February 12, 2020
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 = 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 December 11 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 (minutes attached)
   c. Other member updates

6. Report on OTC meeting 6:05

   Action requested: Discuss
   Presenter: Jeff Gowing Vice-Chair
7. **Preparation for upcoming OTC meetings** 6:20  
**Action requested:** Discuss March workshop (Portland) and July meeting (Eugene)  
**Presenter:** Frannie Brindle, ODOT

8. **Update on Central Lane Metropolitan Planning Organization transportation safety action plan implementation** 6:35  
**Action requested:** Discuss progress in implementing MPO and S.L.C. plans  
**Presenters:** Ellen Currier, Central Lane MPO

9. **Letter of support request-Lane DUII Victim Impact Panel (quorum required)** 6:45  
**Action requested:** Decide whether or not to provide a letter.  
**Presenter:** Denise Walters, LaneACT staff

10. **2021-24 Statewide Transportation Improvement Program update** 6:50  
**Action requested:** Discuss public outreach, adoption schedule, and other topics  
**Presenter:** Bill Johnston, ODOT

11. **Legislative Concepts and United Front Update** 7:05  
**Action requested:** Discuss regional relevance.  
**Presenter:** Paul Thompson, LCOG

Other attachments (for information only)  
➢ 2019-20 LaneACT calendar  
➢ Monthly attendance report  
➢ Membership list *(February 2020)*

Upcoming meetings  
- **February 21 – Steering Committee** (11:00 to noon) LCOG 5th floor (Camas Room)  
- **March 11 – LaneACT** (5:30 to 7:30 pm) ODOT office, 2080 Laura Street  
- **March 19 – Steering Committee** (11:00 to noon) LCOG 5th floor (Camas Room)  
- **April 8 – LaneACT** (5:30 to 7:30 pm) ODOT office, 2080 Laura Street

*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@lcog.org.*
PRESENT: Claire Syrett, Eugene, Chair
        Jeff Gowing, Cottage Grove, Vice Chair
        John Fox for Ray Smith, Coburg
        Misty Inman, Creswell
        Richard Palmer for Robert Orr, Dunes City
        Joe Henry, Florence (via teleconference)
        Don Bennett, Lowell
        Kathy Holston, Oakridge (via teleconference)
        Sean VanGordon, Springfield
        Calvin Kenney, Veneta
        Heather Buch, Lane County
        Gwen Jaspers, Lane County Transportation Advisory Committee (LC TrAC)
        Don Nordin, Lane Transit District (LTD)
        Jeff Stump, Confederated Tribes (via teleconference)
        Frannie Brindle, Oregon Department of Transportation (ODOT)
        Paul Thompson, Central Lane Metropolitan Planning Organization (MPO)
        Patrick Kerr, Rail Designated Stakeholder
        Shelley Humble, Other Stakeholder
        George Grier, Other Stakeholder

ABSENT: Junction City, Westfir; Port of Siuslaw; Trucking Designated Stakeholder;
        Bicycle & Pedestrian Designated Stakeholder; Charles Tannenbaum, Highway
        126 East; Rob Zako, Environmental Land Use Designated Stakeholder; and
        Eugene Organ and Teresa Roark, Other Stakeholders.

OTHERS: Bill Johnston, ODOT; Madeline Phillips, City of Creswell; Chris Henry, City of
        Eugene; Evan MacKenzie, City of Veneta; Becky Taylor, Lane County; and
        Denise Walters, Lane Council of Governments (LCOG).

1. Call to Order (Welcome and Introductions)

Chair Claire Syrett called the Lane Area Commission on Transportation (LaneACT) meeting to order at 5:31 p.m. Those present introduced themselves.
2. Review Agenda – Additions or Deletions

No changes to the agenda were made.

3. Consent Calendar

   a. Approve minutes from November 13, 2019 meeting

Consensus: The November 13, 2019 minutes were approved as submitted.

4. Comments from the audience

No one in the audience wished to address the Commission members.

5. Announcements and information sharing

   a. ODOT Update

Ms. Brindle distributed and reviewed the following handouts: Delta SB to I-105 Detour Route, OR569: Delta @ Beltline Interchange, Project Schedule Timeline Snapshot, and I-105 & Delta Ramp Bridge Traffic Impact and Delta Beltline Traffic Impacts monthly schedules. She acknowledged the projects would create traffic flow issues and said ODOT staff were working with affected stakeholders on Country Club Road (e.g., Eugene Police Department, doctor offices, schools).

Mr. Kerr commended ODOT staff on their public outreach efforts regarding the projects.

When Councilor Syrett asked if the bike share hub temporarily installed at Valley River Center was still in place, Ms. Brindle assured her it was to stay there throughout the construction.

Councilor Kenney recalled discussions with ODOT staff about adding a ramp from the Eugene Police Department parking lot directly to the I-105 highway. At the time ODOT had denied the request. Ms. Brindle thanked him for the information and said she would look into the idea.

Mr. Johnston reminded LaneACT members to complete the ODOT-mandated training programs by the end of December. He had sent an e-mail with links to the online training for Preventing Discrimination, Harassment, and Sexual Harassment and Information Security Training.

   b. Metropolitan Policy Committee Update

Mr. Thompson said the MPC meeting in December included their recertification by the United States Department of Transportation, preparation for the upcoming Oregon Transportation Commission (OTC) meeting, and review of work plans for three major plan updates.
Councilor VanGordon joined the meeting at 5:42.

Mr. Thompson also unveiled the color version of the LinkLane logo and discussed the recently hired Rural Safe Routes to School (SRTS) Coordinator, Cassidy Mills. She was to start mid-December. The City of Lowell had been selected as the site for the pilot rural SRTS program.

c. Other member updates

Councilor Kenney announced Veneta had a new City Administrator, Matthew Michaels.

Mr. Grier shared he had recently returned from a trip to Australia. He was very impressed with the transit system in Melbourne. He also thought it interesting the traffic fatality rate in Tasmania was half the size of Oregon’s, although he thought the road conditions were worse.

Mr. Nordin said LTD had recently hired Kelly Hoell as their sustainability manager. He encouraged other agencies to create similar positions. Mr. Johnston added Ms. Hoell had recently spoken at a Eugene City Club meeting discussing electric vehicles.

Mayor Holston joined the meeting at 5:54 p.m.

6. Protocol for Selecting Alternates for Designated and Other Stakeholders

Ms. Walters referred to the Appointment of Alternates for Designated and Other Stakeholders Protocol proposal in the agenda packet. She recommended deleting the last line of Section IV. Ms. Walters reviewed why LaneACT members had previously approved the concept of alternates but noted they had not identified how alternates were to be selected.

When Commissioner Buch asked if the process was different for elected officials, Councilor Syrett said yes. Each jurisdiction identified a primary and alternate member.

Responding to Mr. Thompson’s question if it was possible for more than one alternate to be considered, Councilor Syrett recommended amending Section V. A. to “desired alternate(s)”.

Consensus: Adopt the Appointment of Alternates for Designated and Other Stakeholders Protocol as amended.

7. Chair and Vice-Chair Nominating Committee Update

Councilor Kenney, a member of the Nominating Committee, explained why the members had recommended Councilor Syrett and Mayor Gowing serve another term as Chair and Vice-Chair. The Nominating Committee members felt continuity in leadership was beneficial as the LaneACT undertook the pilot Area Strategy process.
Councilor Syrett and Mayor Gowing confirmed they wanted to continue in their respective roles.

Consensus: Councilor Syrett and Mayor Gowing were elected LaneACT Chair and Vice-Chair for 2020.

8. Trucking Representative Recruitment

Ms. Walters announced Jeremy Light had resigned from the LaneACT Trucking Stakeholder position. It was a difficult position to fill. Last time recruitment was conducted personally by LaneACT members in lieu of a formal recruitment announcement. Ms. Walters asked if members wanted to use the same process and if the pool of potential applicants should be expanded beyond those directly involved in the trucking industry.

Mayor Holston endorsed the previous process. She thought it a good idea to also notify the Oregon Trucking Association. Mayor Holston said the position should be limited to truckers.

Mr. Thompson offered to check with ex-member Sid Leiken, who was now working in the private sector on freight issues.

Mr. Nordin suggested contacting Tom Monroe, ex-Mayor of Cottage Grove and retired trucker, to see if he was interested.

Ms. Brindle opined participating in the upcoming Area Strategy project might be an enticement. She suggested posting a recruitment announcement on the website and referencing the pilot.

Mr. Grier concurred. He asked Ms. Walters to send LaneACT members the link to the recruitment announcement when it was online.

9. OTC Workshop Presentation

Ms. Brindle announced the Oregon Transportation Commission (OTC) Workshop with ACT chairs and vice-chairs had been scheduled for December 16 and 17 in Lebanon. At 4:00 p.m. on Thursday, there was a question and answer session with the new ODOT Director. Ms. Brindle directed LaneACT members to the LaneACT talking points document in the agenda packet. The questions had been provided by the OTC and staff had prepared the draft answers.

Councilor Syrett, Mr. Thompson, and Councilor VanGordon expressed concerns that the questions did not address the fundamental issues/concerns of ACTs. Ms. Humble concurred.

The first OTC question was about the 2021-2024 Statewide Transportation Improvement Program (STIP).

Several members recommended the comment on the OTC’s level of engagement needed to be stronger. They advocated for the OTC to be directly engaged with the ACTs.
Mr. Grier advocated for increased clarity regarding why there had been changes to the STIP project priorities.

Mr. Thompson questioned the pattern of assumptions regarding federal funding and the lack of a process that included ACTs when actual funding was higher than original estimates.

Another area of concern was the linkage of leverage projects to Fix-it projects. If the Fix-it project wasn’t funded, the leverage project (often a much less expensive, multi-modal project) was no longer under consideration for funding.

When Councilor Syrett suggested removing the connection between the two types of projects, Mr. Grier suggested another option was to build in an extra ten percent for any Fix-it project so the leverage project was automatically funded.

Mr. Thompson pointed out the traditional allocation of gas tax revenue needed to be revised so that a larger amount went to cities and counties. The change enabled more local control and recognized the financial burden associated with transferring state facilities to cities/counties. He also advocated an increase in State Transportation Improvement Fund (STIF) revenue so funding was available for ongoing transit services such as LinkLane, not just the pilot program.

Mr. Grier observed the more fundamental issue was how ACTs were able to influence the legislature. When Ms. Bridle and Mr. Thompson explained neither ODOT staff nor the OTC directly lobbied the legislature, Mr. Grier suggested another approach was for the OTC to empower ACT chairs to speak with legislators.

Mr. Thompson thought creating a similar organization as the Oregon MPO Association for ACTs was a way to empower them. If the ACTs met among themselves, not only with the OTC, they had an opportunity to identify common issues and legislative platforms.

The second OTC question was about advisory committees.

Councilor Syrett wanted more transparency regarding the committees, e.g., who was on them, when did they meet, who did they represent.

Mr. Thompson said the draft response regarding the relationship between advisory committees and ACTs was too weak. It should read that ACTs should have an equal role to advisory committees regarding STIP projects selected.

LaneACT members suggested a number of other amendments to the draft language. Mr. Johnston annotated an online version of the responses and Councilor Syrett paraphrased other ideas. Ms. Brindle said the final version of the talking points would be included in the next agenda packet.
10. **LaneACT Visioning and ODOT Area Strategy Pilot**

Councilor Syrett noted at the November meeting LaneACT members agreed to participate in ODOT’s pilot for ACTs developing an Area Strategy. ODOT staff had presented their initial thinking about the process. She wanted to confirm that people felt their goals of developing a transportation vision and statement of priorities aligned with the proposed pilot process. From comments made at the previous meeting, Councilor Syrett thought ODOT staff were open to including a visioning step in the process.

When Mr. Kerr asked if the Area Strategies prioritized regional transportation projects, Councilor Syrett responded first they prioritized broad strategies (e.g., vision zero, congestion relief). She thought having an agreed-upon framework enabled LaneACT to be more responsive to project funding opportunities.

Councilor VanGordon agreed the process would develop over time. He said it was unclear to him how the OTC planned to use the Area Strategies. Mr. Thompson added part of the pilot process should be clarifying how the Area Strategies were used. It was important to emphasize the issue with the consultant.

Commissioner Buch recalled ODOT staff saying they were flexible about the process. She thought it important to include the visioning step.

Ms. Brindle observed having the Area Strategy positioned Lane County well for federal funding opportunities in addition to communicating regional priorities to the OTC.

Consensus: Work with ODOT staff to ensure the Area Strategy Pilot included visioning and goal-setting steps in the process.

When Mr. Grier asked when the pilot process was supposed to begin, Mr. Thompson explained ODOT had already issued a Request for Proposals for the consultant. He anticipated the pilot would start in March.

Councilor Syrett said she intended to dedicate solid amounts of time in the existing LaneACT meeting schedule for the pilot process.

11. **Adjournment**

Councilor Syrett adjourned the meeting at 7:20 p.m.

*(Recorded by Beth Bridges)*
PRESENT: Lucy Vinis, Chair (City of Eugene); Joe Berney, Pete Sorenson (Lane County); Christine Lundberg, (City of Springfield); Frannie Brindle (Oregon Department of Transportation), Carl Yeh, Kate Reid (Lane Transit District); Ray Smith (City of Coburg); members; Dan Hurley for Steve Mokrohisky (Lane County), Mary Bridget Smith (City of Springfield), Matt Rodriguez for Jon Ruiz (City of Eugene); Aurora Jackson (Lane Transit District); Anne Heath (City of Coburg); ex officio members.

Paul Thompson, Ellen Currier, Howard Schussler, Anne Davies, Kate Wilson (Lane Council of Governments); Rob Inerfeld (City of Eugene); Emma Newman (City of Springfield); Jeff Kernen, Megan Winters (City of Coburg); Sasha Vartanian (Lane County); Bill Johnston, Richard Beers (Oregon Department of Transportation); Tom Schwetz, Andrew Martin, Cody Franz (Lane Transit District); Carleen Reilly (River Road); Rob Zako, (Better Eugene-Springfield Transportation); Tim Goodman (Comcast); Jasmine Harris (Federal Highways Administration).

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 OCTOBER 3, 2019, MEETING MINUTES

Mr. Smith, seconded by Ms. Reid, moved to approve the October 3, 2019, MPC meeting minutes as presented. The motion passed unanimously, 6:0.

ADJUSTMENTS TO THE AGENDA/ANNOUNCEMENTS FROM MPC MEMBERS

Mr. Thompson announced that Lane Council of Governments (LCOG) had received funding to operate two rural transit routes; one from Florence to Yachats and another from Eugene to Florence. He said contracts and partnerships were in place and service would begin sometime in February 2020. He said staff was working on marketing and branding the new service which was named LinkLane. The LCOG Board had directed LCOG to undertake the service.

Mr. Sorenson asked that the MPC receive a presentation at a future meeting on the interaction between public health and transportation and the public health benefits of transit and active transportation modes.

Ms. Vinis concurred with the request. Mr. Thompson said a presentation would be scheduled.

COMMENTS FROM THE AUDIENCE

There was no one wishing to speak.
Ms. Lundberg arrived at 11:40 a.m.

Central Lane Metropolitan Planning Organization (CLMPO) Certification Review

Ms. Harris explained that the four-year annual certification review of the MPO and Transportation Management Area (TMA) was a prerequisite for receiving federal funding. She said the review was to assure the MPO's planning process met Federal Highway Administration (FHWA) planning requirements and to also provide an opportunity to meet with staff and current policy board members to enhance the current process. She described the scope of the review, which included the Metropolitan Transportation Plan (MTP), Congestion Management Process (CMP), Transportation Improvement Program (TIP), Bylaws and performance-based planning and programming. She identified members of her review team. She said ODOT was also asked for input on topics for review. She described the methodology used and reviewed the timeline, which began in May 2019 and concluded with issuance of a report and certification on October 30, 2019, and presentation to the MPC on December 5, 2019. A follow-up staff meeting would occur on December 12.

Ms. Harris noted that an executive summary had been included in the agenda packet and highlighted its findings and recommendations. She said recommendations were an opportunity for the MPO to improve its processes, but were not compliance-related. Findings were compliance-related and required corrective action. She said the due dates for corrective actions were aligned with the update cycle for each plan. She also reviewed the resolution process for assuring that recommendations and corrective actions were addressed by the MPO. She said the MPO would develop a plan of action to resolve findings, provide responses to the recommendations, establish a certification team and include the certification plan of action within its Unified Planning Work Program (UPWP). Inclusion in the UPWP would assure that sufficient resources were allocated to prioritize the corrective actions. The Oregon Department of Transportation (ODOT) would monitor the progress of the MPO, review documentation and recommend to FHWA that conditions had been met. If FHWA was satisfied a closeout letter would be issued. She commended the MPO's work and the innovative initiatives it had undertaken.

Mr. Sorenson asked what additional steps could be taken with respect to public involvement in the development of the MTP. He said it was difficult to engage the public in transportation planning activities. He said the MPO staff conducted robust community outreach activities and wondered what else could be done to address the issues raised in the certification review. Ms. Harris replied that there was no concern with the conduct of public involvement activities; the findings addressed the need for better documentation of those with respect to the MTP and the TIP. Mr. Thompson added that he felt there was not as much public engagement at the MPO level because in Oregon transportation planning also occurred at the community level, in response to state requirements, closer to the public. He said the FHWA recommended corrective action asked that documentation be included in the plans themselves, not just in the cover memoranda to the MPC.

Mr. Sorenson asked what steps should be taken to address findings related to the CMP. Ms. Harris said the MPO was still missing some components and checklist to guide compliance with regulations was being created for MPOs to follow when developing CMPs.

Ms. Lundberg asked if the staff of local jurisdictions could assist MPO staff in addressing the corrective actions set forth by the FHWA. Mr. Thompson said many of the corrective actions were anticipated as plan updates moved forward and it was helpful to have guidance from the federal perspective. He said local staff could assist by providing documentation about how projects were prioritized by jurisdictions. The
CMP is very technical and the MPO had spent two years updating its transportation modeling capabilities. Input from jurisdictions on strategies to deal with regional congestion issues will be important.

**Oregon Transportation Commission (OTC) Annual Workshop**

Mr. Thompson said the OTC Annual Workshop is scheduled for December 16-17, 2019, in Lebanon. Chairs of Oregon MPOs, Area Commissions on Transportation (ACTs) and ODOT advisory committees were invited to participate on the second day of the workshop and engage with the OTC on several topics, including a proposal for ACTs to develop area strategies for addressing transportation system needs. He said a set of questions regarding the State Transportation Improvement Program (STIP) had also been issued for responses from MPOs, ACTs and advisory committees. Another set of questions related to the OTC's communications with stakeholders such as MPOs, ACTs and advisory committees, roles of committees and allocation of funds among categories. He announced that Ms. Lundberg would be attending for Ms. Vinis.

Ms. Brindle said workshop attendees would also have an opportunity to meet with the new ODOT director to discuss issues and topics of interest.

Mr. Thompson said the governor had asked ODOT and the Department of Land Conservation and Development (DLCD) to collaborate on reduction of greenhouse gas emissions and climate change goals. Meetings at the director level among ODOT, LCDC, Department of Environmental Quality and Department of Energy were now in progress.

Ms. Vinis asked if that would include increased emphasis on active transportation. Mr. Thompson said that was a topic that could be raised at the OTC workshop.

Ms. Lundberg encouraged committee members to provide input to Mr. Thompson on issues that could be raised at the workshop.

Ms. Brindle said another initiative from the governor was to put more electric vehicles in agencies' fleets, but concerns had been raised by the public that there was insufficient infrastructure to support those vehicles.

Regarding infrastructure for electric vehicles, Mr. Berney said a wind, solar and battery production facility was being developed in Umatilla County. He noted the potential connections among creating jobs, production facilities that addressed climate concerns related to transportation, and generating the state's own infrastructure.

Mr. Sorenson said a challenge with solar energy was transporting it from its source to destinations. He gave examples of how some European countries were addressing transportation issues, particularly multi-modal needs.

Mr. Smith commented undeveloped countries did not have existing infrastructure that impeded creation of infrastructure for new technologies. He noted that Coburg lacked infrastructure necessary to support electric vehicles.

In response to a comment from Ms. Reid, Ms. Brindle said she would research whether funds from the Volkswagen settlement are being used to install vehicle charging stations along Interstate 5 and report back to the MPC.
Ms. Vinis said it would be helpful to inventory and map charging stations in the region. Mr. Yeh said there were applications that could show area station locations, but it would be helpful to have that information on a statewide basis.

Mr. Hurley asked that restoration of competitive grant programs be discussed at the OTC workshop.

Mr. Thompson stated that the OTC would be meeting in Eugene on May 14-15, 2020, and a work plan for the coming year would be established.

**Regional Transportation Plan (RTP) Update**

Mr. Thompson stated that the RTP was updated every four years and would include an Intelligent Transportation System (ITS) plan update as well. A request for proposals for a consultant team to assist with the work had been issued and one response received. The team consisted of individuals from three firms: DKS Consulting, Jacobs Consulting and Jean Lawson and Associates. He said staff had worked with all three firms in the past and was pleased with the proposal. A final scope of work and contract was being negotiating and he expected the cost to be approximate $500,000 over a two year period. Regular reports would be provided to the MPC and expected work to begin in January or February 2020.

**Follow-up and Next Steps**

- **ODOT Update**—Ms. Brindle said metro area construction on rebuilding I-105 ramps had been completed and the next phase of the project would begin in February 2020. She expected work would be completed in October. She would provide updates during the project.

- **Springfield Main Street Safety Update**—Mr. Johnston reported that the project team was discussing changes to planning and scheduling based on feedback from the mayor and city council members and there would be adjustments to the presentation of alternatives to the public. He said the project schedule could be extended up to six months. An online open house would be held in February 2020.

- **Rail Update**—None.

- **LaneACT Update**—Mr. Johnston said the LaneACT would meet on December 11 and review the questions posed by the OTC, as well as discuss the ODOT area strategies proposal. He said the LaneACT was one of two ACTs selected to participate in the pilot process.

- **MTIP Administrative Amendments**—There were no questions.

- **Next Steps/Agenda Build**—Mr. Sorenson asked that a presentation on the health implications of different transportation modes at the national and local levels could be scheduled at a future meeting.

The meeting adjourned at 12:35 p.m.

(Transcribed by Lynn Taylor)
Agenda Item 6

Oregon Transportation Commission (OTC) annual workshop update

Presenter
Jeff Gowing, Vice-Chair

Action requested
Discuss.

Summary
LaneACT Vice Chair Mayor Gowing presented LaneACT’s discussion points to the OTC on Tuesday, December 17 in Lebanon. In addition to ACT chairs, representatives from area metropolitan planning organizations (MPO) were present. Springfield’s Mayor Lundberg represented the Central Lane MPO.

Partially in response to comment from both Lane County representatives, OTC Chair Van Brocklin asked ODOT Director Strickler to develop an approach to more meaningfully engage the ACTs. In response to Chair Van Brocklin’s request for more information, LaneACT Chair sent the attached letter and LaneACT discussion points to the OTC.

Attachment
A. Thank you letter to the OTC
B. LaneACT talking points for the 2019 OTC annual workshop
December 23, 2019

Dear Chair Van Brocklin and Members of the Oregon Transportation Commission,

On behalf of the Lane Area Commission on Transportation (LaneACT), I want to thank you for the opportunity to meet with you on December 17th, provide responses to the questions you asked us, and engage in conversation with you on the important topics facing the Oregon Transportation Commission, the Oregon Department of Transportation, and Oregon’s Area Commissions on Transportation.

We were gratified to hear Chair Van Brocklin’s immediate call for the Department and the Commission to take action in response to the comments provided by Cottage Grove Mayor Gowing on behalf of the LaneACT. We offer our assistance in any way that may be useful to that effort.

To that end, please find attached the full set of LaneACT Talking Points prepared by the LaneACT for the workshop. Due to the time limits inherent in the December 17th workshop, Mayor Gowing was only able to cover a portion of the Talking Points. I would like to draw your attention to Question 1 posed by the OTC and the LaneACT response in 1.c 9 and 10 as examples of ways that the ACTs and the OTC may improve communication and collaboration in the future. In addition, we are looking forward to piloting the work on developing area strategies for the ACTs and appreciate the OTC selecting us for this important work.

One note we meant to include in our Talking Points was to express our appreciation to Commissioner Callery for taking the time to attend one of our meetings this past year. This provided the ACT with an important opportunity to have a dialogue with our commissioner and was a very positive experience for members of the ACT. This served as an example of how the OTC and the ACTs can have a closer relationship.
The Lane ACT is comprised of knowledgeable and dedicated community representatives who are ready to work with the OTC on these important matters. We look forward to our future collaboration together including the work on developing Area Strategies.

Sincerely,

Claire Syrett
Chair, LaneACT

cc: Kris Strickler, ODOT Director
    Travis Brouwer, ODOT Assistant Director
    Cooper Brown, OTC Chief of Staff
    Sonny Chickering, ODOT Region 2 Manager
    Frannie Brindle, ODOT Region 2 Area 5 Manager
    Bill Johnston, ODOT Region 2 Area 5 Transportation Planner
The following questions were provided by the OTC in advance of the workshop. The LaneACT developed these responses at their meeting on December 11. These responses drew upon prior discussions of the Lane Act as well.

**QUESTION 1** – Given the transportation needs in your area and statewide, please reflect on the 2021-2024 STIP process and tell us:

a. **What went well?**

   **RESPONSE**
   1. The ODOT Director’s office made an effort to keep the ACTs informed of their discussions with the OTC as the STIP was being developed, by providing monthly updates that were presented at ACT meetings.

   2. The survey conducted in Sept 2018 allowed the ACTs to provide some input for the OTC to consider in establishing strategic investment priorities.

b. **What could have gone better?**

   **RESPONSE**
   1. Some of the presentation materials for the monthly updates (provided by ODOT) were confusing, or repetitive – possibly because there was not enough new information to present. Fewer, more meaningful, updates might have been more effective.

   2. The process lacked sufficient transparency. It was not clear to the ACT who is actually making decisions. Is it the OTC, the advisory committees, or ODOT staff?

   3. The OTC should have been more directly engaged with the ACTs, to address the ACTs’ concerns about their diminished role in identifying local and regional funding priorities. This concern has been brought to the OTC by the ACT on several occasions and still has not been addressed.

   4. There is a sense at the ACT that the OTC does not really want our opinions. The OTC needs to be more directly engaged with the ACTs, to address their concerns and hear their input, beyond the 2 hours we have at the annual meeting. (See responses 9 & #10 in the next section.)

   5. The questions included in this survey contribute to the feeling expressed in our response #4. They feel like the same questions we have seen in previous years. A different set of
questions would provide you with more meaningful feedback. The questions being asked of us do not get to the fundamental issues and do not appear to seek to address our concerns.

c. **What should the OTC consider making changes to in the upcoming 2024-2027 STIP process?**

**RESPONSE**

1. The OTC should consider re-establishing the STIP Enhance Program, which provided a more significant role for the ACTs in selecting locally-significant projects to fund.

2. The ODOT Area Strategies Initiative (LaneACT is participating in the pilot effort) may result in a list of high-priority, regionally-significant projects, or funding categories in need of additional support. If possible, the STIP should include funding to construct some of these projects. Ideally, the OTC would allocate funding to the region to address the priority strategies identified in that region.

The LaneACT understands that many of these projects are very expensive and can only be funded through a major legislative initiative (like HB 2017) or with a significant increase in federal or other funding. Without funding it is not clear to the LaneACT what ODOT and the OTC intend to do with the completed Area Strategy. What meaning will it have? Why develop an Area Strategy if it cannot be implemented?

3. ODOT and the OTC should review the outcome of the 2021-24 STIP Fix-It and Leverage programs. Some adjustments may need to be made for 2024-27. For example, in Area 5 the most meaningful Leverage opportunities (e.g., sidewalk infill along an urban section of roadway) were eliminated from consideration because the underlying Fix-It projects were eliminated (because they were too expensive).

   The *data-driven* methodology that was used may not have produced the best results. It might be more effective to combine and redirect funding to some of the more expensive projects that otherwise would not be funded. Another approach would be to de-couple Leverage funding for multi-modal improvements from the Fix-It funding altogether.

4. ODOT and the OTC should provide more insight into how decisions are being made. They should be more transparent.

5. The state needs a fully funded and ongoing Connect Oregon program.

6. Fund multi-modal improvements outside the right-of-way. (Current rules do not allow gas tax funds to be used outside the ROW.)

7. The current 50/30/20 funding split (state, counties, cities) is not working. It needs to be revisited. More funding needs to be directed to the cities and counties. This is in part to compensate for ODOT transferring more facilities to local jurisdictions.
8. The new Statewide Transportation Investment Fund (STIF) program has been helpful. Funding needs to be increased in all categories. Also, STIF eligibility should be expanded to include existing service and pilot projects funded in round 1 of the STIF program, not just new service.

9. We are repeating our request from last year for the OTC to provide a meaningful way for the ACTs throughout the state to communicate with each other, the OTC, and the Legislature, as a unified group with a single voice on shared issues, concerns, and ideas for improvement. As an example, the Oregon MPO Consortium (OMPOC) meets quarterly and acts as a venue for the MPOs. Could something similar be instituted for the ACTs?

10. In addition to the consortium of ACTs (described in the previous response) it might also be beneficial for the OTC to convene a leadership group of ACT chairs to be the voice of the ACTs at the legislature.

**QUESTION 2** – Please consider and address the following issues:

a. **Communications with advisory bodies and stakeholders.**

   *This refers to the advisory committees appointed by the OTC or the ODOT Director, including: bicycle & pedestrian, continuous improvement, freight, public transportation, rail, safety, and other committees.*

   **RESPONSE**

   1. ACTs should be kept apprised of the advisory committees’ activities.

   2. ACTs should be given an opportunity to provide input into the recommendations the advisory committees provide to the OTC. This could be accomplished by appointing ACT members to the advisory committees, or providing the ACTs with an opportunity to review and comment on the recommendations.

   3. The activities of the eighteen ODOT/OTC Advisory Committees should be more transparent. It would be good for the ACTs to know who is on these committees, what their work plan is, and how the ACTs can be effectively involved.

   4. What is the OTC’s plan for considering input from ACTs and providing some kind of response or plan for incorporating that input into the work of the OTC and ODOT? The LaneACT does not feel their input is utilized.

b. **Advisory committee’s roles in the process**

   *This refers to their role in reviewing grant applications (e.g., Connect Oregon) and project lists developed by ODOT, and recommending which projects to fund.*
RESPONSE

1. The LaneACT understands that Advisory Committees with specialized expertise can serve a useful role. However, it is not entirely clear what their role is, or what their expertise is. Their activities need to be more transparent.

2. ACTs are an equally important resource. They need to remain involved in recommending funding priorities to the OTC and the Legislature. ACTs are the most familiar with the needs of individual communities and regions.

c. Allocations among categories to meet needs

This refers to the strategic investment categories identified in the current STIP, including: (1) highway modernization, (2) non-highway modernization, (3) operations, (4) safety, (5) natural hazards, and (5) rail, air and marine.

RESPONSE

1. The LaneACT is participating in the pilot effort to develop an Area Strategy. This exercise will require the ACT to consider these investment categories carefully, and determine which categories are the highest priority for the LaneACT region. After we complete this effort next year we will have more insight and better prepared to offer a more detailed response, and recommendations, to this question. One immediate idea for consideration is allocating funding among categories at the Region level, not the statewide level. This could allow each Region to address its priorities more effectively.
Agenda Item 7

Oregon Transportation Commission (OTC) upcoming meetings

Presenter
Denise Walters, LaneACT Staff

Action requested
Discuss and save dates.

Summary

March workshop

The OTC will hold the second part of its annual workshop on March 19th and 20th in Portland. At its March meeting OTC will focus on an internal conversation between the commissioners and ODOT leadership to develop OTC’s multi-year work plan. The December meeting with the ACTs and MPOs was to help inform this March conversation. While this meeting likely does not warrant LaneACT membership traveling to Portland, watching the live stream or recorded meeting may be of interest.

July meeting

The OTC will meet in Eugene on July 14th-17th (Tuesday-Thursday). While we await specifics on the agenda, LaneACT chairs and interested members may want to block the dates as LaneACT will likely be presenting our biennial report. This meeting may also be of interest because one of the days will be the annual tri-state (OR/WA/CA) meeting. The tri-state meeting rotates among the three states. The July meeting will be the first time the tri-state meeting will be hosted in Eugene.

LaneACT members expressed interest in better understanding other OTC advisory committees; and in considering if there were any which LaneACT would like to follow more closely and/or opportunities to collaborate or leverage resources to advance Lane area interests and projects. In response to this interest and to provide background information from which to consider OTC happenings, a general summary of each committee is attached for reference.

Attachment
A. OTC Advisory Committee summaries
This committee was established in 2005 as the working relationship between the American Council of Engineering Companies of Oregon (ACEC) and the Oregon Department of Transportation (ODOT).

The objectives of this committee are to address:
- The mutual understanding of the working relationship between the two organizations.
- Partner communications and collaboration protocols.
- Issue identification, tracking, and resolution.

This partnership is comprised of two primary committees:
1. **Liaison Committee** – charged with the management of the partnership and its committees. It serves as the communications hub and works to manage identified issues and prioritize work tasks.
   - **Meeting schedule**: Regularly scheduled for the third Friday of odd numbered months.
   - **Meeting time**: Unless otherwise noted, meetings are held from 9:00 AM – 10:30 AM.
   - **Meeting location**: ODOT Region 2 Campus, 800 Airport Road, Building X Salem, OR 97301

2. **Steering Committee** – charged with providing collaboration guidance and oversight of the partnership, including management of communications and the decision-making structure.
   - **Meeting schedule**: Regularly scheduled for the third Friday of odd numbered months.
   - **Meeting time**: Unless otherwise noted, meetings are held from 10:35 AM – 12:30 PM.
   - **Meeting location**: ODOT Region 2 Campus, 800 Airport Road, Building X Salem, OR 97301

**ACEC-ODOT Partnership Committee Contact:**
Bonnie Cook  
Bonnie.Cook@odot.state.or.us  
(503) 986 3360

**ACEC/ODOT Steering Committee Contact List**

**ODOT**  
Steve Cooley – Co-Chair  
Melissa Canfield  
Erik Havig  
Donnell Fowler  
Joe Squire  
Jim West – Liaison Co-Chair  
Ken Kohl

**ACEC**  
Ed Chamberland – Co-Chair  
Karen Tatman  
Steve Litchfield  
Larry Fox  
Tina Adams  
Stephen Whittington – Liaison Co-Chair  
Tony Finely
The Oregon Bicycle and Pedestrian Advisory Committed, or OBAC, is an eight-member committee appointed by the governor that acts as a liaison between the public and the Oregon Department of Transportation.

Its mission is to advise the Oregon Department of Transportation, Oregon Transportation Commission, and the Oregon Legislature on priorities, issues, projects, and funding needs to improve biking and walking in Oregon. OBPAC members are stewards to the Oregon Bicycle and Pedestrian Plan (OBPP) implementation, with a focus on goals of safety, equity, and connectivity. OBPAC also informs and advocates for effective decision making and innovative solutions to ensure the OBPP vision is achieved.

**Meeting Information:**
Committee meetings generally take place in Salem or Portland. Information for meeting location is updated on the OBPAC website.

**Upcoming Meeting schedule:**
- February 11-12, 2020 (Annual Workshop) in Astoria location TBD.
- April 8, 2020 from 9:30 AM – 4:00 PM in Salem.
- May 12-13 in Klamath Falls location TBD.
- July 8, 2020 from 1:00 PM – 3:00 PM as a web/phone meeting.
- September 9, 2020 from 9:30 AM – 4:00 PM in Salem.
- November 11, 2020 from 9:30 AM – 3:30 PM in Portland.

**OBPAC Advisory Committee Contact:**
Jessica Horning – ODOT Pedestrian & Bicycle Program Manager
555 13th Street NE, Suite 2; Salem, OR 97301
Phone: (503) 986 3555
Fax: (503) 986 3290
E-mail: jessica.horning@odot.state.or.us

**Members:**
- Local Government, Land Use Planning: Michael Black – Chair
- Environmental: Jeff Monson
- Oregon Recreational Trails: Robert Spurlock
- Bicycle Business: Elliot Crowder
- Public Members:
  - Mavis Hartz – Vice Chair
  - Hau Hagedorn
  - **Emma Newman***
- Under 21, Student Representative: Cadell Chand
Continuous Improvement Advisory Committee

Created by the Oregon Legislature as part of the Keep Oregon Moving (HB 2017), the Continuous Improvement Advisory Committee (CIAC) advises the Oregon Transportation Commission on ways to improve the Oregon Department of Transportation. The committee helps develop key performance measures and reviews projects over $50 million.

**Meeting Information:**
Meetings are generally held on the 3rd Tuesday of odd numbered months at ODOT Salem from 1:00 PM – 3:00 PM.

**Continuous Improvement Advisory Committee Contact:**
CIAC Assistant – ciacadmin@odot.state.or.us, (503) 986 3939

**CIAC Members:**
- Ted Aadland
- Linda Beuckens
- Martin Callery – Chair
- Bob Gebhardt
- Paula Hammond
- Tony Hyde
- Andrew Kach
- Sharon Smith – Vice Chair
- Kris Strickler

Driver Education Advisory Committee

The mission of the Driver Education Advisory Committee (DEAC) is to provide students under the age of 18 with classroom and practical education (behind-the-wheel) necessary for safe and responsible operation of passenger vehicles.

**Meeting information:**
There is no schedule for DEAC meetings online, but the next meeting will be Friday, March 6, 2020 from 9:30 AM – 12:00 PM.

Meetings are held at: 7900 NE 82nd Avenue, Portland, OR 97220.

**Driver Education Advisory Committee Contacts:**
Traci Peal
Interim Driver Education Program Manager
Highway Safety Section Manager
(503) 986 6719

Mary DeFerrari
Quality Assurance Specialist
(503) 986 6642

**Members:**
- Helen Jones
- Larry Fairclo
- Cheri Kimball*
- Melissa Richey
- Dawn Davis
- Ronal Fredrickson
- Amanda Holliday
- Joseph Gardner
- Suz Figini
- Tonya East
- Bill Merrill
- Nathan House
- Amanda Beckner
The Oregon Freight Advisory Committee’s (OFAC) mission is to advise the Oregon Department of Transportation, Oregon Transportation Commission, and Oregon Legislature on issues, policies, and programs that impact multimodal freight mobility in Oregon. This includes identifying high-priority freight mobility projects for consideration in ODOT’s Statewide Transportation Improvement Program and for the Connect Oregon Program.

OFAC’s primary purpose and role is to:
- Advise ODOT.
- Connect freight stakeholders with each other and with ODOT.
- Monitor key trends to ensure freight in Oregon stays current and ahead of the curve.

Meeting information:
Meetings are held a minimum of four times per year. No dates Identified.

Oregon Freight Advisory Committee Contact
Ray Drake, Senior Transportation Planner
Oregon Department of Transportation
Ray.F.DRAKE@odot.state.or.us
(503) 986 4128

Members:
- David Anzur, Anzur Logistics, LLC
- Wayne Bauer, Westside Economic Alliance
- Jerri Bohard, Oregon Department of Transportation
- Gary Cardwell, Northwest Container Services
- Martin Callery, Formerly Oregon International Port of Coos Bay
- Timothy Collins, Metro
- Kevin Downing, Oregon Department of Environmental Quality
- Mike Eliason, Association of Oregon Counties
- Terry Fasel, Oregon Department of Agriculture
- Kristal Fiser, United Parcel Service
- Nick Fortey, Federal Highway Administration
- Greg Gilmer, NORPAC
- Jerry Grossnickle, Bernert Barge Lines, Inc.

- Dave Harlan, Oregon Economic Community Development Department
- Brodie Harvey, Knife River Corporation
- Salvador Hernandez, Oregon State University
- Robert Hillier, Portland Bureau of Transportation
- Jana Jarvis, Oregon Trucking Associations
- Mark Landauer, Oregon Public Ports Association
- Michael Montero (Chair), Montero & Associates LLC
- Scott Parkinson, ARC Transportation
- Deena Platman, DKS Associates
- Mike Quilty, Medford-Rogue Valley MPO
- Jeff Stone, Oregon Association of Nurseries
- Mitch Swecker, Oregon Department of Aviation
- Colleen Weatherford, BNSF
- Lonny Welter, Columbia County Road Department
The committee’s focus is rider education, impaired riding, road hazards unique to motorcyclists, motorist awareness of motorcycles, sharing the road and other safety issues. The committee advises the Governor and the Governor’s Highway Safety Representative regarding motorcycle safety issues and legislation that is in the best interest of the Oregon transportation public.

Meeting information:
Unless otherwise notified, meetings begin at 4:00 PM and are held at:
Transportation Safety Division
ODOT-TLC Building Diamond Lake Conference Room
4040 Fairview Industrial Drive SE, Salem, OR 97302

Upcoming meetings:
• February 6
• April 16
• July 10 – Hells Canyon Bike Rally – Baker City, OR
• October 15

Governor’s Advisory Committee on Motorcycle Safety Contact:
Jeff Greiner
ODOT Motorcycle Safety Program Manager
Jeff.P.GREINER@odot.state.or.us
(503) 986 4198

Jody Raska
Committee Secretary
Jody.L.RASKA@odot.state.or.us
(503) 986 4188

Members:
• Peter Russell (Chair)
• Christopher Henry* (Vice-Chair)
• Don Hamon
• Ethan Lodwig*
• Graham Munsell
• CJ Strauss
• Deborah Weber
The Governor’s Advisory Committee on Driving Under the Influence of Intoxicants represents the Legislative Assembly, public and private organizations involved with DUI countermeasures, victims of drunk drivers, and the general public.

The objectives of this committee are to:

- Heighten public awareness of the seriousness of the drunk driving problem.
- Persuade communities to attack the drunk driving problem in a more organized and systematic manner.
- Generate public support for increased enforcement of state and local drunk-driving laws.
- Educate the public to the dangers of driving while under the influence and its effects on life and property.

**Meeting Information:**
Meetings are held on the first Friday of every month except for July. Meetings are scheduled from 9:00 AM – 11:30 AM.
Meetings are held at:
Department of Public Safety Standards and Training (DPSST)
4190 Aumsville Highway SE Salem, OR 97317

**Governor’s Advisory Committee on DUII Contact:**
Daniel Estes
Program Manager
Daniel.D.ESTES@odot.state.or.us
(503) 986 4183

Jody Raska
Committee Secretary
Jody.L.RASKA@odot.state.or.us
(503) 986 4188

**Members:**
- Chuck Hayes (Chair)
- Cate Duke* (Vice-Chair)
- Teresa Douglas
- Lois Harvick*
- James Malloy
- Hon. John T. Mercer
- State Rep. Ron Noble
- Joshua Wilson
The Mobility Advisory Committee (OMAC):
- Advises ODOT on potential reduction in capacity impacts
- Collaborates among diverse stakeholders to resolve mobility issues or concerns.
- Ensures the safety of workers and the traveling public during planning, design/engineering, construction, and maintenance activities.

OMAC is also involved with:
- Critical Route Pairs
- Permanent Weight Restrictions
- Work Zone Safety – Highway Directive and Guiding Principles
- Roundabouts on State Highway System – Highway Directive

Meeting Information:
OMAC meets on the second Thursday of each month starting at 1:00 PM.
Meetings are held at:
ODOT Motor Carrier Transportation Division Headquarters
3930 Fairview Industrial Drive SE, Salem, OR 97302

Members:
- Waylon Buchan
- Steve Bates
- Kristine Kennedy
- Erik Zander
- Mark Richardson
- Troy Tallent
- Kevin Campbell
- Bob Hooker*
- Walt Gamble

Mobility Advisory Committee Contact:
Christy Jordan
ODOT Mobility Program Manager
Christy.A.Jordan@odot.state.or.us
(503) 378 6192

The purpose of this committee is to confer, collaborate, advise, and advocate for organizations that are related to motor carrier programs. The committee is made up of representatives from the Oregon Department of Transportation, Oregon State Police, the trucking industry and related industries.

Meeting Information:
Meetings are held the second Thursday of odd number months from 8:30 AM – 10:30 AM.
Meetings are held at:
Motor Carrier Transportation Division HQ – 3930 Fairview Industrial Dr. SE, 2nd floor Ashland Conference Room, Salem, OR 97302.

Motor Carrier Transportation Advisory Committee Contact:
ODOT TOL Team
ODOTTOLComments@odot.state.or.us
(503) 378 5849

Members: No list of members is available online.
The Oregon Transportation Safety Committee advises the Oregon Department of Transportation’s Safety Division and the Governor’s Highway Safety Representative on a variety of safety issues.

**Meeting Information:**
Meetings are held the second Wednesday of each month from 9:30 AM – 2:45 PM. All meetings are held at: Department of Public Safety Standards and Training
4190 Aumsville Highway SE, Salem, OR 97317.

**Oregon Transportation Safety Committee Contact:**
Jody Raska
Committee Secretary
Jody.L.RASKA@odot.state.or.us
(503) 986 4188

**Members:**
- Victor Hoffer (Chair)
- Louis A. Omelas (Vice-Chair)
- Jerome S. Cooper
- Marian Owens

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**Equity and Mobility Advisory Committee**

This is a new a committee and all members will be appointed by the ODOT Director. The Equity and Mobility Advisory Committee will represent interested and potentially affected constituencies to become informed and educated, and then provide input to the Oregon Transportation Commission on strategies to improve equity and mobility outcomes associated with ODOT’s I-5 and I-205 tolling projects.

**Equity and Mobility Advisory Committee Contact:**
oregontolling@odot.state.or.us
(503) 837 3536

**Members:**
Members will be appointed by the ODOT director.
The Public Transportation Advisory Committee (PTAC) provides advice to the Rail and Public Transit Division (RPTD) and Oregon Transportation Commission (OTC) on policy and funding areas that impact public transit users and providers. The committee focuses on policy and funding areas that impact both users and providers.

PTAC’s primary objectives are to:
- Lead statewide efforts implementing the Oregon Public Transportation Plan vision and goals throughout the state.
- Provide recommendations to ODOT and the OTC regarding public transportation policies, rules, and funding strategies.
- Anticipate, receive, and respond to issues raised by providers, users, and advocates of the statewide public transportation system.

Meeting Information:
Meetings are typically held the first Monday of every other month from 1:00 PM to 4:30 PM. Meetings are held at:
ODOT Region 2 Campus
885 Airport Road SE, Building X; Salem, OR.

Contact:
Jamie Baldwin
Training Program Coordinator
Jaimie.Baldwin@odot.state.or.us
(503) 383 6733

Members:
- Aaron Deas, TriMet
- Steven Dickey, Salem-Keizer Transit
- Cosette Rees* (Vice-Chair), Lane Transit District
- Kim Curley, Commute Options
- Henry Heimuller, Columbia County of Oregon
- Peter Runnels, Harney County of Oregon
- Rob Inerfeld*, City of Eugene
- Paige West, Rogue Valley Transportation District
- Scott Chancey, Josephine County
- Kathy Fitzpatrick, Mid-Columbia Economic District
- Angie Jones, Grant County
- Jeff Hazen (Chair), Sunset Empire Transportation District
- Selena Kelly-Irvin, Coquille Indian Tribe
- Blake Vaughn, Fire Transit
- Robert Eaton, Amtrak
- Julie Wilcke Pilmer, Ride Connection
- Curtis Raines, SPOKES Unlimited (AOCIL)
- Doug Pilant, Tillamook
- Eugene Organ*, Citizen/Transit User-At-Large
- Steve White, Oregon Health Authority
- Terra Hernandez, Oregon Department of Education
The Rail Advisory Committee provides advice to the Rail and Public Transit Division and Oregon Transportation Commission on issues that affect rail freight and passenger facilities and services, including rail project selection for Connect Oregon funding.

**Meeting Information:**
Meetings are typically held the second Tuesday of September and March.

**Rail Advisory Committee Contact:**
Sue Hyer  
Passenger Rail Program Coordinator  
rhonda.s.hyer@odot.state.or.us  
(503) 986 5174

**Members:**
- Johan Hellman  
- Aaron Hunt  
- Robert Eaton  
- Donald Leap  
- Jeff Van Schaik  
- Bruce Carswell  
- Glenn Carey  
- David Arnold  
- Ivo Trummer  
- Paul Langner  
- Gary Cardwell  
- John Ficker*

The Road User Fee Task Force is focused on OReGO, the nation’s first fully operational road usage charge program that launched July 1st, 2015. OReGo is demonstrating a new way to fund road maintenance, preservation, and improvements. OReGo volunteers pay a per-mile charge for the miles they drive and receive a credit for fuels tax paid at the pump.

**Meeting Information:**
No information on the website.

**Road User Fee Task Force Contact:**
Jenna Adams-Kalloch  
ODOT Emerging Technology Policy Lead  
jenna.adams-kalloch@odot.state.or.us  
(503) 986 4325

**Members:**
- Martin Callery  
- Julie Brown  
- Craig Dirksen (Chair)  
- Susan Morgan  
- Jeff Allen  
- Rep. Lynn Findley  
- Rep. John Lively* (Vice-Chair)  
- Sen. Cliff Bentz  
- Sen. Arnie Roblan  
- Rep. Margaret Doherty  
- Sen. Chuck Thomsen
The purpose of the Safety and Mobility Policy Advisory Committee (SMPAC) is to advise the Oregon Department of Transportation’s decision-making through collaboration amongst diverse stakeholders united to enhance highway safety policy and mobility policy. This committee also provides policy oversight for the Oregon Mobility Advisory Committee (MAC).

**Meeting Information:**
No information on the website.

**Safety and Mobility Policy Advisory Committee Contact:**
Jason Lawrence
Policy Analyst | ODOT Motor Carrier Transportation Division
SMPAC Committee Coordinator
Jason.lawrence@odot.state.or.us
(503) 991 3904

**Members:**
- Steve Bates
- Waylon Buchan
- Kevin Campbell
- Marie Dodds
- Jason Fender
- John Gambatese
- Walt Gamble
- Brian Gray
- Stephanie Ingraham
- Jana Jarvis
- Kristine Kennedy
- Amy Ramsdell (Co-Chair)
- Kris Strickler (Co-Chair)
- Erik Zander

**Winter Recreation Advisory Committee**

Along with advice from the Oregon Department of Transportation, the Winter Recreation Advisory Committee designates winter parking areas and sets the parking permit fee and priorities for snow removal.

**Meeting Information:**
No information on website.

**Winter Recreation Advisory Committee Contact:**
Karen Morrison
Maintenance Services Coordinator
Karen.J.MORRISON@odot.state.or.us
(503) 986 3006

**Members:**
- Mark Schumacher (Chair)
- Hiram Towle
- Chris Kastner (Vice-Chair)
- Betsy Belshaw
- David Fornker
- Peter Johnson
- Ken Roadman
In 2018, Governor Kate Brown named the Oregon Department of Transportation the state’s lead agency on automated vehicle (AV) policy. In the first phase of work, the Task Force on Autonomous Vehicles investigated how AVs intersected with issues including licensing and registration, insurance and liability, law enforcement and accident reporting, and cybersecurity. Now in phase 2, the task continues to meet on an ad hoc basis in response to significant developments in AV technology and policy.

Meeting Information:
Meeting on ad hoc basis.

Task Force on Autonomous Vehicles Contacts:
OregonAVTaskForce@odot.state.or.us
Amy Joyce
ODOT Legislative Liaison
(503) 986 3644

Ali Lohman
AV Policy Analyst
alexandra.lohman@odot.state.or.us
(503) 986 3502

Members:
- Chair: Lt. Timothy Tannenbaum
  (Washington County Sheriff’s Office), Law enforcement
- Rep. Susan McLain
- Rep. Lynn Findley
- Sen. Sara Gelser
- Sen. Fred Girod
- Richard Blackwell, Department of Consumer and Business Services
- Marie Dodds, American Automobile Association
- Steve Entler (Radio Cab), Taxicab industry
- Daniel Fernández (Jaguar Land Rover), Automotive industry
- Chris Hagerbaumer (Oregon Environmental Council), Nonprofit organization
- Eric Hesse (City of Portland), League of Oregon Cities
- Cheryl Hiemstra, Department of Justice
- Lt. Stephanie Ingraham, Oregon State Police
- Neil Jackson (OTLA), Trial lawyers
- Jana Jarvis, Oregon Trucking Association
- Mark MacPherson (Teamsters), Transportation union
- Galen McGill, Department of Transportation
- David McMorries (Oregon State University), Cybersecurity industry
- Evan Manvel, Department of Land Conservation and Development
- Robert Nash (State Farm), Automotive insurance industry
- Todd Nell, Office of Workforce Investments
- Jeff Owen (TriMet), Oregon Transit Association
- Carly Riter (Intel Corp.), AV technology industry
- Eliot Rose (Metro), Metropolitan planning organization
- Jeremiah Ross (Ross Law LLC), Consumer protection advocates
- Paul Savas (Clackamas County), Association of Oregon Counties
- Becky Steckler* (University of Oregon), Public university
- Graham Trainor (AFL), Workers’ union
- Sean Waters (Daimler), Commercial truck manufacturing industry
- Caleb Weaver (Uber), Transportation network company
Traffic Control Devices Advisory Committee

The Oregon Traffic Control Devices Committee (OTCDC) provides a forum for state, city, and county traffic engineers to enhance traffic safety through the promotion of uniform traffic engineering practices in Oregon. The committee discusses programs, policies and procedures, and transportation activities as they affect local and state governments.

Meeting Information:
The committee meets the 3rd Friday every other month at the Oregon Department of Transportation’s Technical Leadership Center in Salem, unless otherwise noted.

Members:
- Pam O’Brien (Chair)
- Karl MacNair (Vice-Chair)
- Mike Kimlinger
- Brian Barnett*
- Janet Hruby

Traffic Control Devices Advisory Committee
Contact:
Kathi McConnell
Traffic Investigations Coordinator
kathleen.e.mcconnell@odot.state.or.us
(503) 986 3609

- Lt. Patrick Huskey
- Darrin Lane
- Joseph Marek
- Jeffrey Wise
- Tristan Wood
Agenda Item 8
Safe Lane Coalition updates

Presenters
Ellen Currier, LCOG

Action requested
Discuss progress and emerging opportunities.

Background
In 2017, Lane County and the Central Lane Metropolitan Planning Organization collaborated on a regional safety planning effort that resulted in two integrated but distinct adopted safety plans. The plans developed a set of strategies to address the growing need to prioritize improving safety outcomes throughout our transportation system. Implementation of these safety strategies is currently taking place with the support of the Safe Lane Coalition, a program funded by ODOT Transportation Safety Division and the Central Lane MPO. This program works collaboratively with local jurisdictions, community groups, and nonprofits within Lane County working together to focus on education and programming that supports a culture of safety on our transportation system.

Summary Discussion
Recent outreach projects include:

- Tactical Urbanism Pilot Project with University of Oregon students
- Continued Outreach and programming support for a newly created Teen Driving program
- Partnership with Lane county public health to help community members ‘get a ride’ when they plan to drink at local bars and restaurants
- Partnership with Lane county public health hosting two Responsible Alcohol Sales trainings
- The Oregon Friendly Driver program that helps drivers learn how to interact safely with people walking and biking
- Promotional materials for special holiday traffic enforcement with Lane County
Upcoming Projects for 2020

- Work with students at the University of Oregon to develop a Strategic Plan for the coalition
- Develop a sub-committee for impaired driving prevention that focuses on cannabis
- New Tactical urbanism projects in the metro area
- More in depth advertising campaigns dealing with core emphasis areas (impaired driving, speed, and vulnerable users)

The coalition continues to work with partner agencies to promote a culture of safety around Lane County. The coalition is actively seeking new members and project ideas from all over Lane County. The project request form and more information about meetings can be found at https://safelanecoalition.org/

**Attachments**

None.
Agenda Item 9

Letter of endorsement request - Lane County DUII Victim Impact Panel Grant Application (quorum required)

Presenter
Denise Walters, LaneACT Staff

Action requested
Decide whether or not to provide a letter of support.

Summary
The Lane County Driving Under the Influence of Intoxicants (DUII) Victim Impact Panel is submitting a grant application to ODOT’s Transportation Safety Division. The initial request is for $25,000 for year one, with potential for year 2 funding of $20,000 and year 3 funding of $15,000.

The VIP project aims to make roadways safer by preventing and reducing impaired driving in Lane County. Lane County VIP is a statutorily mandated program provided to people who have been arrested for driving under the influence in Lane County. While the program is mandated no funding has been allocated for the program, so it is largely dependent of participant fees. For the past few years approximately 69% of court mandated referrals attend a VIP session. Offenders or their legal representatives commonly cite affordability as a primary barrier for participants. The current fee is $40. In addition to program fee, transportation has been referenced as a barrier since the only VIP in Lane County is in Eugene. The grant proposes a pilot project of a sliding scale scholarship for the fee and funding to support transportation for those living in Florence given its distance and number of referrals of citizens who live in the area. At one point in time there was a VIP held onsite in Florence, but due to diminished resources was discontinued.

The grant project also includes funds to offer scholarships for the Statewide DUII conference to law enforcement officers and VIP volunteers. Lane County has 11 law enforcement agencies of varying size and resource in Lane County and insufficient coverage in terms of shift and geography for Drug Recognition Experts. Cost is a barrier to training for small law enforcement agencies and support from the VIP is the only way some of these officers receive much needed training.
Additionally, funds will support the Lane DUII VIP’s participation in prison in reach efforts. Lane DUII VIP provides 15 of the 30 speakers who go to prisons to share their experiences. Lane County VIP helps mentor Adults in Custody (AIC) to develop their story to share with community based panels in person or via video recorded while in custody. The AIC could be the survivor or the one who caused the crash.

Finally, a small amount of funds will be used to provide a VIP scholarship to high school students to attend the VIP to learn first hand about the impacts of driving while impaired or even distracted.

**Attachments**
A. Project description form
B. Draft letter of support
Applicant/Sponsor: Lane County DUII Victim Impact Panel

Staff Contact: Lois Harvig, Program Director, laneduivip@comcast.net

Grant Application To: ODOT Transportation Safety Division (Dan Estes)

Project Name: Lane County DUII

Award Request: Year 1 - $25,000 to support pilot program to remove barriers to participation/compliance, support law enforcement officer and VIP volunteer training at the State DUII conference, support travel expenses for Lane County DUII VIP prison in reach, support high school student attendance at a VIP session.

➢ Please attach a draft letter of endorsement for consideration including a description of the project.

➢ Please attach pictures, maps, or diagrams that will assist in considering this request (please limit to no more than two additional pages).
February 12, 2020

Dan Estes
Transportation Safety Division
ODOT-TLC Building, MS 3
4040 Fairview Industrial Drive SE
Salem, OR 97302-1142

Dear Mr. Estes,

On behalf of LaneACT, I would like to express our support for the Lane DUII Victim Impact Panel’s (VIP) grant application. Lane County has one of the highest roadway fatalities in the state. The two dominant causes of our roadway fatalities are speed and driving while impaired. Safety is something Lane County takes seriously and aims to infuse across all transportation arenas.

The Lane DUII Victim Impact Panel is one of the few arenas working directly with law enforcement, public defense, prosecution, judges, victims, perpetrators, families of both victims and perpetrators, as well as students to ultimately change behavior. However, the nearer term impact is to create greater understanding and accountability for those convicted of a DUII offense. Lane County is large and diverse. The proposed pilot programs to support attendance and remove attendance barriers for County residents is much needed and parallels the struggles of a number of other Lane County programs and services.

We hope you can support these efforts to improve roadway safety and to innovate in the face of reduced resources with increasing need.

Respectfully,

Claire Syrett,
LaneACT Chair
Agenda Item 10

2021-24 STIP update

Presenters
Frannie Brindle and Bill Johnston, ODOT

Action requested
Discussion only. No action required.

Summary
The Oregon Transportation Commission (OTC) has released the Draft 2021-24 Statewide Transportation Improvement Program (STIP) for public review and comment. This occurred at the January 23 OTC meeting in Portland.

ODOT is coordinating a statewide outreach effort. This will include an open house event in conjunction with a LaneACT meeting, sometime within the next few months. There will also be an online open house in mid-February. The deadline for public comment is April 6, 2020.

Attached is a short presentation (9 slides) that was included in the January 23 OTC agenda packet. It reviews how the draft STIP was developed, shows the funding allocations across the different STIP programs, and explains the timeline for adoption.

At the LaneACT meeting on February 12, ODOT Area 5 staff will discuss the draft STIP in more detail. Select LaneACT area projects funded through the STIP will also be discussed.

Additional information
- OTC presentation (attached)
- STIP webpage: https://www.oregon.gov/ODOT/STIP/Pages/2021-2024-STIP.aspx
2021-2024 DRAFT STIP

Jerri Bohard and Mac Lynde
January 23, 2020

STIP: What's in it?

BUDGET

Agency Capital Expenditures
Facilities, fleet, information systems

Agency Operations
Revenue, customer service, compliance functions

STIP
Federally-Funded Projects
State-Funded Highway Projects
Federal Planning, Research, Analysis

Highway Maintenance
State-Funded Non-Highway Programs
Connect Oregon, STIF, STF, etc.

Transportation Safety Division Programs
2021-2024 STIP Development Process

- Funding Allocation and Program Development: July-December 2017
- Project Selection: January 2018-December 2019
- Public Review: February-April 2020
- Approval: June-September 2020

2021-2024 STIP Schedule

<table>
<thead>
<tr>
<th>Program Allocation</th>
<th>Project Selection</th>
<th>Public Review And Approval</th>
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<tr>
<td>Summer-Fall 2017</td>
<td>Winter 2017-Fall 2019</td>
<td>Fall 2019-Summer 2020</td>
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<tr>
<td>Commission allocates funding among programs</td>
<td>Review STIP considerations</td>
<td>Develop draft STIP</td>
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<td>Develop preliminary project lists (150% lists)</td>
<td>Commission releases for public comment</td>
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<td>Scope preliminary projects</td>
<td>Commission approves final STIP</td>
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<td>Develop and finalize recommended project lists (100% lists)</td>
<td>FHWA and FTA approval</td>
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OTC Allocation Across 2021-2024 STIP Categories
$2.4 Billion Over Three Years (2022-2024)

OTC Allocation of Non-Highway Discretionary Funding
$51 million over three year period (2022-2024)
Leverage Programs

Active Transportation
$21 million
16 projects

Safety
$30 million
11 projects

State Highway
$23.8 million
10 projects

Leverage Project Examples

I-84 Exit 216 EB Off Ramp
Region 5, State Highway Leverage

82nd Avenue Safe Crossings
Region 1, Safety Leverage

US 20 Tumalo Roundabout
Region 4, Safety and Highway Leverage

US 20 Philomath Improvements
Region 2, Active Transportation Leverage
STIP Timeline and Key Steps

• OTC approves for public review January 2020
• Public review February 10-April 10
• OTC asked to approve in June
• FHWA and FTA approval in September
• Takes effect October 1, 2020
Agenda Item 11

Legislative concepts and United Front update

**Presenter**
Paul Thompson, Central Lane MPO

**Action requested**
Discuss.

**Summary**
This item discusses legislative concepts which may be introduced during the short session in February. Mr. Thompson will also present a summary of the transportation related priorities United Front (Lane County’s federal appropriations effort) will take to Washington D.C. to discuss with legislators.

**Attachment**
A. Legislative concepts
TO:        Members of the Joint Interim Committee on Transportation  
FROM:     Patrick Brennan, Legislative Analyst  
SUBJECT:  Legislative Concept Drafts for Possible Introduction  

The following legislative concept drafts have been brought forward for possible introduction as committee measures to be considered during the 2020 Legislative Session:  

LC 193:   Transportation “omnibus” – see attached table for details  
LC 194:   “Relating to transportation” placeholder #1  
LC 196:   “Relating to transportation” placeholder #2
## Joint Transportation Committee – Omnibus LC 193

<table>
<thead>
<tr>
<th>LC 193 Section #</th>
<th>ORS/Measure</th>
<th>Requester</th>
<th>Provision</th>
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<tbody>
<tr>
<td>1</td>
<td>HB 2702 (2019)</td>
<td>Rep. Nosse</td>
<td>Authorizes ODOT, by rule, to delegate authority to set speed limits to a city with jurisdiction over the road(s) in question if Department determines that city will exercise authority under adopted criteria.</td>
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<td>2-5</td>
<td>166.360 166.370 166.260 166.262</td>
<td>Port of Portland</td>
<td>Adds passenger terminal of Portland International Airport to list of facilities where open carry of firearms is prohibited. Provides exceptions for following: unloaded firearms in locked, hard-side containers; persons performing official duties; weapon carried concealed by person with concealed weapon permit.</td>
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<td>6-7</td>
<td>HB 2020 -44 amend.</td>
<td>Sen. Beyer</td>
<td>Allows electric company or natural gas utility to recover costs from consumers for expenses of infrastructure to support adoption of alternative forms of transportation vehicles if certain conditions are met.</td>
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<tr>
<td>8</td>
<td>184.547</td>
<td>ODOT</td>
<td>Extend, from April 1 of each odd-numbered year to June 1 of each odd-numbered year, the reporting date for describing and reporting the condition of transportation infrastructure.</td>
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<td>9</td>
<td>824.022</td>
<td>ODOT</td>
<td>Eliminates outdated term “icing from statutes regulating railroads.”</td>
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<td>10</td>
<td>824.026</td>
<td>ODOT</td>
<td>Replaces term “stop and detain” with “inspect” to replace provisions related to oversight by railroad inspectors, to reflect changes in statute pre-empted by federal law.</td>
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<td>11, 13</td>
<td>824.060</td>
<td>ODOT</td>
<td>Eliminates reference to “caboose” to statute requiring that locomotives be equipped with fire extinguishers. Clarifies requirements for fire extinguishers on locomotives. Allows railroads to apply for temporary exemption.</td>
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<td>#</td>
<td>Statute Number</td>
<td>Agency/Chapter</td>
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<td>12</td>
<td>824.088</td>
<td>ODOT</td>
<td>Deletes reference to “18 months after October 4, 1977” for statute requiring trains over 2,000 transporting hazardous materials to be equipped with radio handsets.</td>
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<td>14</td>
<td>803.102</td>
<td>ODOT</td>
<td>Aligns statutory odometer check requirement with federal law by limiting requirement to qualified vehicles at least 20 years old.</td>
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<td>15</td>
<td>HB 2007 (2019)</td>
<td>ODOT</td>
<td>Allows use of registered address, rather than “owner address” for Clean Diesel program to ensure all vehicles that should be subject to the program are included.</td>
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<td>16</td>
<td>803.210</td>
<td>ODOT</td>
<td>Exempts park model recreational vehicles under ORS 803.035, thereby exempting their owners from VIN inspections during title transactions – this is consistent with past practice when DMV used to title “manufactured structures.”</td>
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<td>17</td>
<td>807.072</td>
<td>Sen. Boquist</td>
<td>Allows ODOT to waive exams, tests or demonstrations for applicants for Class C driver licenses that hold a valid, out-of-state driver license to operate motor vehicles.</td>
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<td>18-19</td>
<td>320.400</td>
<td>Dept. of Revenue</td>
<td>Clarification of definition of “bicycle” for purposes of bicycle excise tax imposed by HB 2017 (2017).</td>
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<td>23, 24</td>
<td>Chapter 700 2015 OR Laws</td>
<td>Rep. McKeown</td>
<td>Modifies grant programs administered by Oregon Department of Aviation (ODA). Changes date of annual report from State Board of Aviation to legislative committees regarding grant programs.</td>
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<td>No.</td>
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<td>25</td>
<td>824.990</td>
<td>ODOT</td>
<td>Removes civil penalty for locomotive sanitation standards under ORS 824.068, which is preempted by the Federal Railroad Administration.</td>
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</table>
| 26  | 824.631 824.068 824.104 Chapter 24, OR Laws 2018 | ODOT | Repeals chapters related to the following:  
- ODOT public-private research and development program;  
- Locomotive and caboose sanitation facility standards;  
- Fire extinguisher requirement for cabooses;  
- Elimination of requirement that Multnomah County registration fee be shared with cities within the county. |
<p>| 27-28 | 391.800 391.802 391.810 391.815 391.820 391.830 | ODOT | Repeals provisions related to Elderly and Disabled Transportation Fund. Transfers money from Fund to the Statewide Transportation Improvement Fund. |
| 29  | 184.751 | ODOT | Allows STIF moneys to be used to maintain existing public transportation services. Specifies that STIF moneys may not be used to supplant local and regional agency moneys directed to public transportation service providers. |
| 30  | 184.758 | ODOT | Allows ODOT to use STIF moneys to pay for program administration and projects of statewide significance that support the transportation network and manage operation of public transportation services prior to allocation for other uses. Specifies a certain percentage of formula distributions be dedicated to transit services for older adults and individuals with disabilities. Modifies distribution to public transportation providers within counties and tribal areas. Specifies that each qualified entity will receive no less than $100,000/year, but that the actual amount is to be adjusted up or down annually depending on rate of growth in the STIF. |</p>
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<th>Clarifies that client-only projects may be eligible for STIF funding if part of a planned and coordinated community transportation program.</th>
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<td>Modifies information that qualified entities must provide to ODOT after STIF distribution to include any quarterly reports that detail project progress, outcomes achieved, and expenditures. Directs OTC to establish rules concerning making of agreements for distributions, to include provisions requiring repayment if terms or conditions are not met.</td>
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<td>Conforming amendments related to STIF provisions.</td>
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<td>Effective date 91st day following adjournment sine die.</td>
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<td>July 10, 2018</td>
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<td>• Environmental Land Use Stakeholder Appointment</td>
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<td>• Safe Routes to Schools Grants Update</td>
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<td>• Legislative Update</td>
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<td>September 11, 2019</td>
<td>(meet in Florence)</td>
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<td>• ODOT Director Update</td>
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<td>• Visioning Process</td>
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<td>• Florence Tour and Presentation</td>
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<td>November 13, 2019</td>
<td>• Establish Nominating Committee</td>
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<td>• Area Strategy Pilot Guidelines</td>
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<td>• Member Presentation</td>
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<td>December 11, 2019</td>
<td>• OTC Workshop Preparation</td>
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<td>• Nominating Committee Report and possible election</td>
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<td>• Trucking Recruitment</td>
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<td>January 8, 2020</td>
<td>NO MEETING</td>
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<td>February 12, 2020</td>
<td>• MPO Safety Plan Implementation Update</td>
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<td>• Oregon Transportation Commission Update</td>
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<td>• Lane DUII VIP Letter of Support</td>
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<td>• Legislative concepts</td>
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<td>March 11, 2020</td>
<td>• Member Presentation</td>
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<td>• Norway Case Study Bicycle Infrastructure</td>
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<td>• Beltline Project Update</td>
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<td>• Portland Projects Update</td>
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<td>April 8, 2020</td>
<td>• OTC Commissioner Callery</td>
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<td>• Millersburg Rail to Truck</td>
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<td>May 13, 2020</td>
<td>• Member Presentation</td>
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<td>June 10, 2020</td>
<td>• FY 2020-21 Work Plan</td>
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<td>• Member Presentation</td>
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The topics listed are tentative and subject to change.
Future potential topics (schedule to be determined)

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Other Item 2-Attendance 2019-20
Membership 2019-20  
Last Update February 3, 2020

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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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<td><strong>Coburg</strong></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>
<td>32789 E Thomas Street Coburg OR 97408</td>
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<tr>
<td>Alternate Rep</td>
<td>John Fox</td>
<td><a href="mailto:coburgcouncilorjohnf@gmail.com">coburgcouncilorjohnf@gmail.com</a></td>
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<td><strong>Cottage Grove</strong></td>
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<tr>
<td>Primary Rep</td>
<td>Jeff Gowin 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>
</tr>
<tr>
<td>Alternate Rep</td>
<td>Mike Fleck Councilor</td>
<td><a href="mailto:councilorfleck@cottagegrove.org">councilorfleck@cottagegrove.org</a></td>
<td></td>
<td>923 S. U Street Cottage Grove OR 97424</td>
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<tr>
<td><strong>Creswell</strong></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>
</tr>
<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>
<td>PO Box 276 Creswell OR 97426</td>
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<tr>
<td><strong>Dunes City</strong></td>
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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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<tr>
<td><strong>Eugene</strong></td>
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<tr>
<td>Primary Rep</td>
<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>
<td>125 East 8th Avenue 2nd Floor, PSB Eugene OR 97401</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>Florence</td>
<td>Joe Henry</td>
<td>Mike Miller</td>
<td>541.999.2395</td>
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<td><a href="mailto:joe.henry@ci.florence.or.us">joe.henry@ci.florence.or.us</a></td>
<td><a href="mailto:mike.miller@ci.florence.or.us">mike.miller@ci.florence.or.us</a></td>
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<tr>
<td>Junction City</td>
<td>Mark Crenshaw</td>
<td>Jim Leach</td>
<td>541.998.2153</td>
<td>PO Box 250 Junction City OR 97448</td>
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<tr>
<td></td>
<td><a href="mailto:markcrenshaw@comcast.net">markcrenshaw@comcast.net</a></td>
<td><a href="mailto:leaco@comcast.net">leaco@comcast.net</a></td>
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<td>541.998.8489</td>
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<td>Lowell</td>
<td>Don Bennett</td>
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<td>541.937.2312</td>
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<tr>
<td>Oakridge</td>
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<td>541.782.2258</td>
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<td>Springfield</td>
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<td>541.221.8006</td>
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<td>Chief Warren Brainard</td>
<td>Jeff Stump</td>
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<td><a href="mailto:craig@zianw.com">craig@zianw.com</a></td>
<td>541-915-4059</td>
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<td>David Huntington</td>
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<td>Brenda Wilson</td>
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<td>Rob Zako</td>
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<tr>
<td>George Grier</td>
<td><a href="mailto:ggrier@efn.org">ggrier@efn.org</a></td>
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<td>Eugene Organ</td>
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<td>Shelley Humble</td>
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