               |
|                | Member Presentation                                     |
|                | Safe Routes to School                                   |
| **June 12, 2019** |  
|                | FY 2020-21 Work Plan                                    |
|                | STIP update                                              |
|                | ODOT Strategic Business Plan                            |
|                | STIF FollowUp                                            |

The topics listed are tentative and subject to change.
Other future topics (schedule to be determined)

- ADA regulations, PROW and DOJ
- Tom Bowerman: OSU statewide values and beliefs survey
- Main Street Program in rural Oregon, economic opportunities and transportation, TGM Program annual cycle
- Oregon Scenic Byways Program update
- Regional Safety and Security Plan update
- Zero-emission electric vehicles, LRAPA
- Beltline ramp meters
- Designated stakeholder development: statewide significance
- Crude oil transport safety issues
- Rural transit follow up
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Other Item 2-Attendance 2018-19
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# Membership 2018-19

Last Update April 29, 2019

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<tr>
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<tr>
<td>Primary Rep</td>
<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 Eugene, 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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<tr>
<td>Coburg</td>
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<tr>
<td>Primary Rep</td>
<td>Ray Smith Mayor</td>
<td><a href="mailto:coburgray@gmail.com">coburgray@gmail.com</a></td>
<td>541.485.3498</td>
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<tr>
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<tr>
<td>Primary Rep</td>
<td>Jeff Gowing Mayor</td>
<td><a href="mailto:mayorgowing@cottagegrove.org">mayorgowing@cottagegrove.org</a></td>
<td>541.510-4992</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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<tr>
<td>Primary Rep</td>
<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>
<td>Alternate Rep</td>
<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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<tr>
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<tr>
<td>Primary Rep</td>
<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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<tr>
<td>Alternate Rep</td>
<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><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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<tr>
<td>Alternate Rep</td>
<td>Alan Zelenka Councilor</td>
<td><a href="mailto:alan.zelenka@ci.eugene.or.us">alan.zelenka@ci.eugene.or.us</a></td>
<td>541.682.8343</td>
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<td>541.782.2258</td>
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<td>Bill Johnston</td>
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<td><a href="mailto:Bill.W.JOHNSTON@odot.state.or.us">Bill.W.JOHNSTON@odot.state.or.us</a></td>
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<td>541.736.8575</td>
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<td><a href="mailto:dary@orcasinc.com">dary@orcasinc.com</a></td>
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<td><strong>Trucking</strong></td>
<td>Jeremy Light</td>
<td><a href="mailto:Jeremy.Light@weyerhaeuser.com">Jeremy.Light@weyerhaeuser.com</a></td>
<td>541.744.4630 (W)</td>
<td>85647 HWY 99S Eugene OR 97405</td>
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<tr>
<td><strong>Rail</strong></td>
<td>Patrick Kerr</td>
<td><a href="mailto:pkerr@portofcoosbay.com">pkerr@portofcoosbay.com</a></td>
<td>541.266.3706</td>
<td>125 Central Ave. Ste. 300 Coos Bay, OR 97420</td>
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<tr>
<td><strong>Bicycle &amp; Pedestrian</strong></td>
<td>Sarah Mazze</td>
<td><a href="mailto:mazze_s@4j.lane.edu">mazze_s@4j.lane.edu</a></td>
<td>541.790.7492</td>
<td>1975 W. 8th Ave, Eugene OR 97402</td>
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<tr>
<td><strong>Primary Rep</strong></td>
<td>Laughton Elliott-Deangelis</td>
<td><a href="mailto:laughton.elliott-dea@springfield.k12.or.us">laughton.elliott-dea@springfield.k12.or.us</a></td>
<td>541.343.5201 (H) 541.346.8617 (W)</td>
<td>1280-B East 28th Ave Eugene OR 97403-1616</td>
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<tr>
<td><strong>Alternate Rep</strong></td>
<td>Rob Zako</td>
<td><a href="mailto:robzako@gmail.com">robzako@gmail.com</a></td>
<td>541.343.5201 (H) 541.346.8617 (W)</td>
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<td><strong>Environmental Land Use</strong></td>
<td>Rob Zako</td>
<td><a href="mailto:robzako@gmail.com">robzako@gmail.com</a></td>
<td>541.343.5201 (H) 541.346.8617 (W)</td>
<td>1280-B East 28th Ave Eugene OR 97403-1616</td>
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<td><strong>Other Stakeholders</strong></td>
<td>George Grier</td>
<td><a href="mailto:ggrier@efn.org">ggrier@efn.org</a></td>
<td>541.726.6131</td>
<td>1342 ½ 66th Street Springfield OR 97478</td>
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<tr>
<td><strong>Eugene Organ</strong></td>
<td>Eugene Organ</td>
<td><a href="mailto:eorgan@lilaoregon.org">eorgan@lilaoregon.org</a></td>
<td>541.683.6556 (H) 1.866.790.8686 (W)</td>
<td>2850 Pearl Street Eugene OR 97405</td>
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<tr>
<td><strong>Teresa Roark</strong></td>
<td>Teresa Roark</td>
<td><a href="mailto:teresairoark@gmail.com">teresairoark@gmail.com</a></td>
<td>503.931.7624</td>
<td>PO Box 3678 Eugene, OR 97403</td>
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<tr>
<td><strong>Shelley Humble</strong></td>
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<td><a href="mailto:shumble@creswell-or.us">shumble@creswell-or.us</a></td>
<td>541.895.2913 (W) 541.953.9197 (C)</td>
<td>PO Box 276 Creswell OR 97405</td>
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