



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

Agenda

May 10, 2023

5:30 to 7:30 PM

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

<https://us06web.zoom.us/j/86291445886?pwd=S3lkZTN1YTF3dGlaT21TcUFoQ2t5Zz09>

To dial in using your phone:

+1 253 215 8782

Meeting ID: 862 9144 5886 Passcode: 683492

Meeting highlights

- **Talking Points for ACT Chairs' Meeting**
- **LaneACT Member Priority Needs**
- **New Member Recruitment**

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

- | | | |
|-----------|--|-------------|
| 1. | Call to order (welcome and introductions) <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 April 12th 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 – Paul Thompson | |
| | d. Member updates – all | |

- 6. LaneACT Chairs' Meeting with Oregon Transportation Commission** **6:00**
Summary: Identify talking points for the meeting.
Presenters: Shelley Humble – LaneACT Chair, Rob Zako – LaneACT Vice-Chair
- 7. LaneACT Member Recruitment** **6:20**
Summary: Identify recruitment strategies, knowledge and experience focus for Other Stakeholders.
Presenters: Vidal Francis, ODOT Area 5 Manager; Denise Walters – LaneACT Staff
- 8. LaneACT Member Priority Needs Process & Guidance** **6:40**
Summary: Continued discussion for the purpose of developing a list of investment policy and project funding priorities.
Presenter: Rob Zako – LaneACT Vice-Chair
- 9. LaneACT Work Plan** **6:50**
Summary: Discuss work plan template provided for ACTs.
Presenter: Vidal Francis – ODOT Area 5 Manager

Other attachments (for information only)

- Monthly attendance report
- Membership list (February 2023)

Upcoming meetings (all meetings are online)

- May 19 – Steering Committee (11:00 to noon)
- June 14 – LaneACT (5:30 to 7:30 PM)
- June 16 – Steering Committee (11:00 to noon)
- July 12 – 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

APRIL 2023 -- M I N U T E S

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

April 12, 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
Lucy Vinis, Eugene
Bill Meyer, Florence and Port of Siuslaw
Sidney Washburne, Junction City
Don Bennett, Lowell
Brian Cutchen, Oakridge
Michelle Webber, Springfield
Keith Weiss, Veneta
Ryan Ceniga, Lane County
Heather Murphy, Lane Transit District (LTD)
John Marshall, Lane County Transportation Advisory Committee (LC TrAC)
Vidal Francis, Oregon Department of Transportation (ODOT)
Paul Thompson, Central Lane Metropolitan Planning Organization (MPO)
Doug Barrett, Confederated Tribes
Pete Petty, Highway 126 East
Sarah Mazze, Bicycle & Pedestrian Designated Stakeholder

ABSENT: Coburg, Dunes City, Westfir; and Eugene Organ, Other Stakeholder.

OTHERS: Bill Johnston, ODOT; Becky Taylor, Lane County; Drew Larson, City of Springfield; Matt Michel, City of Veneta; Tom Schwetz, LTD; Garrett Gray, Confederated Tribes, Denise Walters, Lane Council of Governments (LCOG); and Gwen Jaspers, public.

1. Call to Order (Welcome and Introductions)

Chair Shelley Humble called the Lane Area Commission on Transportation (LaneACT) meeting to order at 5:31 p.m. Those attending the meeting introduced themselves.

2. Review Agenda – Additions or Deletions

Mr. Zako requested to add an agenda item to ask LaneACT members about topics of interest.

3. Consent Agenda

Mayor Vinis requested the minutes indicate she was listed as absent.

- **Approve Minutes from March 8, 2023 meeting.**

Consensus: Approve the Minutes from the LaneACT March 8, 2023 meeting minutes with Eugene listed as absent.

4. Comments from the Audience

No one wished to address the LaneACT members.

5. Announcements and Information Sharing

- **ODOT Update**

Mr. Francis relayed he had held two in-person public comment meetings on the proposed 2024-2027 Statewide Transportation Improvement Program (STIP) projects. He announced the Oregon Transportation Commission (OTC) was scheduled to meet with ACT Chairs on June 9, 2023 and suggested LaneACT members provide talking points for Ms. Humble as part of their May meeting. Mr. Francis also described the construction season as in full swing and noted two notable project locations included Highway 58 from Eugene to Klamath County line (culvert replacements) and the Cottage Grove area.

When Tribal Council Member Barrett asked if the new culverts facilitated passage of lamprey eel as well as salmon, Mr. Francis said for the most part they did.

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

Mr. Thompson said the MPO discussed the draft of their upcoming work program and the draft Metropolitan Transportation Improvement Program. Both documents were currently open for public comment.

- **Legislative Update**

Mr. Thompson relayed two transportation bills of note were moving forward: House Bill 3113 (HB3113), which funded the Great Streets program, and House Bill 2095 (HB2095), which expanded the allowable use of photo radar enforcement and gave local jurisdictions more options to change speed limits. He noted on April 13, 2023, the Joint Committee on Transportation's agenda was devoted to the proposed Columbia River Bridge crossing and its funding.

Mr. Zako posted in the chat a link to the legislative agenda for Better Eugene Springfield Transportation (BEST): [2023 Legislative Agenda - BEST \(best-oregon.org\)](https://www.best-oregon.org/2023-Legislative-Agenda) He added he had testified in favor of HB3113.

- **Other Member Updates**

Mayor Vinis shared Eugene had rolled out an e-scooters program. Regular scooters were available city-wide whereas scooters with seats (designed for older riders or those for whom standing was difficult) were restricted to downtown and the University area. She also referenced the ongoing Move EUG program which was currently seeking public input on ways to improve alternative modes and safety ([Move EUG | Engage Eugene \(eugene-or.gov\)](https://www.eugene-or.gov/move-eug)). Mayor Vinis announced a Move EUG open house on April 20, 2023.

Mr. Zako discussed the recent BEST event on the future of transportation. He summarized the themes: focus on outcomes; listen to all people's needs; go to where people are to gather input; and settle for solutions that give us most of what we want instead of holding out for the perfect answer. Mr. Zako noted BEST staff planned to upload the event's Zoom recording to YouTube.

Councilor Clark described the potential passage of a Creswell transportation utility fee to fund street improvements as a "hot button" issue.

6. The Role of the Area Commissions on Transportation (ACTs)

Mr. Francis referred to his short summary the prior month discussing the evolving role of the ACTs. He was debriefing a February meeting among ODOT area managers, OTC Vice Chair Julie Brown, OTC Commissioner Sharon Smith, and ODOT Policy, Data and Analysis Division Administrator Amanda Pietz. Mr. Francis acknowledged past legislation had resulted in a shift in the role of ACTs from providing input on which projects should be funded to primarily information sharing. He described ACTs as a valuable forum to learn the local perspective of needs as well as how statewide issues impacted the local level. Mr. Francis illustrated ways other ACTs had adapted to their new role, including being more engaged in legislative issues, reaching out to other stakeholders (e.g., medical providers), and reducing the frequency or duration of meetings to keep the meetings robust. He expected to be able to present a sample ACT work plan at the upcoming LaneACT Steering Committee meeting.

Mr. Zako recalled the reason ACTs were formed was to provide the local perspective, and the need for that perspective had not changed. Ms. Humble added advocating for the region was another important role.

7. LaneACT Members' Priority Needs

Mr. Zako summarized prior discussions to identify the priority needs of each jurisdiction or stakeholder group, separate from specific funding opportunities. He said the focus should be on

unfunded needs in the next five years or so. He referred to the process proposal included in the agenda packet (Attachment A).

Mr. Johnston reviewed the fourteen steps in the proposed process. He also discussed the potential uses of the process' outcome.

Mr. Zako emphasized it was important for each LaneACT member to go back to their board, council, commission, etc. before submitting their priorities. The priorities were not limited to ODOT facilities. Other types of projects raised by LaneACT members included lighting, sidewalk infill, and airports.

Mr. Francis identified additional ways to use the information, including leveraging existing ODOT projects or more specifically answering legislators' questions about local priorities.

Councilor Clark expressed support for the project and process. She felt it was a good opportunity to engage the rest of her city council to identify the needs. Councilor Clark added she was looking forward to learning about the needs of other jurisdictions.

When Councilor Fleck referenced the *Area Strategies Report* in the agenda packet, Mr. Zako explained the pilot project. He said LaneACT had accepted, not adopted the report, so it wasn't a binding document.

Consensus: Move forward with the project to identify the priority needs of each jurisdiction or stakeholder group.

Mr. Zako suggested the Steering Committee work on the next steps in the process.

7.a. Members' Agenda Topics

Mr. Zako asked if other LaneACT members had topics they would like to be discussed at a future meeting. Hearing none, Ms. Humble suggested people e-mail Ms. Walters their ideas.

8. Adjournment

Ms. Humble adjourned the meeting at 6:45 p.m.

(Recorded by Beth Bridges)

MINUTES

Metropolitan Policy Committee
Virtual Meeting via Zoom

April 6, 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); Susan Cox, Kelly Sutherland (Lane Transit District); Vidal Francis (Oregon Department of Transportation), members.

Paul Thompson, Brenda Wilson, Dan Callister, Ellen Currier, Kelly Clarke (Lane Council of Governments); Rob Zako (Better Eugene-Springfield Transportation); John Marshall (City of Coburg)

WELCOME, CALL TO ORDER AND INTRODUCTIONS

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

APPROVE February 2, 2023, MPC MEETING MINUTES

Ms. Bell, seconded by Mr. Van Gordon, moved to approve the March 2, 2023, meeting minutes as submitted. The motion passed unanimously, 9:0.

ADJUSTMENTS TO THE AGENDA/ANNOUNCEMENTS FROM MPC MEMBERS

Ms. Vinis announced the City of Eugene had launched its electric scooter (e-scooter) program on March 31. Initially 200 e-scooters were deployed, with 400 more to be added over the coming months. She also announced the City's Move EUG initiative was under way. It was a planning project to identify and prioritize walking, biking, and safety programs and infrastructure projects throughout Eugene. An open house as part of the public engagement would be held on April 20, 2023, at the Farmers' Market.

COMMENTS FROM THE AUDIENCE

Rob Zako, Better Eugene-Springfield Transportation (BEST), invited MPC members to a Future of Transportation event, co-sponsored by BEST and ARP-Oregon, on April 10.

METROPOLITAN PLANNING ORGANIZATION (MPO) ISSUES

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

Mr. Callister provided a brief overview of the MTIP, one of the basic documents required of MPOs, and described how it is part of implementing the goals and objectives of the Regional Transportation Plan over the next four fiscal years. It includes a list of projects for which federal funding had been secured, including projects that were prioritized and selected for use of the MPO's discretionary federal funds. The process for selecting projects was defined in the MTIP and linked RTP goals and objectives to funding decisions. He said approval of the MTIP did not require any funding decisions as those had been made in the fall of 2022 and were documented in the draft MTIP. The document also satisfied federal requirements for Lane Transit District's (LTD) projects.

Attachment 5B

Mr. Callister pointed out a proposed change in the approval process in the TIP Approval Matrix. Currently MPC must approve initial programming of any MPO discretionary funding. The updated matrix would allow TPC to approve initial programming of “off-cycle” funds to projects or scopes already in the TIP. Off-cycle refers to mostly unanticipated federal funds that come to the MPO either as federal redistribution or by other means. These reflect much smaller amounts than the annual allocations and will sometimes need to be programmed and obligated within a matter of weeks due to the nature of the funds.

Mr. Callister stated that the AQCD was a companion document to the MTIP. The Eugene-Springfield area was subject to conditions of a limited maintenance plan for air quality and the AQCD documented air quality conditions as related to specific pollutants and focused on particulates of 10 microns or less (PM10), which was essentially wood smoke and dust. Air quality data confirmed that PM10 levels in the area consistently remained below the national standard and transportation was not a significant producer of PM10 in the area.

Mr. Callister said the public comment period for both documents is open through April 16 and comments would be provided at the May MPC meeting. He asked for a public hearing on the MTIP and AQCD.

Mr. Moe opened the public hearing.

Rob Zako, BEST, remarked that the MTIP and AQCD were two of the documents required of the MPO by the federal government. He said BEST supported their approval, but questioned why a public hearing was being held as no decisions were to be made with respect to projects and funding. He asked where the key decision points were that would allow the public to engage in discussions around transportation priorities and funding.

There being no one else wishing to speak, Mr. Moe closed the public hearing.

Draft FY24/FY25 Unified Planning Work Program (UPWP)

Ms. Currier used a slide presentation to review the draft UPWP. She said the document is a two-year work plan for the MPO. The UPWP included ongoing and new projects and communicated to partner agencies where the MPO was in the planning process. Also included was a table of key planning documents, their current status and date of the next update.

Ms. Currier said the UPWP covered the period July 1, 2023 to June 30, 2025 and was separated into long-range planning, programming and implementation, and public participation components. She identified the products in each section and their current status:

Long-range Planning: Regional Transportation Plan, Intelligent Transportation System, Congestion Management Plan, performance-based and safety planning

Programming and Implementation: Metropolitan Transportation Improvement Program, E-TIP platform to track and report projects, Unified Planning Work Program

Public Participation: Public Participation Plan, Title VI Plan, Youth Advisory Council

Transportation System Modeling and Data Maintenance: maintain data for all modes as well as land use, census and employment data, Oregon Modeling Steering Committee, data portal

Transportation Options: implement congestion management, safety and environmental goals

Attachment 5B

through a number of programs

Intergovernmental Coordination: MPO work and collaboration with other local and statewide committees

Ms. Currier concluded her presentation by noting the UPWP also included a funding table of other regionally significant projects from other agencies and MPO certification and findings.

Mr. Thompson remarked that the UPWP was not just for the MPC, it was also intended to inform the public about coordination of projects across the metropolitan region. He described the UPWP review process with federal agencies and Oregon Department of Transportation (ODOT).

Mr. VanGordon asked for additional information on efforts to target the Gateway area for trip reduction. He said from the public perspective those were dense, thick planning documents and hoped there was a simpler way to convey the information to the public. He asked how LCOG was letting other agencies know it was developing centralized data sets so they would not need to replicate those efforts and could access that transportation data.

Mr. Francis said he was interested in more information on the Youth Advisory Council and efforts to engage young minds in discussions of the transportation system and how it impacted their daily lives. He asked what grade levels were involved in the council. Ms. Currier said she would be happy to provide more information at a future meeting. The council was established in March 2023 and it was amazing to see how engaged and knowledgeable those young people were and their interest in policy. She hoped there could be future engagement of the council with the MPC.

Mr. Moe opened the public hearing.

Rob Zako, BEST, acknowledged that the UPWP provided a useful administrative function of keeping the public informed about MPO activities, but agreed with Mr. VanGordon that a more friendly "reader's digest" version would be more accessible to the public. He said one of the biggest decisions set forth in the UPWP was the RTP, which was last adopted in January 2022. Another adoption was scheduled in 2026. The adoption in January 2022 was an 11th hour action because of limited time and some concerns were not addressed in order to keep federal funds flowing. There was discussion of continuing the conversation among MPC members and the public but that had not happened. He hoped there would be adequate time for the public to address any policy concerns prior to the next adoption in 2026. Regarding questions about how to better engage the public, it was essential to define the role of the public and what was needed to enable the community to participate. BEST supported adoption of the UPWP.

There being on one else wishing to speak, Mr. Moe closed the public hearing.

Legislative Update

Mr. Thompson shared a list of bills considered by the Oregon MPO Consortium for legislative priority and reported on their current status:

HB 2101 - fund exchange legislation - OMPOC supported

HB 2677 - required ODOT to have a funding plan for maintenance when adding lane capacity - no OMPOC support

HB 2095 - local photo radar and flexibility for local jurisdictions to set speed limits - OMPOC supported

Attachment 5B

HB 3113 - Great Streets funding for local main streets - OMPOC supported

HB 2619 - modify membership of the Oregon Transportation Commission - no OMPOC support

Mr. Thompson said that senate bills related to collecting revenue from electric vehicles generally received OMPOC support. While not identifying a specific bill, OMPOC did support electric vehicles paying their share for use of the transportation system since they won't be paying through the fuel tax. OMPOC did not support SJR 2 that would expand the use of fuel tax and other revenue.

Mr. Thompson shared a draft of testimony in support of HB 3113. The bill would provide \$100 million for local main streets, particularly former ODOT highways that were transferred to local jurisdictions but were still part of the highway system. He asked if the MPC wanted to present that testimony on behalf of the Central Lane MPO.

Mr. VanGordon asked if the \$100 million was new funding that would not impact other ODOT commitments. Mr. Thompson said the legislation as currently written identified the funding as a transfer from the state's General Fund and would not impact ODOT's current funding.

Mr. VanGordon, seconded by Mr. Groves, moved to direct staff to submit testimony regarding HB 3113 in alignment with testimony from OMPOC. The motion passed unanimously, 9:0.

Mr. Thompson concluded with a report on the status of each of the following bills:

HB 2095 - photo radar - passed the House on April 5 and would likely pass the Senate

HB 3014 - reimbursement to schools for forms of transportation beyond school buses - recommendation out of committee for passage

HB 2101 - local fund exchange - no movement since January

HB 2619 - modify OTC - no action since January

SJR related to expanding use of state highway revenue and requiring a public vote on tolling projects - not moving forward at this time

Mr. Farr asked if the MPO was coordinating legislative efforts with other jurisdictional legislative efforts. Mr. Thompson replied that the MPO typically acted at the direction of the MPC and the MPC members' responsibility was to bring their jurisdictions' positions forward to the MPC and provide direction to staff. MPO staff also had discussions with legislative liaisons from other jurisdictions.

Follow-up and Next Steps

- **ODOT Update**—Mr. Francis reported on public engagement activities related to the draft 2024-2027 State Transportation Improvement Program (STIP). He announced that ODOT had hired Leah Horner as its new Operations Assistant Director and described her background and experience.
- **Transportation Improvement Program (TIP) Project Changes**—There were no questions.
- **Next Meeting/Agenda Build**—Virtual Meeting, May 4 - Virtual meeting, June 1 - Virtual Meeting

Attachment 5B

Mr. Moe adjourned the meeting at 12:30 p.m.

(Recorded by Lynn Taylor)



Lane Area Commission on Transportation

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Agenda Item 6

Oregon Transportation Commission (OTC) Meeting with ACT Chairs

Presenters

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

Action requested

Determine key points to communicate to the OTC in June 2023.

Summary

The Oregon Transportation Commission is holding a meeting of ACT Chairs. This is an opportunity for ACTs to communicate primary needs and interests to the OTC. In previous years LaneACT focused on the need for improved communications. Most recently at the December 2022 meeting with Commissioner Brown LaneACT discussed the following:

- Improve communication between OTC and the ACTs. Identify ways LaneACT can be better connected with the OTC. Establish direct contact/connections.
- Discuss how the OTC anticipates responding to the changing transportation world.
- Articulate what the OTC needs from the ACTs.
- Discuss/identify next steps with the Area Strategies; what does OTC expect to happen with the pilot projects, and will it be rolling out to other ACTs?
- Provide insight into ODOT's funding outlook and improve transparency regarding funding decision-making (e.g., federal redistribution \$\$ spending, revenue decline from gas tax, ODOT budget shortfall)
- Work with the OTC to help them understand LaneACT's constituents and what is happening in the region and in communities.
- Determine how to better work with rural communities in light of changes in transportation.

Attachment

A. None



Lane Area Commission on Transportation

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Agenda Item 7

LaneACT Member Recruitment

Presenters

Vidal Francis, ODOT Area 5 Manager; Denise Walters – LaneACT Staff

Actions requested

1. Identify knowledge and experience focus for Other Stakeholders (ex. public health, first responder, underrepresented voices)
2. Identify recruitment strategies.

Summary

LaneACT has several unfilled seats as follows:

- Rail representative (1)
- Trucking representative (1)
- Other Stakeholders (up to 3 positions)

The Rail position has been vacant since 2020. The Trucking Position has been vacant since 2019. In terms of Other Stakeholders LaneACT has traditionally filled two of the three possible seats but could utilize all three positions. For the Other Stakeholder positions LaneACT can determine areas of knowledge, interest and/or experience it believes would benefit the body. Examples include areas such as public health, first responder, and transportation dependent business.

LaneACT's Public Participation Plan outlines the following provisions with respect to Stakeholder recruitment. The Plan has not been updated since 2016, so LaneACT might develop additional strategies to better reflect current needs, practices, and opportunities.

- Advertise LaneACT recruitment through the following sources:
 - Email announcements
 - Website posting
 - Display ads in media publications
 - Metro TV calendar
 - Press releases
 - Bus advertisements
 - Flyers
- Follow strategy outlined in Environmental Justice section to ensure recruitment opportunity extends to historically underrepresented communities, including:
 - LaneACT members and staff shall network through key groups representing underrepresented communities.

Agenda Item 7 – LaneACT Member Recruitment

- Encourage participation for groups representing populations of transportation disadvantaged in relation to public health.
- Offer materials in languages other than English, when applicable.
- Provide advertisement (i.e., Stakeholder Recruitment) displays in publications that serve historically underrepresented and underserved communities.
- Provide verbal messaging (i.e., Stakeholder Recruitment) to media outlets that serve historically underrepresented and underserved communities.
- Post LaneACT notices at community gathering places for underrepresented and underserved communities.

Attachments

- A. Sample Recruitment Flyer
- B. Application Form



RECRUITMENT BICYCLE/PEDESTRIAN STAKEHOLDER

Committee Purpose

The Lane Area Commission on Transportation (ACT) advises the Oregon Transportation Commission and is a forum for state and local stakeholders to collaborate on Lane County transportation issues.

Applicant Criteria

1. Be able to attend monthly meetings on the 2nd Wednesday of each month from 5:30-7:30 p.m. in Springfield and in other locations from time to time;
2. Be willing to serve up to a four (4) year term; and
3. Live in Lane County OR represent a business or organization operating in Lane County.

Why Recruit?

The LaneACT aims to represent a broad spectrum of perspectives. It is a voluntary association of governments and non-governmental transportation stakeholders. The LaneACT will appoint one member from this recruitment. The recruitment is targeted to applicants representing **Bicycle and Pedestrian** interests. This category is intended to bring experience using, designing, and educating about bicycle and pedestrian facilities and opportunities (for example, people with experience implementing Safe Routes to Schools programming).

More Information and application forms:

-Web: www.LaneACT.org

-Email: dwalters@lcog.org

-Contact: Denise Walters, 541-682-4341



Applicant Criteria

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

Name:			
Residential/Business Address:			
	Street	City	Zip
Mailing Address:			
	Street	City	Zip
Home Telephone:		Work Telephone:	
FAX:		E-Mail:	
Employment:			

The LaneACT is recruiting for the following positions:

- A stakeholder representing Bicycle and Pedestrian interests.

Stakeholders will be appointed to 4-year terms and may be reappointed to subsequent 4-year terms by LaneACT.

(OVER)

Please answer the following questions. Attach additional pages if necessary.

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

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

- 3. Please provide any additional information about yourself which will help LaneACT select you.**

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

Thank you for applying to be a LaneACT Stakeholder!

Demographic Information (Optional):

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

Gender		Number of Persons in Your Household												
Annual Household Income:														
<input type="checkbox"/>	Less than \$25,000	<input type="checkbox"/>	\$25,000-\$44,999	<input type="checkbox"/>	\$45,000-\$74,999	<input type="checkbox"/>	More than \$75,000							
Disability	<input type="checkbox"/>	Yes	<input type="checkbox"/>	No	Senior	<input type="checkbox"/>	Yes	<input type="checkbox"/>	No	Youth	<input type="checkbox"/>	Yes	<input type="checkbox"/>	No
<input type="checkbox"/>	African American	<input type="checkbox"/>	Hispanic	<input type="checkbox"/>	American Indian/Alaskan Native	<input type="checkbox"/>	Asian							
<input type="checkbox"/>	Native Hawaiian and other Pacific Islander	<input type="checkbox"/>	Multiracial	<input type="checkbox"/>	White	<input type="checkbox"/>	Other							

Please Return Your Completed Application to:

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



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541.682.4283 (*office*)

Agenda Item 8

LaneACT Member Priority Needs

Presenter

Rob Zako – LaneACT Vice-Chair

Action requested

Provide guidance on proposed process.

Background

This is the third in a series of discussions for the purpose of developing a list of investment and policy priority needs for each LaneACT member. These discussions may or may not also lead to a list of priority needs for LaneACT overall, as reaching consensus could be a more difficult task.

The LaneACT Steering Committee is initiating these discussions as a follow-up to the Area Strategy that LaneACT developed in 2021 (completed in May 2022). The LaneACT Area Strategy defined a preferred future long-term vision for the transportation system in the LaneACT area. It also defined more specific desired outcomes and identified strategies to achieve the desired outcomes. Although the final report listed some potential strategies, it did not go further to identify specific investment or policy needs.

The current focus is on near-term (over the next 5 years) investment and policy priority needs. At its April meeting LaneACT heard a proposed process (Attachment A) for identification of such needs. For May the body is asked to consider the next step of gathering information as outlined in the draft Memo attached (Attachment B). The memo will also include a survey link as a centralized place where members can list their needs in this initial step. LaneACT's Chair may draw on survey responses for the June meeting with the Oregon Transportation Commission. If at all possible, please enter needs information via the survey by June 14th.

The LaneACT Area Strategies Report completed in 2022 is also attached for continued reference.

Attachments

- A. Proposed Process
- B. Draft Memo to Member Organizations
- C. Draft Member Survey
- D. LaneACT Area Strategies Report

Attachment A – Proposed process

Proposed process for identifying member priority needs

To identify LaneACT member investment and policy priority needs:

1. Solicit priority needs from each jurisdiction and stakeholder group represented on the LaneACT. Individual LaneACT members are not expected to respond on their own but rather in consultation with those they represent.
2. A need could be an investment requiring funding. For example, to preserve existing roads or to construct new off-road multi-use paths.
3. A need could also be a desired policy change. For example, the authority to set speed limits or operate photo radar cameras.
4. To avoid overwhelming LaneACT with too much detail, ask each member to limit the number of identified priority needs to three (or four). Some members may only identify a few larger projects as priority needs. Some members may be more focused on many smaller priority projects. In this case, members are asked to bundle the projects into a few broad investment categories.
5. Do *not* ask members to rank their priority needs.
6. A member jurisdiction or stakeholder need *not* be the lead for a particular kind of investment. For example, the Safe Routes to School stakeholder might see a need for cities to make investments in walking and biking. Or, a city might see a need for ODOT to improve a state highway that serves it.
7. Ask that each priority need be summarized in a few sentences, so that other LaneACT members can understand the concern.
8. Ask if each priority need is included in an adopted (or draft) plan. Ask for a reference to the plan, and the project number.
9. Ask for a rough cost estimate, if known.
10. Ask which Lane ACT Area Strategy themes each priority need advances:
 - Access, connectivity, efficiency
 - Safety, security, health
 - Equity
 - Sustainability, resiliency
11. Offer assistance from LaneACT staff to help members identify their priority needs.

12. Allow 1 to 2 months for members to report their priority needs.
13. Staff will compile all the responses into a combined list. Common priority needs identified by members would be elevated and categorized as collective LaneACT priorities.
14. A work session will be scheduled with the full LaneACT to review and discuss the results.

Potential uses of a combined list of LaneACT priority needs

If and how LaneACT might use the combined list is to be determined. Possibilities could include:

- A document like this could 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.
- The document would be especially useful for informing discussions with the Oregon Transportation Commission when it asks for input on, for example, STIP funding categories or specific ODOT projects.
- The document would also be useful the next time the Oregon Legislature is considering a statewide transportation funding bill and asks what the priorities are in the Lane County area. The combined list will enable ODOT and the LaneACT to respond quickly.



Date: May 1, 2023

DRAFT

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 Planner Matt Michel
City of Westfir, c/o Mayor D'Lynn Williams
Confederated Tribes Coos, Lower Umpqua and Siuslaw, c/o Doug Barrett, 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
Trucking, c/o VACANT
Rail, c/o VACANT
Bicycle, Pedestrian, c/o Sarah Mazze, Megan Shull
Environmental Land Use, c/o Rob Zako
(Disabled), c/o Eugene Organ
(Airport), c/o Shelley Humble

Re: **Invitation to LaneACT Members to Share Transportation Priority Needs**

Attachment 8B

Dear LaneACT member jurisdictions and stakeholder interests,

It is our pleasure to invite you to share your transportation priority needs with LaneACT.

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

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.

Pursuant to its [bylaws](#), 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

Attachment 8B

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 2021, ODOT selected 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 Strategy 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 Strategy 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 what you believe via this survey (insert link) what is most important for LaneACT to know, considering 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;
- 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;
- A program, for example, bike share; or
- A policy, for example, the authority for a city or county to set speed limits.

Attachment 8B

“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 available 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;
- A reference to a plan or policy that calls for the priority;
- Which themes in the Area Strategy Report the priority advances; and
- A rough cost estimate, if known.

Process

Each LaneACT member jurisdiction or interest area 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 interest areas separate from any jurisdiction, for example, Bicycle & Pedestrian, the LaneACT member should strive to consult with their constituents.

Timeline

We suggest the following timeline:

- May 10: LaneACT discusses how this invitation is being received by members.
- June 14: LaneACT reviews preliminary submissions.
- June 29: LaneACT chair may provide a preliminary report to chairs of other ACTs and model advisory committees.
- July 12: LaneACT members fine tune submissions.
- August 9: LaneACT discussion on near final submissions.
- September 13: LaneACT affirms list of needs.

Sincerely,

Shelley Humble, Chair, LaneACT

Rob Zako, Vice-Chair, LaneACT

Vidal Francis, ODOT Area 5 Manager

LaneACT Member Transportation Priority Needs Assessment 2023

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

The purpose of this 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.

Please use this form to share your transportation priority needs with your fellow LaneACT members – by July 17, 2023.

1. **Jurisdiction or Stakeholder Area**

For example, Central Lane MPO, Junction City, Lane Country TrAC, Bike/Ped, or Airports.

2. **Primary Contact**

Name, title, and contact information.

Priority Need A

Note: The order in which needs are listed does not matter.

3. Description of Priority Need

Describe the priority need briefly (in a few sentences) but in sufficient detail for other LaneACT members to understand.

4. Type of Priority Need

Mark only one oval.

- Investment
- Policy / Authority
- Other: _____

5. Entity Responsible for Implementation

The responsible entity might not be the reporting jurisdiction or stakeholder area. For example, the City of Creswell might need ODOT to improve Highway 99.

6. **Total Cost**

A ballpark estimate, if known.

Mark only one oval.

- Not applicable
- \$100,000
- \$300,000
- \$1 million
- \$3 million
- \$10 million
- \$30 million
- \$100 million
- \$300 million
- \$1 billion
- Other: _____

7. **LaneACT Area Strategy Themes**

Which themes would this priority need advance?

Check all that apply.

- Access
- Connectivity
- Efficiency
- Safety
- Security
- Health
- Equity
- Sustainability
- Resiliency

8. **Relevant Plan or Policy**

If the need identified in a plan or other policy document, provide a reference.

9. **Additional Information**

*Why is the need a priority? How does the need advance themes of the Area Strategy?
Anything else other members of LaneACT should know?*

10.

Mark only one oval.

- Enter another priority need
- Finished *Skip to question 11*

Thank You!

11. Additional Comments

Any additional comments, questions, or concerns?

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Google Forms

LaneACT

Lane Area Commission on Transportation

Area Strategies Report

May 2022

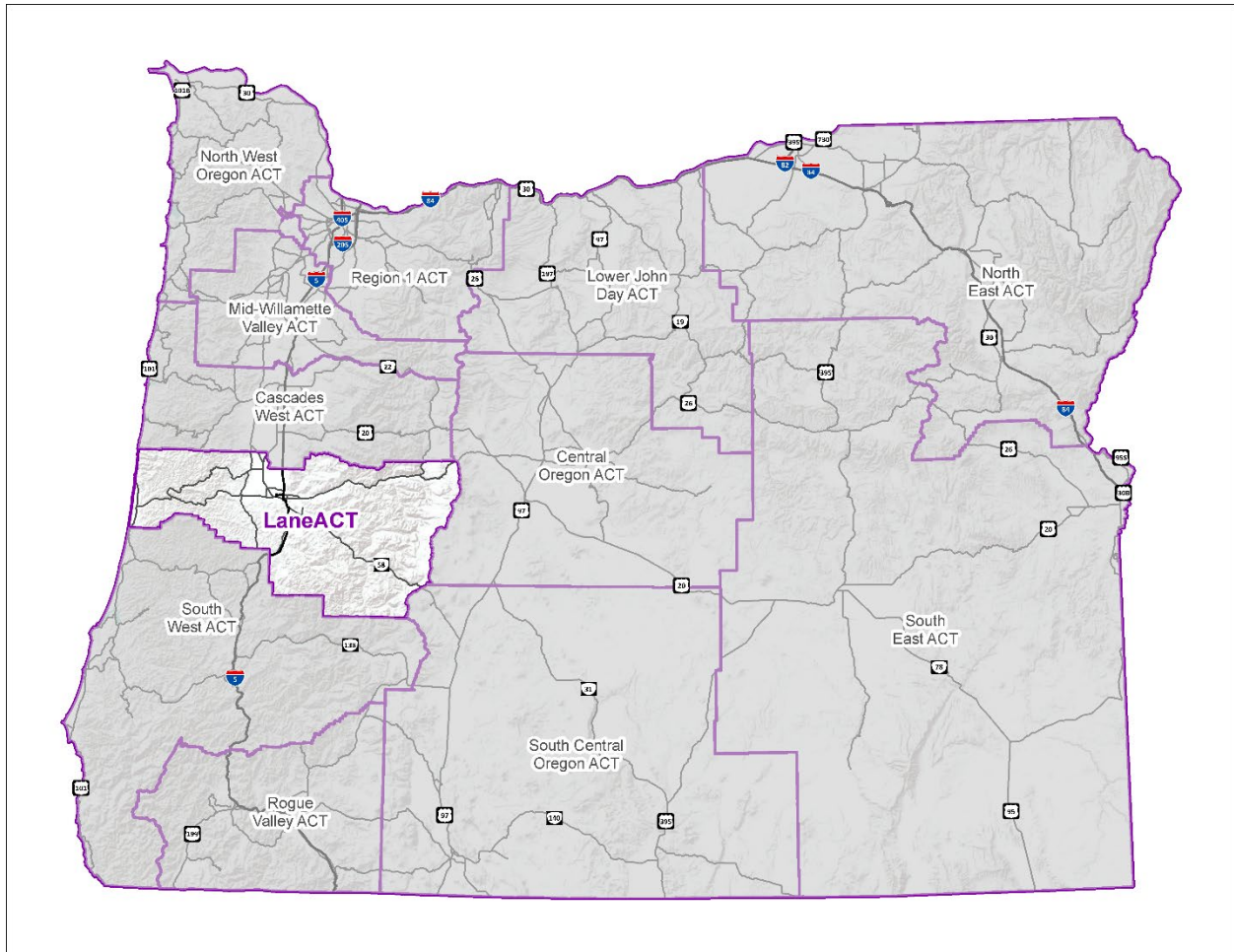
Final draft prepared by Kittelson Associates
May be further refined in the future by the LaneACT

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 9

LaneACT Work Plan

Presenter

Vidal Francis – ODOT Area 5 Manager

Action requested

Discuss template provided by the Oregon Department of Transportation.

Background

LaneACT had regularly adopted work plans until 2019-2020 when it postponed adoption until further direction from the Oregon Transportation Commission regarding how they envisioned the role of the ACTs post HB 2017. Further direction was not forthcoming from OTC, so the work plan update was tabled. LaneACT then participated in the Area Strategies pilot which could have had significant bearing on the Work Plan, so development of a new plan was again put on hold. After the Area Strategies work, ACTs were informed the Oregon Department of Transportation (ODOT) was working on a new template for work plans.

ODOT has now released the new template and is requesting ACTs complete a work plan in accordance with the template by October 2023.

Attachments

- A. Instructions
- B. ACT Workplan Template

Instructions

Work Plans should be developed between now and October 2023. The intent of the Work Plan is to look forward and identify key interest areas, priorities, and topics for each ACT. Work Plans will be discussed at the ACT and Modal Committee Chair Meeting on June 29th. While Work Plans are not due by that time, please come prepared to share Work Plan ideas for your ACT.

When developing the ACT Work Plan, please follow these instructions

- 1) Fill in **Yellow text** with the prompted item (e.g. ACT, name, etc.)
- 2) Remove *guidance italic text* when complete.
- 3) Remove { guidance text in parathesis } when complete.
- 4) Submit to OTCAdmin@odot.oregon.gov for OTC approval

Please attach the most recent ACTs Charter to the Work Plan, or update as needed. At a minimum, the Charter should include:

- Describe how the ACT will meet public involvement requirements and follow all relevant federal laws, regulations and policies for public involvement, and adhere to the Code of Conduct for Advisory Committees
- Identify ACT members, in accordance with the OTC [Policy on Formation and Operation of ACTs](#). Specifically, the OTC ACT Policy states:

At a minimum, ACT representation will include at least 50% elected officials from the Area. Representation shall include City, County, and MPO officials within the ACT boundaries. Representatives of the nine federally recognized Tribal Governments in Oregon as named in ORS 172.110, Port officials, and Transit officials shall also be invited to participate as voting members and will count toward the requirement of at least 50% elected officials. The remainder of the representation should be from interested stakeholders which should represent, but are not limited to: trucking, air, rail bicycle, pedestrian, public transportation, public interest advocacy groups, environmental or climate, land use, local citizens, business, education, public safety providers or organization, non-profit organizations, etc. ODOT will be a voting member on each ACT. Members should be carefully selected so that transportation recommendations are coordinated with other local and Regional community development activities, creating consensus within the Area on transportation issues and priorities.

Every two years, each ACT should evaluate current membership and establish membership goals.



Name of ACT Work Plan

INSERT DATE

Work Plan for the **Name of ACT**

Dates Covered: 2023-2025

This template includes sample language. This language is provided to support ACTs in completing the necessary documentation. Each ACT should feel free to add its own language.

Introduction – Purpose

Area Commissions on Transportation offer venues to discuss regional transportation issues and provide input to the Oregon Transportation Commission (OTC) to inform their decisions. Per the OTC [Policy on Formation and Operation of ACTs](#), each ACT is expected to prepare a two-year Work Plan that identifies their areas of interest and priorities. Doing so is intended to help focus the work of each ACT and clarify how the group will engage and inform regional and statewide issues. The Work Plan is pre-populated with statewide items that the OTC and ODOT have identified will benefit from ACT engagement. Within this Work Plan the ACT should identify the topics to be covered over the next two years, recognizing things will arise that will require ACT attention that are not yet anticipated. Any identified topic should have a transportation nexus and be tailored to the ACTs ability to contribute or influence.

ACT Chair

Name of ACT Chair

Name of ACT Vice Chair or Co- Chair if applicable

Interest Areas and Priorities

{Include and describe a list of ACT interest areas and priorities specific to your ACT and those listed in the ACT Charter. This is the space to detail the priorities as discussed and agreed upon by the individual ACT. This can include a range of topics such as improve economic vitality, decrease crashes, support climate change actions, improve public transportation connections and accessibility, etc. with a nexus to how the ACT can support such outcomes.}

Two-Year Goals and Initiatives



Name of ACT Work Plan

INSERT DATE

{Identifying goals and related initiatives for this two-year period that relate to the interest areas and priorities and further regional conversations or provide input to the OTC.}

Use this space to provide the ACT two-year goals and initiatives. Be specific. These goals should relate to the ACT priorities articulated above and have related outcomes and/or strategies. Examples include: learn more about growing industries and related regional transportation needs, engage more members of the public, seek understanding of connection between housing and transportation, etc. tied to tangible desired outcomes of how the ACT will engage in, advance, inform, or learn about different topics in order to advance transportation goals.

Goal 1

Desired outcomes and strategies

Goal 2

Desired outcomes and strategies

Goal 3

Desired outcomes and strategies

Meeting Topic Plan

Each ACT should identify a two-year meeting plan with dates/timing and discussion topics.

{All ACTs have a minimum list of topics (provided by OTC staff). This section should include that minimum list and others selected to support and inform the ACT members. Examples of required topics include Federal Infrastructure Bill presentations, STIP process, Connect Oregon review, Oregon Transportation Plan and other modal plan updates. Optional topic examples include regional priorities, ODOT Climate Change initiatives, Strategic Action Plan Implementation, Oregon State Rail Plan Implementation, etc.}

The minimum list for 2023-2025 includes:

- 2027-2030 STIP development
 - May-June 2023: This phase will focus on introducing the public to the STIP and the funding constraints for the 2027-2030 STIP. ODOT seeking ACT input on funding priorities.
 - August-October 2023: This phase will focus on seeking input on the funding scenarios.
- Connect Oregon
 - Likely early – mid 2024
- Oregon Highway Plan
 - ACT engagement in this plan update to begin in in 2024
- Rail Plan
 - ACT engagement in this plan update in 2024
- Transportation Safety Action Plan



Name of ACT Work Plan

INSERT DATE

- Next update on this plan to begin in late 2024
- Issues of statewide interest (e.g. revenue and funding discussions, legislation, etc.)
- Identify regional funding needs and priorities
- Seek support for legislative funding requests
- Equity and transportation
 - Engage diverse voices
 - Consider equity in transportation plans, projects and processes

{Use this space to provide a meeting plan to achieve ACT Goals and Key Topics coverage.}

Reference: OTC ACT Formation Policy

https://www.oregon.gov/odot/Get-Involved/ACT/OTC_ACTpolicy.pdf

<p><i>July 13, 2022</i></p> <p>No Meeting</p>	<p><i>August 10, 2022</i></p> <ul style="list-style-type: none"> • Low Income Tolling Report • World Athletics Debrief • ODOT Great Streets Program • Letter of Support Request 	<p><i>September 14, 2022</i></p> <ul style="list-style-type: none"> • Toll Program Overview • Freight Plan Update
<p><i>October 12, 2022</i></p> <ul style="list-style-type: none"> • Establish Nominating Committee • Aviation Review Committee Appointment • Letter of Support Request • Fiscal Strategy 	<p><i>November 9, 2022</i></p> <ul style="list-style-type: none"> • STIF-D Program Funding Overview • FLAP Workshop Debrief 	<p><i>December 14, 2022</i></p> <ul style="list-style-type: none"> • OTC Meeting with Chairs Debrief • OTC Commissioner Brown
<p><i>January 11, 2023</i></p> <ul style="list-style-type: none"> • Chair and Vice Chair Appointments • STIF-D proposal review • Community Paths Letters of Support 	<p><i>February 8, 2023</i></p> <ul style="list-style-type: none"> • STIP • Electric Vehicle Infrastructure 	<p><i>March 8, 2023</i></p> <ul style="list-style-type: none"> • ODOT Carbon Reduction • STIP • Assessing LaneACT Member Priorities
<p><i>April 12, 2023</i></p> <ul style="list-style-type: none"> • Role of ACTs • Member Priorities 	<p><i>May 10, 2023</i></p> <ul style="list-style-type: none"> • Member Priorities • LaneACT Work Plan • Member Recruitment 	<p><i>June 14, 2023</i></p>

The topics listed are tentative and subject to change.



2022-2023

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				
Cottage Grove		A	X	A	X	X	X	X	X	X				
Creswell		X	X	X	X	X	X	X	X	X				
Dunes City		A	A	A	A	A	A	A	X	A				
Eugene	N O M E E T I N G	X	X	X	X	A	X	X	A	X				
Florence		X	X	X	X	A	X	X	A	X				
Junction City		X	A	X	X	A	A	X	X	X				
Lowell		X	A	A	X	X	X	A	A	X				
Oakridge		A	A	A	A	A	A	X	X	X				
Springfield		X	X	X	X	A	A	X	A	X				
Veneta		X	X	X	X	X	X	X	X	X				
Westfir		A	A	A	A	A	A	A	A	A				
Lane County		X	X	A	X	X	A	A	A	X				
Port of Siuslaw		X	X	X	X	A	A	X	A	X				
Lane Transit District			X	X	X	X	A	X	X	A	X			
CTCLUSI			X	X	X	X	X	X	X	A	X			
ODOT Area 5		X	X	X	X	X	X	X	X	X				
Central Lane MPO		X	X	X	X	X	X	X	X	X				
Lane County TrAC		X	X	X	X	X	X	X	X	X				
Highway 126 E		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				
DS Envir LU		X	X	X	X	X	X	X	X	X				
OS - Eugene Organ		X	X	A	X	A	X	X	A	A				
OS - VACANT														
OS-VACANT														
OS - Shelley Humble		X	X	X	X	X	X	X	X	X				
OS - NOT UTILIZED														
TOTAL		19	18	16	19	14	17	21	15	22				

*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				