



Lane Area Commission on Transportation
 859 Willamette Street, Suite 500, Eugene, Oregon 97401-2910
 541.682.4283 (office)

Agenda

June 14, 2023

5:30 to 7:30 PM

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

<https://us06web.zoom.us/j/85431464060?pwd=NHNiTnE5MVBvYQXpBUTdBOEYvUytNZz09>

To dial in using your phone:

+1 253 215 8782

Meeting ID: 854 3146 4060 Passcode: 353578

Meeting highlights

- **Talking Points for ACT Chairs' Meeting**
- **LaneACT Member Priority Needs**
- **Community Powered Lane County Bicycle Projects**

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

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|-----------|--|-------------|
| 1. | Call to order (welcome and introductions) <i>Quorum = 14</i> | 5:30 |
| 2. | Review agenda (additions or deletions) | 5:35 |
| 3. | Consent items (<i>quorum required</i>) | 5:40 |
| | <i>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.</i> | |
| | a. Approve minutes from May 10th meeting | |
| 4. | Comments from the audience | 5:45 |
| | <i>The LaneACT Chair will ask if there are any comments. Please state your name and address.</i> | |
| 5. | Announcements and information sharing (<i>please be brief</i>) | 5:50 |
| | a. ODOT update | |
| | b. Central Lane Metropolitan Policy Committee update (<i>minutes attached</i>) | |
| | c. Legislative update | |
| | d. Member updates – all | |

- 6. LaneACT Chairs' Meeting with Oregon Transportation Commission** **6:00**
Summary: Affirm talking points for the meeting.
Presenters: Shelley Humble – LaneACT Chair, Rob Zako – LaneACT Vice-Chair
- 7. LaneACT Member Priority Needs Update** **6:20**
Summary: Discuss member progress to date on identifying priority needs for the purpose of developing a list of investment policy and project funding priorities.
Presenters: All Members
- 8. Lane County Community Powered Bicycle Projects** **6:50**
Summary: Discuss results from Lane County Community Surveys.
Presenter: Becky Taylor, Lane County Transportation

Other attachments (for information only)

- Monthly attendance report
- Membership list (February 2023)

Upcoming meetings (all meetings are online)

- June 16 – Steering Committee (11:00 to noon)
- July 12 – LaneACT (5:30 to 7:30 PM)
- July 21 – Steering Committee (11:00 to noon)
- August 9 – LaneACT (5:30 to 7:30 PM)

Meeting materials are posted at www.LaneACT.org prior to each meeting. To be included on the email notification list, please contact Denise Walters at 541-682-4341 or dwalters@lcog.org

MAY 2023 -- M I N U T E S

Lane Area Commission on Transportation (LaneACT)
The meeting was held via teleconference

May 10, 2023
5:30 p.m.

- PRESENT:** Shelley Humble, Other Stakeholder, Chair
Rob Zako, Environmental Land Use Designated Stakeholder, Vice Chair
Mike Fleck, Cottage Grove
Shelly Clark, Creswell
Sidney Washburne, Junction City
Don Bennett, Lowell
Brian Cutchen, Oakridge
Michelle Weber, Springfield
Keith Weiss, Veneta
Ryan Ceniga, Lane County
John Marshall, Lane County Transportation Advisory Committee (LC TrAC)
Vidal Francis, Oregon Department of Transportation (ODOT)
Paul Thompson, Central Lane Metropolitan Planning Organization (MPO)
Garrett Grey, Confederated Tribes of Coos, Lower Umpqua, and Siuslaw Indians
Pete Petty, Highway 126 East
Sarah Mazze, Bicycle & Pedestrian Designated Stakeholder
- ABSENT:** Coburg, Dunes City, Eugene, Florence, Westfir; Lane Transit District; Port of Siuslaw; and Eugene Organ, Other Stakeholder.
- OTHERS:** Mark Bernard, Bill Johnston, ODOT; Becky Taylor, Lane County; Curtis Thomas, City of Creswell; Drew Larson, City of Springfield; Matt Michel, City of Veneta; and Denise Walters, Lane Council of Governments (LCOG).

1. Call to Order (Welcome and Introductions)

Chair Shelley Humble called the Lane Area Commission on Transportation (LaneACT) meeting to order at 5:30 p.m. Introductions were conducted as part of Other Member Updates.

2. Review Agenda – Additions or Deletions

Mr. Zako requested “Items for the Next Meeting” be added to all future agendas.

3. Consent Agenda

- **Approve Minutes from April 12, 2023 meeting.**

Consensus: Approve the Minutes from the LaneACT April 12, 2023 meeting as submitted.

4. Comments from the Audience

No one wished to address the LaneACT members.

5. Announcements and Information Sharing

- **ODOT Update**

Mr. Francis reminded LaneACT members that the meeting with ACT Chairs and the Oregon Transportation Commission (OTC) was scheduled for June 29, 2023. He also announced the OTC planned to hold their September 14, 2023 meeting in Eugene. Just prior, on September 12, 2023, and September 13, 2023, there would be a tri-state (Oregon, Washington, and California) transportation commission meeting, also in Eugene. Mr. Francis offered to send out more detailed information as it became available. Referring to the OTC, he noted Chair Bob Van Brocklin and Commissioner Marcilynn Burke had resigned. Governor Kotek had nominated Alicia Chapman of Portland and Jeff Backer of Lake Oswego. The Senate confirmed them.

Mr. Francis also noted the 2024-2027 Statewide Transportation Improvement Program (STIP) public comment period was closed and referenced the busy construction season.

- **Metropolitan Policy Committee (MPC) Update**

Ms. Humble referred to the April MPC minutes in the agenda packet. Mr. Thompson highlighted at the May MPC meeting they were briefed on the myriad of bicycling activities planned in the region in recognition that “May is Bike Month”.

- **Legislative Update**

Mr. Thompson discussed the impact of the inability to reach quorum in the Senate.

Turning to specific legislation, he explained House Bill 2905, which expanded access to photo radar and gave more flexibility for jurisdictions to adjust speed limits, had passed both the House and Senate and was awaiting the Governor’s signature. The bill that allocated General Fund resources to the Great Streets program, House Bill 3113, was scheduled for a work session. The amount of the allocation was still unknown. Mr. Thompson explained it would be determined later in the session when legislators decided among a number of bills requesting General Fund dollars. He said the bill that enshrined the state:federal fund exchange was dead but ODOT planned to pursue the program administratively.

Mr. Thompson also shared the prior week Governor Kotek had “paused” highway tolling in the state until 2026. She requested more study be conducted on the local impact of tolls.

When Mr. Zako referred to the transportation placeholder bills, Mr. Thompson described how the placeholder bills were used. One emerging placeholder bill was House Bill 2099 (HB2099), an omnibus bill for ODOT (technical corrections or minor changes to existing programs). Mr. Zako added HB2099 expanded proposals qualifying as Safe Routes to School (SRTS) projects from 1 mile to 2 miles from a school and added high schools.

Mr. Thompson said another transportation placeholder bill being discussed concerned the funding package for the Interstate-5 Oregon-Washington bridge replacement. He thought it interesting to think how the funding might work given tolling was uncertain.

- **Other Member Updates**

The Chair requested each attendee introduce themselves and share one or two transportation projects they were currently working on:

- Ms. Humble shared Creswell’s Hobby Field Airport had a reconstructed runway, including upgraded LED lights and Precision Approach Path Indicators (PAPIs).
- Mr. Zako announced the Better Eugene Springfield Transportation (BEST) organization had received a \$10,000 grant from the American Transportation Association for public education and outreach efforts.
- Mr. Francis referred to ODOT staff’s work on planning the Highway 126 Eugene-Veneta upgrade, undertaking construction projects on Highway 58, and addressing homelessness issues on ODOT property.
- For Mayor Weiss, Mr. Michel highlighted Veneta’s Paths and Trails Master Plan.
- Commissioner Ceniga also referenced the Highway 126 Eugene-Veneta planning work. He said another big Lane County project was Territorial Highway.
- Councilor Washburne discussed the American with Disabilities Act (ADA) upgrades in Junction City on Highway 99 and the new Goldfields walking paths.
- Mr. Petty cited the safety study on the McKenzie portion of Highway 126 and expressed concerns regarding the political signage on the highway.
- Ms. Mazze described improvements near Awbrey Park Elementary School in north Eugene. The County was installing traffic calming on Spring Creek Drive and the City of Eugene had a SRTS grant for a separated walking/biking path from River Road to the school.
- Councilor Clark relayed the major transportation project in Creswell continued to be the “jog” downtown on Highway 99.
- Mayor Bennett described a dispute underway between the City of Lowell and Charter Communications regarding a damaged water main pipe.
- Mr. Marshall announced LC TrAC was recruiting for new members. The Committee members were reviewing the proposed design for Blue River Drive.
- Councilor Fleck said Cottage Grove had received a \$5 million Economic Development Administration grant to revitalize its historic commercial district.

- Mr. Thompson referenced the MPO’s recently adopted work program and selection of transportation projects funded through 2027. He said LCOG staff was working on electric vehicle charging grants and a federal grant for transportation resilience.
- Mr. Larson, Springfield Transportation Planner, described a preservation project underway on 42nd Street and new bike/ped improvements off the Northbank path.
- Councilor Webber added the Springfield City Council was discussing a future street bond.
- Mayor Cutchen explained the City of Oakridge was working with local nonprofits on a grant to fund a feasibility study to transition an abandoned rail spur to a trail.
- Mr. Johnston, ODOT Transportation Planner, highlighted the Oregon Highway 126 East safety study, his work with the MPO, and writing Intergovernmental Agreements (IGAs).
- Mr. Gray, Confederated Tribes Planner, discussed their pilot program for shuttle service to the Wednesday farmers market in Coos Bay. He noted Tribal Council Member Barrett would have mentioned the flooding at Cushman under the railroad trellis.
- Mr. Bernard, ODOT Principal Planner and member of the Mid-Valley Regional Solutions Team, referenced an upcoming visit to Harrisburg.
- Mr. Thomas, Creswell Planner, highlighted their work on a Great Streets grant, SRTS projects, an off-street multiuse path next to Cloverdale Road, and I-5 Bridge cloverleaf street tree plantings.
- Becky Taylor, Lane County Senior Transportation Planner, said in April they conducted community surveys throughout rural Lane County, focused on implementation of their bicycle master plan.
- Ms. Walters discussed her work supporting LaneACT and the Public Safety Coordinating Council (PSCC), and helping lots of school districts with grants.

6. LaneACT Chair’s Meeting with the Oregon Transportation Commission (OTC)

Ms. Humble referred to the June 29, 2023 OTC meeting with ACT chairs. She asked for input on the talking points Mr. Zako and she should bring to the meeting.

Mr. Zako observed the timing was somewhat awkward because two out of five Commissioners were changing. He noted there was another LaneACT meeting before the June OTC meeting and there might be more specific issues to address once the meeting agenda was published.

Mr. Thompson referred to prior discussions about the ACTs’ role changing to more information sharing. He hoped the OTC outlined how they wanted to use ACTs at the meeting.

Several LaneACT members outlined desired changes in funding strategies. Councilor Clark, Ms. Humble, and Mayor Cutchen advocated for more funding for rural communities. Ms. Mazze emphasized the importance of higher funding for those who didn’t have access to a personal vehicle, i.e., more funding for biking, walking, and transit. Mr. Francis thought funding should

more closely align with population, in which case Lane County (the second most populated area in the state) would get more funding for needed projects.

Mr. Zako opined the newly OTC appointees' areas of expertise (organizational change and equity issues) indicated Governor Kotek wanted change in ODOT.

Consensus was reached to discuss the topic again at the June 14, 2023 LaneACT meeting.

7. LaneACT Member Recruitment

Ms. Walters reviewed the five open stakeholder positions: rail, trucking, up to three "other stakeholders". The latter had been focused on a priority community or field of expertise (e.g., first responders, public health). She said there was a 2016 public participation plan, which was outlined in the agenda packet. Ms. Walters thought it a bit dated.

Mr. Francis thanked current LaneACT members for participating on the committee. He said ODOT/OTC had identified the need to get the rail and trucking perspective. He suggested personal networking was an effective way to recruit new members.

After Mr. Zako observed it was difficult to recruit at a time when LaneACT's role was transitioning, Mr. Thompson recommended deferring any recruitment until after the June 29, 2023 OTC meeting. Mr. Zako added summer was probably not the best time to recruit.

Councilor Clark expressed hope she would be able to encourage involvement from someone in her community. She also thought it was a good idea to reach out to those who had provided public comment at previous LaneACT meetings.

Ms. Humble asked about using social media as a way to reach out to younger people. She thought it was important to have the younger voice represented. Ms. Humble also wanted to find people enthusiastic about transportation. She agreed with postponing the recruitments.

Mr. Francis again encouraged people to reach out through their professional networks. He said if there was someone who was a good fit to please send their contact information to Ms. Walters.

8. LaneACT Member Priority Needs Process and Guidance

Mr. Zako referenced the draft letter addressed to "Dear LaneACT member jurisdictions and stakeholder interests", part of the agenda packet. He requested Ms. Walters post the revised version and he reviewed it. Mr. Zako highlighted the purpose, background, survey link and definitions, process, and timeline. He emphasized how each LaneACT member reached out to their constituency was up to them. Mr. Zako explained the Steering Committee had set a two-month window to get responses, but would check in with members at subsequent LaneACT meetings to see if more time was needed.

Ms. Humble reviewed how the priority lists might be used and recognized the dynamic nature of the lists. She requested LaneACT members submit their preliminary list for the June meeting.

Councilor Clark thought the time line needed to be extended and explained the process she was using in Creswell. She didn't anticipate she would have the priorities identified until August.

Mr. Francis said other ACTs were undertaking or had completed similar efforts.

9. LaneACT Work Plan

Mr. Francis explained the statewide ACT Steering Committee had developed the work plan template presented in the agenda packet. He reviewed the major categories therein: Interest Areas and Priorities, Two-Year Goals and Initiatives, and Meeting Topic Plan. Mr. Francis discussed how Mr. Johnston and he would draft the work plan for LaneACT members' review. The goal was to present the ACT workplans to the OTC in October.

Mr. Zako said there was a lot of uncertainty now regarding ACTs and he thought a two-year work plan might be overly ambitious. In response, Mr. Johnston observed the ACTs been in transition for several years.

Mr. Thompson emphasized the Goals and Initiatives were forward looking. He suggested they align with the Area Strategies work.

When Councilor Clark asked how LaneACT members might help, Mr. Francis said completing the aforementioned work on identifying the priority needs was most important. He also asked for people to send him their ideas for meeting topics and interest areas.

10. Items for the Next Meeting

Mr. Zako summarized two items had been identified for the June LaneAct meeting: the June 29, 2023 OTC meeting talking points and the member priority needs assessment.

11. Adjournment

Ms. Humble thanked LaneACT members for their participation. She reminded them the next Steering Committee meeting was scheduled for Friday, May 19, 2023, and the June LaneACT meeting was to be held on June 14, 2023. Ms. Humble adjourned the meeting at 7:17 p.m.

(Recorded by Beth Bridges)

MINUTES

Metropolitan Policy Committee
Virtual Meeting via Zoom

May 4, 2023
11:30 a.m.

PRESENT: Steve Moe, Chair; Sean VanGordon (City of Springfield); Lucy Vinis, Randy Groves (City of Eugene); David Loveall, Pat Farr (Lane County); Nancy Bell (City of Coburg); Kelly Sutherland (Lane Transit District); Vidal Francis (Oregon Department of Transportation), members; Tom Schwetz for Jameson Auten (Lane Transit District), *ex officio* member.

Paul Thompson, Brenda Wilson, Dan Callister, Ellen Currier, Kelly Clarke, Michael Wisth, Delaney Thompson (Lane Council of Governments); Rob Inerfeld (City of Eugene); Sandy Belson (City of Springfield); John Marshall (City of Coburg), Bill Johnston (Oregon Department of Transportation), Sasha Vartanian (Lane County); Andrew Martin (Lane Transit District); Neil Moyer (Metro TV), Rob Zako (Better Eugene-Springfield Transportation).

WELCOME, CALL TO ORDER AND INTRODUCTIONS

Mr. Moe convened the meeting of the Metropolitan Policy Committee (MPC) and a quorum was established.

APPROVE April 6, 2023, MPC MEETING MINUTES

Mr. Loveall, seconded by Mr. Groves, moved to approve the April 6, 2023, meeting minutes as submitted. The motion passed unanimously, 9:0.

ADJUSTMENTS TO THE AGENDA/ANNOUNCEMENTS FROM MPC MEMBERS

Ms. Vinis reported that the launch of the MoveEUG initiative had received great feedback and a good level of engagement from the community regarding street improvements and active transportation infrastructure.

COMMENTS FROM THE AUDIENCE

Rob Zako, Better Eugene-Springfield Transportation (BEST), spoke to the Climate Friendly Equitable Communities (CFEC) initiative to reduce vehicle use. He said BEST supported the initiative, although the specific rules had caused concerns. Speaking as a member of the Oregon Climate Action Coalition, he said the coalition also was concerned about the rules, but supported having rules from the state instead of waiting for local jurisdictions to formulate their own. He noted that Governor Kotek did not propose any CFEC funding in the budget. He said it should not take a lot of detailed rules to do what needed to be done and provide people with transportation options and invited MPC members to decide what they would like to do in their communities and share that with OCAC so it could align with the Central Lane Metropolitan Planning Organization to lobby for changes to the rules.

METROPOLITAN PLANNING ORGANIZATION (MPO) ISSUES

2024-2027 Metropolitan Transportation Improvement Program (MTIP) and Air Quality Conformity Determination (AQCD)

Mr. Callister stated a draft of the MTIP and AQCD were presented at the MPC's April 6 meeting and a public hearing was held. Comments received from the public were now included in the document and agenda packet. He briefly summarized the comments and said they had been useful in identifying where

the MPO's processes could be strengthened and made more transparent. The Transportation Planning Committee (TPC) had reviewed the comments and recommended approval of the resolutions to adopt. He noted that there were not funding decisions related to the recommended action. One procedural change that would take effect with approval was to delegate the TPC to approve initial programming of “off-cycle” funds to projects or scopes already in the Transportation Improvement Program.

Ms. Vinis, seconded by Ms. Bell, moved to approve Resolutions 2023-02 and 2023-03 Adopting the AQCD and 2024-2027 MTIP respectively. The motion passed unanimously, 9:0.

FY24/25 Unified Planning Work Program (UPWP)

Ms. Currier stated that the FY24/25 UPWP, containing key planning and programming products the MPO would work on, had been presented at the MPC's April 6 meeting and a public hearing was held. The TPC had voted to recommend adoption of the UPWP at its April meeting. She noted there had been two minor changes to the draft document: updates to the special projects category and an updated funding table based on new information received from the Oregon Department of Transportation (ODOT). Mr. Thompson added that after adoption there might be a need to further adjust the funding table as ODOT occasionally provided modifications to the budget during the fiscal year.

In response to a question from Ms. Vinis, Mr. Thompson said the budget table contained the four main operational funding sources for the MPO. Over the past four months ODOT and USDOT had worked to better understand and implement the formulas that distributed those funds to the MPO. The corrections were not substantive. Ms. Currier said the funding table was on page 36 of the document.

Ms. Bell asked how the exponentially increasing costs for projects were impacting the allocated budget funds. Mr. Thompson said the UPWP contained funding for the planning activities of MPO staff and partner jurisdictions and those had not been impacted by inflation to the same extent as construction activities. He said jurisdictions were consulted annually about where adjustments were needed to the amount of planning funds that were passed through to them from the MPO.

Ms. Bell commented that the City of Coburg had recently found out that the Coburg Loop Path Phase 4 and Coburg Industrial Way Pavement Preservation projects were \$300,000 over budget for both projects. The City was trying to determine if changes could be made to the Coburg Loop Path project that would reduce the cost as the City had no other funding for the projects.

Ms. Vinis, seconded by Mr. Loveall, moved approval of Resolution 2023-04 adopting the Unified Planning Work Program for fiscal years 2024 and 2025. The motion passed unanimously, 9:0.

Climate Friendly Equitable Communities (CFEC) Implementation

Ms. Clarke provided an overview of the CFEC program, which contained new requirements for land use and transportation plans focused on changing development standards to reduce emissions. Jurisdictions in the MPOs area are required to implement the Central Lane MPO scenario plan. The MPC identified the preferred scenario plan in 2015 and among tasks to be completed is formal adoption of the preferred scenario, development of a scenario plan work program and establishment of a governance structure. The MPC recommended amending its bylaws to identify the MPC as the governance structure. Current MPC bylaws did not include Coburg as a voting member on matters pertaining to metropolitan transportation matters; options were to include Coburg as a voting member on metropolitan transportation issues or include Coburg as a voting member only on CFEC-specific matters. She requested direction to staff on the amendment of bylaws options.

Mr. VanGordon agreed with using the MPC as the scenario planning governance body. He pointed out the CFEC was a very complicated initiative and there would be more rule-making activities during the year. He asked how staff was monitoring and participating in the ongoing rule-making process. Mr. Thompson replied that the initial rule-making process was lengthy and time-consuming and the Department of Land Conservation and Development (DLCD) was calling for a new committee to further modify the rules and staff was monitoring the process closely. The new committee would be responsible for four desired outcomes and 29 areas of clarification or correction. That would impact the CFEC work program and the ability to develop targets pending clarification.

Mr. VanGordon urged that DLCD be made aware of the cost of the ongoing rule-making and clarification process to regions.

Ms. Vinis agreed with Mr. VanGordon's comments and also supported designating the MPC as the CFEC governance body.

Mr. Groves, seconded by Mr. Farr, moved to approve MPC as the proposed governance structure for the Scenario Planning Work Program and direct staff to include Coburg in the governance structure via amendments to the MPC bylaws. The motion passed unanimously, 9:0.

May is Bike Month

Ms. Currier reviewed the schedule of events for Bike Month. She said this was the eighth year of collaboration among many regional agencies to promote bike use. She said that the local bike share program was free during the month of May.

MPO Youth Council

Ms. Currier explained the Youth Council was established for the purpose of engaging youth from the Eugene 4J, Bethel, Springfield, Pleasant Hill and Siuslaw school districts on transportation issues. The council had expressed interest in interacting with the MPC and elected officials and staff was in the process of determining what that would look like. The Safe Routes to Schools (SRTS) program was also involved with the council and there had been speakers from partner agencies throughout the region. Current Youth Council interests included identifying transportation improvements in communities, working with schools and students to learn how to ride the transit system, creating walk audits, working with elected officials on policies and project identification for Quick Build projects. She asked for feedback from the MPC on ways to engage with the Youth Council.

Mr. Farr said he was intrigued and excited about the Youth Council. He said there were a number of youth groups engaged in other issues and suggested that interaction among those groups could consolidate the efforts of youth in the region and bring a powerful voice to the table.

Mr. VanGordon supported the idea of a Youth Council and was interested in learning more, particularly about how to engage advisory groups in local government in a meaningful way.

Mr. Groves also supported a Youth Council. He asked how students were recruited for the council and educated about the transportation system. Ms. Currier said staff began in February with a small group and adoption of bylaws was on the agenda for the next council meeting; part of that was defining the role of the council and the activities it would focus on.

Mr. Groves said educating the council about the complicated transportation system was an important consideration and encouraged collaboration among youth groups in the region and suggested mapping the youth groups that existed.

Ms. Vinis described the Eugene Mayor's Youth Advisory Council with representatives from every grade in every school in 4J, plus Marist. She said social studies, school councilors and others in the schools helped recruit members. The council was formed in 2019 and now that meetings could be conducted in person it was energized and engaged. She said the council was student-led, created its own bylaws and a University of Oregon intern provided staff support for the group. She said the council had not identified transportation as an area of interest and suggested that representatives from LCOG's Youth Council speak to Eugene's group on the subject. She said there was an annual Youth Summit with youth councils from around the state participating and she would share that information with Ms. Currier.

Mr. Francis supported youth councils and said the experience participants gained would translate to their resumes and applications. He suggested reaching out to youth in non-traditional locations such as foster homes, churches and other venues. He offered to make a presentation to the council on ODOT's programs.

Mr. Farr provided a link to the Lane County's Youth Homelessness Demonstration Project and information about its formation and how members were recruited.

Legislative Update

Mr. Thompson said that the list of bills had been narrowed and provided the following status report on legislative items of interest:

- HB 2095 - photo radar/speed limits authority for local jurisdictions - passed both House and Senate and was awaiting the governor's signature
- HB 3133 - Great Streets providing funding for safety and active transportation improvements on state highways serving as community main streets - technically still alive, but after an April 6 hearing had not been scheduled for further action
- A bill to suspend implementation of CFEC rule-making did not appear to be moving and was unlikely to proceed through the session
- A bill to continue to fund zero emissions incentives - still moving forward
- Several Interstate 5 bridge replacement bills - the governor had suspended tolling projects until 2026 at the earliest
- Bills related to collecting electric vehicles revenue were not moving forward

Mr. Moe noted that the MPC and Oregon MPO Consortium had both supported HB 2095 and HB 3133.

Follow-up and Next Steps

- **ODOT Update**—Mr. Francis announced that the public comment period for the 2024-27 State Transportation Improvement Program (STIP) had closed and the Oregon Transportation Commission (OTC) would take action on it at its July 2023 meeting. He said the 2027-30 STIP engagement process would begin soon. He reminded the MPC that construction season would begin soon and there were two notable projects in the area: one on Beltline from I-5 to Coburg Road and another on I-105 from the Springfield side of I-5 to Delta Highway. He said ODOT would make every effort to minimize traffic delays.
- **Transportation Improvement Program (TIP) Project Changes**—There were no questions.

- **Next Meeting/Agenda Build** June 1 - Virtual meeting - July 6, Virtual meeting - August 3

Mr. Thompson stated that two members of the OTC (Chair Bob Van Brocklin and Marcilynn Burke) had resigned and the Governor had nominated two replacements: Alicia Chapman from Portland and Jeff Baker from Lake Oswego. The Senate would consider the nominations next week. A majority of OTC members would now be new to their positions. He said OMPOC was meeting on May 5 and briefly reviewed the agenda topics.

Mr. Moe adjourned the meeting at 12:52 p.m.

(Recorded by Lynn Taylor)



Lane Area Commission on Transportation

895 Willamette Street, Suite 500, Eugene, Oregon 97401-2910

541.682.4283 (*office*)

Agenda Item 6

Oregon Transportation Commission (OTC) Meeting

Presenter

Shelly Humble - LaneACT Chair, Rob Zako – LaneACT Vice-Chair

Action requested

Identify and confirm messaging ACT Chairs' meeting with OTC.

Summary

The Oregon Transportation Commission has resumed meeting with ACT Chairs and Modal Committee Chairs. The meeting will be June 29, 2023. At the May 2023 LaneACT members discussed the following issues/comments/questions to share with the OTC:

- How does the OTC wanted to utilize ACTs;
- Desired changes in funding strategies: more funding for rural communities. higher funding levels for those without access to a personal vehicles via more funding for biking, walking, and transit; and
- Funding more closely aligned with population served.

Additionally, in 2021 LaneACT sent formal communication to the Oregon Transportation Commission including several components which continue to be relevant. This memo is attached for you consideration and adaptation as points Chair Humble can convey to the OTC in late June.

Attachments

- A. March 2021 Memo to Oregon Transportation Commission



Lane Area Commission on Transportation

859 Willamette Street, Suite 500
Eugene, OR 97401

March 10, 2021

Oregon Transportation Commission

Dear Chair Van Brocklin and Commissioners,

As Chair I am writing on behalf of the Lane Area Commission on Transportation (LaneACT). At our February 10th meeting Ms. Bohard attended to discuss *Refocusing Engagement with Area Commissions on Transportation*. We appreciate and value the opportunity for discussion, and as such LaneACT is providing comment directly to the OTC.

It is our understanding that LaneACT is the only ACT in the state created by legislative action, Senate Bill (SB) 944.¹ SB 944 dovetails with the Oregon Transportation Commission's *Policy on Formation and Operation of Area Commissions on Transportation (ACT Policy)*.²

Overall, LaneACT supports the OTC's own vision for the role of ACTs as expressed by the *ACT Policy*:

The Oregon Transportation Commission (OTC) established the Area Commissions on Transportation (ACTs) to improve communication and interaction between the OTC and local stakeholders who share a transportation-focused community of interest. That **dialogue** will include the OTC, local officials, legislators, the business community and appropriate stakeholders, and the Oregon Department of Transportation (ODOT).

In particular, LaneACT supports the OTC's desire for a dialogue: not merely one-way input from ACTs to the OTC but multi-way discussions between the OTC and key stakeholders in the area, with the ACT serving as the forum³ for such multi-way discussions.

Many of our hopes and concerns discussed with Ms. Bohard centered around a subset of the OTC role components detailed in the *ACT Policy*:⁴

- Designating one OTC member as the liaison to the ACT.

¹ SB 944, signed into law in 2009, directed Lane County to develop proposed charter for formation of area commission on transportation on or before September 30, 2010. See <https://olis.leg.state.or.us/liz/2009R1/Measures/Overview/SB944>.

² See *ACT Policy* at https://www.oregon.gov/odot/Get-Involved/ACT/OTC_ACTpolicy.pdf.


³ *ACT Policy* Section I. Mission: The mission of the ACTs is to provide a forum for the discussion and coordination of current and future transportation issues and to make recommendations to the OTC. ...

⁴ *ACT Policy* Section II. Roles and Responsibilities, Subsection C. Role of the OTC.

- Encouraging the OTC liaison to attend ACT meetings.
- Describing expectations and providing adequate lead time when requesting input from the ACT.
- Giving significant weight to recommendations from ACTs that follow procedures and requirements described in this document.

In October 2019, OTC heard concerns about limited communication and relationship between the OTC and the ACTs. Such breakdowns make quick and thoughtful responses to requests for input difficult as there is essentially no context from which to draw. The OTC does not have a solid picture of LaneACT’s priorities, issues, opportunities or particular challenges; and LaneACT does not have a solid picture of OTC’s issues and challenges, nor of the on the ground funding and policy implications decisions affect. This, in part, has resulted in the failure of ODOT and OTC processes to give significant weight to recommendations from ACTs; and perhaps, in the failure of ACTs to effectively communicate interests because we lack a solid picture of OTC’s landscape.

At our October 2020 meeting, Ms. Amy Ramsdell gave a presentation on 2024–2027 stakeholder engagement. Members of LaneACT asked about where the OTC sees ACTs on the International Association for Public Participation’s “Spectrum of Public Participation.”⁵ The sense of LaneACT is that recent practice has been for the OTC to “inform” or “consult” with ACTs, but not to more fully “involve” in the manner that the *ACT Policy* calls for:

INCREASING IMPACT ON THE DECISION 					
	INFORM	CONSULT	INVOLVE	COLLABORATE	EMPOWER
PUBLIC PARTICIPATION GOAL	To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.	To obtain public feedback on analysis, alternatives and/or decisions.	To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.	To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.	To place final decision making in the hands of the public.
PROMISE TO THE PUBLIC	We will keep you informed.	We will keep you informed, listen to and acknowledge concerns and aspirations, and provide feedback on how public input influenced the decision.	We will work with you to ensure that your concerns and aspirations are directly reflected in the alternatives developed and provide feedback on how public input influenced the decision.	We will look to you for advice and innovation in formulating solutions and incorporate your advice and recommendations into the decisions to the maximum extent possible.	We will implement what you decide.

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⁵ See Core Values, Ethics, Spectrum – The 3 Pillars of Public Participation, IAP2, <https://www.iap2.org/page/pillars>.

The lack of current relationship and absence of sustained two-way dialogue can be addressed by the fulfillment of OTC roles already set forth in policy. With fulfillment of these roles, LaneACT's desire to have OTC better listen to what ACTs are saying can be met. Historically, the lack of discussion around OTC's rationale for decisions and why or why not ACT input was acted upon has been a source of frustration. Once these basic yet essential roles are restored, feedback loops on decision making become more meaningful and natural. We look forward to a shift as we believe the mechanics to do so are in place, and so we are tasked more with a matter of will.

Respectfully,

A handwritten signature in black ink, appearing to read "Jeff Gowling". The signature is fluid and cursive, with a long horizontal stroke at the end.

Jeff Gowling, Chair
LaneACT



Lane Area Commission on Transportation

895 Willamette Street, Suite 500, Eugene, Oregon 97401-2910

541.682.4283 (*office*)

Agenda Item 7

LaneACT Member Priority Needs

Presenter

Rob Zako – LaneACT Vice-Chair

Action requested

Members share updates on their processes.

Background

At its May meeting LaneACT decided to move forward on a process through which members would identify near-term (over the next 5 years) investment and policy priority needs of their jurisdictions, constituencies, and/or stakeholders. LaneACT members received a memo sent May 12, 2023 (see attached) with purpose, timeline and survey link through which to submit identified priorities.

Please note this effort is not limited to Oregon Department of Transportation (ODOT) policies, programs or projects and should include any and all components important to your communities. This discussion is an opportunity for LaneACT members to share about their process to date and highlight any needs identified to date.

Attachments

A. Member Priority Needs Memo



Date: May 12, 2023

From: Lane Area Commission on Transportation (LaneACT) Steering Committee

To: **Lane County**, c/o Commissioner Ryan Ceniga
City of Coburg, c/o Councilor John Fox, Mayor Nancy Bell
City of Cottage Grove, c/o Councilor Mike Fleck
City of Creswell, c/o Councilor Shelly Clark, City Planner Curtis Thomas
City of Dunes City, c/o Councilor Robert Orr, City Recorder Jamie Mills
City of Eugene, c/o Mayor Lucy Vinis, Councilor Alan Zelenka
City of Florence, c/o Councilor Bill Meyer, Public Works Director Mike Miller
Junction City, c/o Councilor Sidney Washburne, Councilor Sandi Thomas
City of Lowell, c/o Mayor Don Bennett
City of Oakridge, c/o Mayor Bryan Cutchen Community Services Director Rick Zylstra
City of Springfield, c/o Councilor Michelle Webber, Mayor Sean VanGordon
City of Veneta, c/o Mayor Keith Weiss, City Administrator Matt Michel
City of Westfir, c/o Mayor D'Lynn Williams
Confederated Tribes Coos, Lower Umpqua and Siuslaw, c/o Councilor Doug Barrett, Tribal Planner, Garrett Gray
Port of Siuslaw, c/o Commissioner Bill Meyer, Manager David Huntington
Lane Transit District, c/o Director Heather Murphy, CEO Jameson Auten
Oregon Department of Transportation Area 5, c/o Manager Vidal Francis, Planner Bill Johnston
Central Lane Metropolitan Planning Organization, c/o Transportation and Infrastructure Program Manager Paul Thompson, Executive Director Brenda Wilson
Lane County Transportation Advisory Committee, c/o Vice-Chair John Marshall
Highway 126 East, c/o Pete Petty, Charles Tannenbaum
Bicycle & Pedestrian, c/o Sarah Mazze, Megan Shull
Environmental Land Use, c/o Rob Zako
Other Stakeholder, Eugene Organ
Other Stakeholder, Shelley Humble

Re: **Invitation to LaneACT Members to Share Transportation Priority Needs — by Monday, July 17, 2023**

Dear LaneACT member jurisdictions and stakeholder interests,

It is our pleasure to invite you to share your transportation priority needs with your fellow LaneACT members — **by Monday, July 17, 2023.**

Please submit your Transportation Priority Needs via this Google Form:

<https://forms.gle/fEN9nKhoHNMXkMHY7>

Note: You do not need a Google account to access the form if you complete your data entry in one session. If you want to complete the form over multiple sessions and want it to save your progress, you will need to access the form with a Google account.

Purpose

If we don't know what we need, there is a good chance we won't get it.

The purpose of the LaneACT Member Transportation Priority Needs Assessment ("Priority Needs Assessment") is to learn the top transportation needs for each member jurisdiction and stakeholder interest.

The purpose is not to allocate funding, as LaneACT does not have the authority to do so. The purpose is not even for all members of LaneACT to agree to a joint list of needs, at least not at this time. The purpose is simply to share information with each other to increase understanding and to inform future discussions.

Background

Pursuant to its [bylaws](#), LaneACT is an advisory body chartered in November 2010 by the Oregon Transportation Commission (OTC) to provide a forum for stakeholders to collaborate on transportation issues affecting Oregon Department of Transportation (ODOT) Area 5 ("Area," roughly the area of Lane County) and to strengthen state/local partnerships in transportation.

The mission of LaneACT is to:

1. Provide a local forum for sharing information, understanding, coordinating, and gaining consensus around transportation plans, policies, projects and funding;
2. Engage key stakeholders and the general public with a process consistent with state and federal laws, regulations and policies;
3. As applicable, consider all modes and aspects of the transportation system, including air, marine, rail (freight and passenger), road, transit, bicycle, pedestrian, and pipelines;

4. Review and monitor the condition of the Area’s transportation system, using appropriate benchmarks;
5. Recommend short- and long-term transportation investment priorities based on state and local plans and addressing identified needs of the Area’s transportation system while balancing local, regional and statewide perspectives; and
6. Communicate and coordinate regional recommendations, priorities and activities, and collaborate with other organizations and interests, including as applicable the Central Lane Metropolitan Planning Organization (CLMPO), other ACTs, the OTC, ODOT advisory committees, the Regional Solutions Team, regional partnerships and investment boards, state legislators, Oregon’s congressional delegation, and other agencies and stakeholders.

In November 2019, ODOT approved LaneACT as one of two ACTs (the other being Northeast ACT) to pilot the development of an Area Strategy. LaneACT held eight workshops with the assistance of ODOT staff and consultants Kittelson Associates. In May 2022, LaneACT finalized its Area Strategies Report. It defined a vision for the Area detailed into four themes, and offered possible strategies for achieving the vision.

In March and April 2023, LaneACT discussed that the Area Strategies Report provides a useful framework for discussions but isn’t sufficiently specific to inform ongoing policy discussions. LaneACT decided on its own to initiate this Priority Needs Assessment as a learning exercise. The work is being supported by ODOT and Lane Council of Governments (LCOG) staff.

Invitation

Again, we invite you to share with LaneACT a **summary** of your **transportation priority needs**.

Please share your best thinking about your own needs, considering—but not necessarily being bound by—the following guidance.

“Transportation” can include:

- Consistent with LaneACT’s mission, all modes and aspects of the transportation system, including air, marine, rail (freight and passenger), road, transit, bicycle, pedestrian, and pipelines;
- Transportation access for marginalized areas, businesses, communities, groups, or services (e.g., medical);
- Projects and programs of public, private, or nonprofit entities, including ODOT, Lane County, cities, tribes, transit providers, (air)ports, trucking companies, and rail companies;
- Elements that affect the quality of transportation, for example, street lighting;

- Enforcement of traffic laws; or
- Land use decisions that affect the number and length of needed trips.

“Need” can include:

- A single project, for example, a major roadway improvement or redesign;
- A class of similar projects, for example, minor walking and biking improvements to support Safe Routes to School;
- Connectivity, i.e., linking one or more modes of transportation;
- A program, for example, a bus service or bike share; or
- A policy, for example, the authority for a city or county to set speed limits.

“Priority” refers to:

- Unmet needs, for example, due to a lack of available funding or authority;
- Near-term needs, which generally could be met within the next 5 years with sufficient funding or authority, but for larger projects could take longer; and
- Top few (3–5) needs, aiming to inform LaneACT about what is most important to you— not an exhaustive list of everything.

“Summary” should include:

- A brief (few sentences) description of the priority sufficiently detailed for other LaneACT members to understand;
- The entity responsible for implementation;
- A ballpark estimate of the total cost, if known;
- Which themes in the Area Strategy Report the priority advances; and
- A reference to a plan or policy that identifies the need.

Process

Each LaneACT member jurisdiction or stakeholder interest may decide its own internal process for identifying its Transportation Priority Needs. Some jurisdictions might opt for their policy body to make a formal decision whereas others might defer to staff. For stakeholder interests separate from any jurisdiction, for example, Bicycle & Pedestrian, the LaneACT member should strive to consult with their constituents.

By Monday, July 17, 2023, please submit your Priority Needs via this Google Form:

<https://forms.gle/fEN9nKhoHNMxkMHY7>

Note: You do not need a Google account to access the form if you complete your data entry in one session. If you want to complete the form over multiple sessions and want it to save your progress, you will need to access the form with a Google account.

Timeline

We suggest the following timeline:

- May 10: LaneACT reviews and approves this invitation.
- June 14: LaneACT hears from members about their progress.
- June 29: LaneACT chair may provide a preliminary report to the OTC and chairs of other ACTs and model advisory committees.
- July 12: LaneACT notes which jurisdictions or stakeholder interests have not yet submitted, and decides whether to extend the deadline.
- **July 17: Deadline to submit priority needs**
- July 21: LaneACT Steering Committee begins reviewing the list of priority needs.
- August 9: LaneACT begins reviewing the list of priority needs.
- September 13: LaneACT holds a workshop on priority needs and considers possible next steps.

Next Steps

If and how LaneACT might use the Priority Needs Assessment is to be determined. Possibilities could include:

- Provide guidance when LaneACT is asked to provide input on new funding programs or specific projects. LaneACT could decide whether to endorse a proposed transportation project depending on its consistency with the LaneACT priority needs list.
- Inform discussions with OTC when it asks for input on, for example, State Transportation Improvement Funding (STIP) funding categories or specific ODOT projects.
- Inform the next time the Oregon Legislature is considering a statewide transportation funding bill and asks what the priorities are in the Lane County area.

Sincerely,

Shelley Humble, Chair, LaneACT

Rob Zako, Vice-Chair, LaneACT

Vidal Francis, ODOT Area 5 Manager

Attachment:

- LaneACT Area Strategies Report (May 2022)

LaneACT

Lane Area Commission on Transportation

Area Strategies Report

May 2022

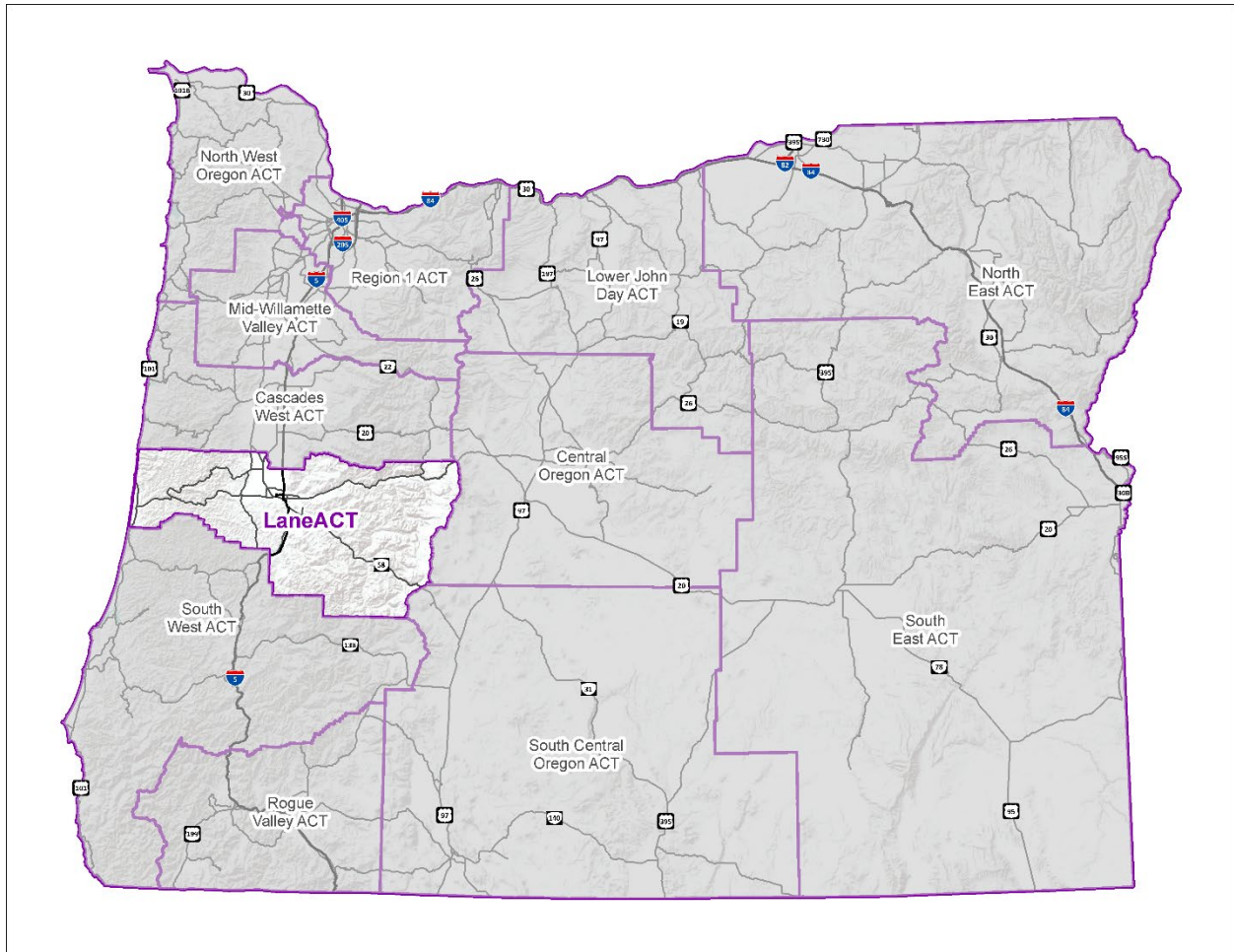
Final draft prepared by Kittelson Associates
May be further refined in the future by the LaneACT

The Lane Area Commission on Transportation (LaneACT) represents the area, agencies, businesses, and people within Lane County, as shown in the map on page 2. LaneACT includes 29-31 voting members representing Lane County, 12 incorporated cities, 1 tribal council, the Central Lane Metropolitan Planning Organization, the Port of Siuslaw, the Lane Transit District, the Oregon Department of Transportation, and 11-13 additional voting stakeholders.

LaneACT's intent is to represent the collective transportation needs, interests, and desires of the people, businesses, and organizations within the area, providing information and insights to the Oregon Transportation Commission.

Development of the 2022 LaneACT Area Strategy Report was facilitated through a total of eight workshops: three with the full ACT membership and five with a subcommittee of LaneACT members. Occasionally, smaller work groups from within the subcommittee produced various working papers for review and refinement by the subcommittee. At their May 2022 meeting, LaneACT reviewed and accepted the Area Strategy Report, planning to "test drive" it as a guiding document when making decisions over the following 6–12 months.

The LaneACT Area Strategy Report is considered a living document. As such, updates of this report are expected, due to changing circumstances, new information, and/or changing priorities, as determined by the LaneACT.



LaneACT Vision Statement

Lane ACT envisions a transportation system that provides people and businesses with access within and beyond Lane County that is interconnected, efficient, safe, secure, healthy, equitable, sustainable, and resilient.

Defining the Vision

LaneACT supports an understanding of the vision statement with four themes that define key terms and further describe the Commission's intent. Themes are followed by desired outcomes that provide tangible examples of what the vision is meant to accomplish. The Area Strategy follows the vision, themes, and desired outcomes and is expressed as a list of strategies that are organized by these themes.

Theme 1: Access, Connectivity, and Efficiency

- **Accessibility** (also known as access) refers to the ability of people and businesses to reach desired goods, services, activities, and destinations that are collectively called opportunities.
- **Connectivity** refers to connecting individual modes of transportation and/or accommodating transfers between such modes.
- An **efficient** transportation market offers a variety of different travel modes and levels of service quality, from which users can choose the combination of quantity, quality and price that best suits their needs.

Definition/Intent: Access is the ultimate goal of most transportation, except a small portion of travel in which movement is an end in itself (jogging, horseback riding, pleasure drives) with no destination. Motor vehicle traffic is a subset of mobility, and mobility is a subset of accessibility. Accessibility encompasses travel options such as transit, ridesharing and nonmotorized modes; mobility substitutes such as telework and delivery services; and strategies to increase land use accessibility such as smart growth and location efficient development. Accessibility supports an integrated view of transportation and land use systems, with attention to connections among modes and between transport and land use patterns. It values modes according to their ability to meet users' needs and does not necessarily favor longer trips or faster modes if shorter trips and slower modes provide adequate access. It considers walkability to be a particularly important mode because walking provides basic access, including connections between modes and to destinations. It supports the broadest use of transportation funding, including mobility management and land use management strategies if they increase accessibility.

Desired Outcomes for Access, Connectivity, and Efficiency

- (A) Users have viable choices for methods and routes to achieve access that are without barriers (i.e., they are seamless and easy to transition between).
- (B) An interconnected, multimodal transportation system efficiently and reliably connects people to jobs, services, resources, and recreation facilities.
- (C) A transportation system that provides reliable alternatives to the automobile to connect people to jobs, communities, and recreation facilities. Service must be efficient and convenient.
- (F) Teleworking is readily available and affordable, providing equitable access for all residents and businesses of Lane County.
- (G) Interstate highways and railroads and national/international air and sea ports provide [Strategy] Lane County with competitive and reliable access to national and global markets for tourism and commerce [Outcome].
- (H) Terminals, hubs, and intermodal facilities [Strategy] located in Lane County have seamless, barrier-free access to regional, state, and interstate transportation facilities to efficiently move people and goods [Outcome].
- (I) Economic activity and opportunity are readily and reliably supported by multimodal facilities that are cost-effective to use.

Theme 2: Safety, Security, and Health

- **Safety** refers to the protection of life and limb from unintended threats, mishaps, or accidents.
- **Security** refers to the protection against deliberate threats, for example, crimes.
- **Health** is a state of complete physical, mental, and social well-being and not merely the absence of disease and infirmity.

Definition/Intent: This theme relates to the well-being of people.

Desired Outcomes for Safety, Security, and Health

- (K) Transportation facilities and services are designed, managed, and maintained with the safety and security of users being paramount.

Theme 3: Equity

- **Equality** means each individual or group of people is given the same resources or opportunities.
- **Equity** recognizes that each person has different circumstances and allocates the exact resources and opportunities needed to reach an equal outcome.

Definition/Intent: This theme emphasizes strategies to realize other themes must spread benefits and costs fairly.

Desired Outcomes for Equity

- (M) Everyone can get to where they need (as opposed to want) to go safely, affordably (at a reasonable cost), and within a reasonable amount of time.
- (N) Lane County offers reliable, safe, and cost-effective transportation options that do not require automobile ownership, to access work, school, services, or recreation.
- (O) All users of the system feel equally welcome and entitled to use all available modes of transportation.

Theme 4: Sustainability and Resiliency

- **Sustainability** means meeting our own (user's, provider's, society's) needs without compromising the ability of future generations to meet their own needs. In addition to natural resources, we also need social and economic resources. Sustainability is not just environmentalism.
- **Resiliency** is the ability of communities, through mitigation and pre-disaster preparation, to develop the adaptive capacity to maintain important functions and recover quickly when major disasters occur.

Definition/Intent: This theme is about the long term, ensuring that efforts today can continue well into the future, and not be unduly interrupted by natural disasters.

Desired Outcomes for Sustainability and Resiliency

- (U) Construction, operation, and use of the transportation system will be managed in order to mitigate or eliminate ongoing adverse impacts on the natural and built environment.
- (W) Mitigation of the impacts of climate change are interwoven into the construction, operation, and use of the transportation system.
- (X) Strategic actions and investments are made considering best practices and technology.
- (Z) Use of the system is protected against disruption (natural or created).
- (AA) Emphasis is given for ensuring that major distribution routes provide for the evacuation of people as well as the movement of goods and services in the aftermath of a catastrophic event such as an earthquake or tsunami.

LaneACT Area Strategies

Theme 1: Access, Connectivity, and Efficiency

Strategies

- 1.1 Improve transit between cities and increase schedules to encourage people to use alternative modes of transportation.
 - a. Investment in land use to make the transit work (ex. land on which to place a mobility hub).
 - b. Investing in mobility hubs, to improve service between communities.
 - c. Investment in more frequent and longer hours of service.
 - d. Investment in neighborhood stops, to improve safety and access.
 - e. Fill in gaps on bike routes and multi-use paths.
 - f. Provide lighting on bike paths between Eugene and Springfield and other high-use bike/ped paths.
 - g. Known gaps in transit system today:
 - i. LTD has a good process for closing gaps, but it is resource constrained
 - ii. What gaps would we fill in if resources weren't an issue?
 - 1. Highway 99 corridor
 - 2. Eugene > Florence, Florence > Coos Bay, Florence > Yachats (all pilot projects)
 - h. Modernizing facilities to meet ADA standards.

- 1.2 Complete active transportation networks within cities. If planning is needed, fund planning as well as implementation.
 - a. Fund bike/ped master planning for cities and Lane County.
 - b. Provide funding to fully implement identified bike/ped needs by the year 2040
 - c. Add or improve bike lanes along all state highways and major county roads within Lane County.
 - d. Fund at a level commensurate to the desired mode share - i.e., provide 15% of transportation dollars to bike infrastructure if you want 15% of trips made by bike, etcetera.
 - e. State provides funds for planning and requires all jurisdictions to create plan that identifies needs and gaps in active transportation networks, including connections to public transportation.
 - f. Refer also to Strategy 1.1.
- 1.3 Connect all Lane County residents to 1 GBPS broadband connectivity under \$X/month.
 - a. Affordable high-speed broadband is available to achieve teleworking throughout Lane County.
 - b. Develop a Lane County Broadband strategy to leverage funding opportunities.
- 1.4 Educate community about transit options (how to access, use, etcetera).
 - a. Provide easy to understand and readily available transit route information, connections, and schedules to the general public.
 - b. Invest in transit education program for elementary school students.
- 1.5 Technology and infrastructure are in place and functionally supporting AV/EV movements within cities and towns of Lane County and the corridors connecting them.
- 1.6 High-speed rail for freight and passengers.
 - a. Invest in rail to alleviate pressure to widen I-5.
- 1.7 Gaps and barriers closed and overcome for each mode.
 - a. State provides funds for planning and requires all jurisdictions to create plan that identifies needs and gaps in active transportation networks, including connections to public transportation.
 - b. Identify and address (fund) gaps in pedestrian infrastructure in order to facilitate use of transit.

- 1.8 Create a network of protected bike lanes within and between communities.
 - a. Purchase and preserve rights-of-way for bike/ped paths.
 - b. Fund at a level commensurate to the desired mode share - i.e., provide 15% of transportation dollars to bike infrastructure if you want 15% of trips made by bike, etcetera.
 - c. State provides funds for planning and requires all jurisdictions to create plan that identifies needs and gaps in active transportation networks, including connections to public transportation.
 - d. Fund and require implementation of these plans before more money is spent on infrastructure for single-occupant-vehicles.
- 1.9 Transference between modes is accommodated without limitation.
- 1.10 Study OR 99 as an option for a multimodal corridor (as an alternative corridor to I-5).

Theme 2: Safety, Security, and Health

Strategies

- 2.1 Ensure each city has a plan for and then focus on building out the active transportation network to increase safety and access.
 - a. Planning grants for completing and adopting planning work.
 - b. Fund at a level commensurate to the desired mode share - i.e., provide 15% of transportation dollars to bike infrastructure if you want 15% of trips made by bike, etcetera.
- 2.2 Reduce speed limits.
 - a. Invest in greater speed enforcement and impose higher fines.
 - b. Support funding for planning and replacement of regulatory signs on residential streets.
 - c. Replace 85-percentile rule (reflecting how fast people actually drive) with a rule based on what is safe speed for the facility and users.
 - d. Lower speed limits along identified corridors with safety issues, e.g., Main Street in Springfield or Highway 126 between Veneta and Eugene.
 - e. Use automated speed enforcement cameras to enforce safe speed limits
- 2.3 Increase patrols.
 - a. Create a county-wide partnership of public safety officials (OHP, Lane County Sheriff, city police, fire & rescue) to coordinate traffic safety efforts.
 - b. Increase targeted public education campaigns related to following speed limits, not driving under the influence, not running red lights, not passing in no-pass zones, and generally avoiding dangerous behaviors.
 - c. Provide sufficient funding for traffic safety enforcement, including through the use of higher traffic fines.

- 2.4 Provide separated infrastructure for each ground mode of travel (i.e., pedestrian, bicycle, and motor vehicle).

Theme 3: Equity

Strategies

- 3.1 Coordinated fares and schedules between systems.
 - a. Provide single mobile payment platform.
- 3.2 Directly engage BIPOC and historically marginalized communities in visioning and planning transportation systems and infrastructure.
 - a. Invest in filling several LaneACT membership slots with members representing the BIPOC and historically marginalized communities.
 - b. Provide grant funding to BIPOC organizations to enable them to engage more fully in transportation planning and programming efforts.
 - c. Engage with BIPOC and historically marginalized communities to learn and address what their transportation needs are.
 - d. LaneACT should hold occasional joint meetings with select BIPOC organizations in order to increase shared understanding of challenges and opportunities.
 - e. Target a fixed percentage (5%? 10%) of funding to go to address historical inequities.
 - f. Include additional funds in each project for engagement of underserved communities.
- 3.3 Promote advocacy for the underserved.
 - a. Provide 1 or 2 ACT seats for transportation disadvantaged representatives.

Theme 4: Sustainability and Resiliency

Strategies

- 4.1 Use equity, climate, and safety lens to determine which projects are highest priority.
 - a. Invest in developing relationships with leaders/members of groups like the NAACP, tribal nations, low-income neighborhoods, environmental organizations, safe transportation groups, pedestrian groups, etc. for the purpose of getting their feedback on the prioritization of projects.
 - b. Develop a system for independent scoring of projects based on criteria of safety, equity, and climate change where some objective third party, rather than the jurisdiction applying for funding or the organization providing funding, does the scoring. This should apply to all projects to inform on what each project is accomplishing.
 - c. Review all legacy highway projects, say, estimated to cost \$50 million or more, in light of safety, equity and climate change filters.

- d. Avoid projects that do not achieve a minimal score in terms of safety, equity, and climate change.
 - e. Develop and support a transportation wallet (or equivalent concept) for individuals who face barriers to accessing transportation (modeled after Portland's transportation wallet). This would provide transportation options for lower-income people.
- 4.2 When managing the increased use of facilities, prioritize operational improvements, such as ramp meters or other traffic management, over adding additional lanes.
- a. Invest in public service announcements, billboards, news stories and other ways to remind the public of the importance of traffic management, (rather than adding more lanes) to advancing our climate, food production and other goals.
 - b. Develop a process for evaluating the transportation efficiency of city and county land use plans, i.e., how much traffic planned development is expected to generate.
 - c. Assign a cost to generated traffic from land use plans and weigh these incurred costs against possible investments in infrastructure: A city or county should not be rewarded for planning that generates more traffic with more investments in transportation, as that would be a vicious circle.
- 4.3 Our airports are resilient to disasters.
- a. Ask the airports what they need and support their efforts.



Lane Area Commission on Transportation

895 Willamette Street, Suite 500, Eugene, Oregon 97401-2910

541.682.4283 (*office*)

Agenda Item 8

**Lane County
Community Powered Bicycle Projects**

Presenter

Becky Taylor – Lane County Senior Transportation Planner

Action requested

No action required. This is an opportunity for members to learn more about community survey results regarding transportation challenges and priorities of rural residents traveling on Lane County roads. Becky Taylor will provide an overview of the survey results, which will further inform Lane County’s prioritization of the Bicycle Master Plan (BMP).

Background

The project is called “Community Powered Bicycle Projects” because Lane County wants to provide bicycle projects the community needs and supports. In 2022, Lane County adopted its first-ever BMP, which identifies investments needed to support bicycling as a transportation option in rural Lane County. Because the needs are so great and exceed available resources, BMP implementation will require Lane County to secure additional/external funding (e.g. grant funding). A strong demonstration of project need and community support greatly increases Lane County’s confidence and competitiveness in applying for grant funding to implement the BMP.

Transportation grants are increasingly prioritizing equity and transportation options. This community survey project, which was made possible by grant funding provided by the Oregon Department of Land Conservation and Development (DLCD) Rural Transportation Equity program, enabled Lane County to hear directly from rural residents, especially transportation-priority populations, such as low-income households and people who are more dependent on walking and biking to access critical services. Over 3,625 rural community members participated, sharing information about their experiences on Lane County roads. The information gathered and the relationships developed through this process provides an opportunity for Lane County to further advocate for BMP implementation resources.

Attachments

None.

<p>July 12, 2023</p> <ul style="list-style-type: none"> • Member Recruitment • LaneACT Work Plan • Prepare for September OTC Meeting in Eugene 	<p>August 9, 2023</p> <ul style="list-style-type: none"> • Meet in Florence (potentially) • Prepare for September OTC Meeting in Eugene 	<p>September 13, 2023</p> <ul style="list-style-type: none"> • (Note September 14 OTC Meeting in Eugene)
<p>October 11, 2023</p> <ul style="list-style-type: none"> • Establish Nominating Committee • Aviation Review Committee Appointment 	<p>November 8, 2023</p> <ul style="list-style-type: none"> • Sovereignty and Working with Tribes 	<p>December 13, 2023</p> <ul style="list-style-type: none"> •
<p>January 10, 2024</p> <ul style="list-style-type: none"> • Chair and Vice Chair Appointments • STIF-D Proposal Review 	<p>February 14, 2024</p> <ul style="list-style-type: none"> • STIP 	<p>March 13, 2024</p> <ul style="list-style-type: none"> •
<p>April 10, 2024</p> <ul style="list-style-type: none"> • 	<p>May 8, 2024</p> <ul style="list-style-type: none"> • 	<p>June 12, 2024</p>

The topics listed are tentative and subject to change.



2023-2024

Future potential topics (schedule to be determined)

- Advance regulations for autonomous vehicles.

LaneACT Attendance 2022-2023

Stakeholder		JUL'22	AUG'22	SEP'22	OCT'22	NOV'22	DEC'22	JAN'23	FEB'23	MAR'23	APR'23	MAY'23	JUN'23	
Coburg		A	A	A	A	X	X	X	X	X	A			
Cottage Grove		A	X	A	X	X	X	X	X	X	X			
Creswell		X	X	X	X	X	X	X	X	X	X			
Dunes City		A	A	A	A	A	A	A	X	A	A			
Eugene	N O M E E T I N G	X	X	X	X	A	X	X	A	X	A			
Florence		X	X	X	X	A	X	X	A	X	A			
Junction City		X	A	X	X	A	A	X	X	X	X			
Lowell		X	A	A	X	X	X	A	A	X	X			
Oakridge		A	A	A	A	A	A	X	X	X	X			
Springfield		X	X	X	X	A	A	X	A	X	X			
Veneta		X	X	X	X	X	X	X	X	X	X			
Westfir		A	A	A	A	A	A	A	A	A	A			
Lane County		X	X	A	X	X	A	A	A	A	X	X		
Port of Siuslaw		X	X	X	X	A	A	X	A	X	A			
Lane Transit District			X	X	X	X	A	X	X	A	X	X		
CTCLUSI			X	X	X	X	X	X	X	A	X	X		
ODOT Area 5		X	X	X	X	X	X	X	X	X	X			
Central Lane MPO		X	X	X	X	X	X	X	X	X	X			
Lane County TrAC		X	X	X	X	X	X	X	X	X	X			
Highway 126 E		X	X	X	X	X	X	X	X	X	X			
DS Trucking - Vacant														
DS Rail - Vacant														
DS Bike/Ped		X	X	X	X	X	X	X	X	X	X			
DS Envir LU		X	X	X	X	X	X	X	X	X	X			
OS - Eugene Organ		X	X	A	X	A	X	X	A	A	A			
OS - VACANT														
OS-VACANT														
OS - Shelley Humble		X	X	X	X	X	X	X	X	X	X			
OS - NOT UTILIZED														
TOTAL		19	18	16	19	14	17	21	15	22	17			

*X=present A=absent



Lane Area Commission on Transportation

859 Willamette Street, Suite 500, Eugene, Oregon 97401
 541.682.4283 (office)

Membership 2022-23
 Last Update April 2023

Jurisdiction	Member	Email	Phone	Address
Lane County				
Primary Rep	Ryan Ceniga Commissioner	Ryan.Ceniga@lanecountyor.gov	541.682.4203	125 E 8 th Avenue, PSB Eugene, OR 97401
Alternate Rep	TBD Commissioner		541.682.	125 E 8 th Avenue, PSB Eugene, OR 97401
Coburg				
Primary Rep	John Fox Councilor	councilorfox@ci.coburg.or.us	541.682.7850	PO Box 8316 Coburg OR 97408
Alternate Rep	Nancy Bell Mayor	mayor@ci.coburg.or.us	541.682.7850	PO Box 8316 Coburg OR 97408
Cottage Grove				
Primary Rep	Mike Fleck Councilor	councilorfleck@cottagegrove.org		923 S. U Street Cottage Grove OR 97424
Alternate Rep	TBD			
Creswell				
Primary Rep	Shelly Clark Councilor	shclark@creswell-or.us	541.895.2531	PO Box 276 Creswell OR 97426
Alternate Rep	Curtis Thomas City Planner	cthomas@creswell-or.us	541.895.2913	PO Box 276 Creswell OR 97426
Dunes City				
Primary Rep	Robert Orr Councilor	robertvorr@gmail.com	541.997.3338	83541 Jensen Ln. Florence, OR 97439
Alternate Rep	Jamie Mills City Recorder	recorder@dunescityor.com	541.997.3338	PO Box 97 Westlake OR 97493
Eugene				
Primary Rep	Lucy Vinis Mayor	lvinis@eugene-or.gov	541.682.8347	125 East 8 th Avenue 2 nd Floor, PSB Eugene OR 97401
Alternate Rep	Alan Zelenka Councilor	alan.zelenka@ci.eugene.or.us	541.682.8343	125 East 8 th Avenue 2 nd Floor, PSB Eugene OR 97401

Florence				
Primary Rep	Bill Meyer Councilor	bill.meyer@ci.florence.or.us	541.997.8237	250 Hwy 101 Florence OR 97439
Alternate Rep	Mike Miller Public Works Director	mike.miller@ci.florence.or.us	541.997.4106	250 Hwy 101 Florence OR 97439
Junction City				
Primary Rep	Sidney Washburne Councilor	swashburne@cityofjc.com	541.998.2153	PO Box 250 Junction City OR 97448
Alternate Rep	Sandi Thomas Councilor	stthomas@cityofjc.com	541.998.2153	PO Box 250 Junction City OR 97448
Lowell				
Primary Rep	Don Bennett Mayor	donbennett47@q.com	541.937.2312	540 Sunridge Lane Lowell OR 97452
Alternate Rep	TBD			
Oakridge				
Primary Rep	Bryan Cutchen Mayor	mayor@ci_oakridge.or.us	541.782.2258	PO Box 1410 Oakridge, OR 97463
Alternate Rep	Rick Zylstra Community Services Dir.	rzylstra37@gmail.com		
Springfield				
Primary Rep	Michelle Webber Councilor	mwebber@springfield-or.gov		225 5 th Street Springfield OR 97477
Alternate Rep	Sean VanGordon Mayor	svangordon@springfield-or.gov		225 5th Street Springfield OR 97477
Veneta				
Primary Rep	Keith Weiss Mayor	kweiss@ci.veneta.or.us	541.935.2191	PO Box 458 Veneta OR 97487
Alternate Rep	Matt Michel City Planner	mmichel@ci.veneta.or.us	541.935.2191	PO Box 458 Veneta OR 97487
Westfir				
Primary Rep	D'Lynn Williams Mayor	mayor@ci.westfir.or.us		47365 1 st Street Westfir OR 97492
Alternate Rep	TBD			
Confederated Tribes				
Primary Rep	Coos, Lower Umpqua and Doug Barrett	Siuslaw dbarrett@ctclusi.org	541-888-7512	P.O. Box Florence, OR 97439
Alternate Rep	Garrett Gray	ggray@ctclusi.org	541.888.9577	1245 Fulton Avenue Coos Bay OR 97420

Port of Siuslaw				
Primary Rep	Bill Meyer Board Commissioner	See City of Florence	See Florence	100 Harbor Street Florence OR 97439
Alternate Rep	David Huntington Manager	manager@portofsiuslaw.com		100 Harbor Street Florence OR 97439
Lane Transit District				
Primary Rep	Heather Murphy Board Member	Heather.murphy@ltd.org		PO Box 7070 Springfield OR 97475
Alternate Rep	Jameson Auten General Manager	jameson.auten@ltd.org		PO Box 7070 Springfield OR 97475
ODOT Area Manager				
Primary Rep	Vidal Francis Area 5 Manager	vidal.t.francis@odot.oregon.gov	541.726.5227 (w)	2080 Laura St. Springfield, OR 97477
Alternate Rep	Bill Johnston Area 5 Planner	bill.w.johnston@odot.state.or.us	541.747.1354 (w)	2080 Laura St. Springfield, OR 97477
Central Lane MPO				
Primary Rep	Paul Thompson Transportation and Infrastructure Program Manager	pthompson@lcog.org	541.682.4405 (w)	859 Willamette St., Suite 500 Eugene OR 97401
Alternate Rep	Brenda Wilson Executive Director	bwilson@lcog.org	541.682.4395 (w)	859 Willamette St., Suite 500 Eugene OR 97401
LC TrAC				
Primary Rep	John Marshall	jmarshall47@gmail.com		Email only.
Alternate Rep				
Highway 126 East				
Primary Rep	Pete Petty	ppetty541@aol.com		49460 McKenzie Hwy Vida OR 97488
Alternate Rep	Charles Tannenbaum	caroltan@q.com	541.736.8575	40882 McKenzie Hwy Springfield OR 97478

Designated Stakeholders					
Trucking	VACANT				Term Expires May 31, 2022
Rail	VACANT				Term Expires April 30, 2023
Bicycle & Pedestrian					
Primary Rep	Sarah Mazze	mazze_s@4j.lane.edu	541.790.7492	1975 W. 8th Ave, Eugene OR 97402	Term Expires January 12, 2024
Alternate Rep	Megan Shull	mshull@lcog.org	541-682-4023	859 Willamette St., Suite 500, Eugene	Term Expires January 12, 2024
Environmental Land Use	Rob Zako	rob@best-oregon.org	541.343.5201 (H) 541.606.0931 (W)		Term Expires June 30, 2023
Alternate					
Other Stakeholders					
	Eugene Organ	eorgan@comcast.net	541.683.6556 (H)	2850 Pearl Street Eugene OR 97405	Term Expires July 14, 2025
	VACANT				
	Shelley Humble	shumble@creswell-or.us	541.895.2913 (W) 541.953.9197 (C))	PO Box 276 Creswell OR 97405	Term Expires July 14, 2025
	VACANT				