

# Resolution for a Better Central Lane Regional Transportation Plan

*March 2, 2022*

**WHEREAS**, people and businesses depend on the transportation system to get around;

**WHEREAS**, transportation impacts the economy, the health and safety of people, social equity, the environment, and our quality of life;

**WHEREAS**, the Central Lane Regional Transportation Plan (RTP) is the framework for the transportation future of the Eugene-Springfield-Coburg region;

**WHEREAS**, the RTP should include goals to provide for the needs of the region today and in the future;

**WHEREAS**, the RTP should prioritize investments that better advance regional goals, as funding for transportation is limited, recognizing that funding might not become available to implement all that is planned;

**WHEREAS**, federal law requires that the RTP be updated every four years via a process that is continuing, cooperative, and comprehensive to the degree appropriate;

**WHEREAS**, the RTP should respond in meaningful ways to public input, as the transportation system is constructed, maintained, and operated with substantial public funding;

**WHEREAS**, as representatives of the public, officials on the Central Lane Metropolitan Planning Organization (MPO) policy body—the Metropolitan Policy Committee (MPC)—should actively engage in reviewing and approving the RTP;

**WHEREAS**, although it isn't possible to please all the people all the time, public officials should explain the choices they make on the public's behalf; and

**WHEREAS**, on January 6, 2022, MPC approved an updated RTP to satisfy federal requirements, but did so without sufficient time to respond meaningfully to public input or to review investment priorities.

**NOW, THEREFORE, BE IT RESOLVED** by the undersigned as follows:

1. **PROVISIONAL PLAN** — As the RTP adopted by MPC on January 6, 2022, does not meet the principles outlined above, we consider it to be provisional, not to be relied upon to justify adding investments to the Metropolitan Transportation Improvement Program (MTIP).
2. **REVISED PLAN** — We call on the Central Lane MPO to commit to revising the RTP by the end of 2022.
3. **ENGAGEMENT** — We the undersigned commit to working together, as resources permit, with other members of our region, including government officials and staff, to engage the public in better linking the RTP's goals to investment priorities and to provide meaningful input to the Central Lane MPO to inform the revised RTP.
4. **3C PROCESS** — We call on the Central Lane MPO to follow a process to revise the RTP that is continuing, cooperative, and comprehensive, as required by federal law:
  - a. **Continuing** means never being satisfied with old plans but continually responding to new information, new technology, and changing needs.
  - b. **Cooperative** means that different jurisdictions, while each representing their own interests, should also work together to find better ways to advance regional interests, especially when it comes to federal and state funding not earmarked to a particular jurisdiction.
  - c. **Comprehensive** means not being limited to a transportation silo but also examining what drives transportation demand (economy, land use, etc.) and the impacts of the transportation system (economy, health, safety, equity, environment, quality of life, etc.).
5. **ACCOUNTABILITY & TRANSPARENCY** — We call on the Central Lane MPO to explain its decisions to the public:
  - **Projects:** The RTP should explain how officials decided to include some projects in the plan and not others, and to include some on the financially constrained list and others on the illustrative list.
  - **Splits:** The RTP should explain how officials decided how much to invest in each mode, project type, program type, or jurisdiction.
  - **Summary:** The RTP should summarize all projects and other investments by mode, project type, program type, and jurisdiction.

## Organizations

*The following organizations have signed this resolution:*

### **1000 Friends of Oregon**

Alexis Biddle, Great Communities Program Director and Staff Attorney

### **350 Eugene**

Patricia Hine, President

### **Better Eugene-Springfield Transportation**

Rob Zako, Executive Director

### **Better Housing Together**

Kaarin Knudson, Founding Director

### **League of Women Voters of Lane County**

Terry Parker

### **Oregon Environmental Council**

Sara Wright, Transportation Program Director

### **OSPIRG Students**

Eliza Garcia, Vice-Chair

### **Studio.e Architecture**

Jan Fillinger, Principal

### **Sustainable Cities Institute, University of Oregon**

Marc Schlossberg, Co-Director

## Individuals

*In addition, the following individuals have signed, with affiliations listed for identification purposes only without indicating organizational support:*

### **Papa Awori**

**Steve Bade**, Eugene ToolBox Project

### **Bob Beals**

### **Shawn Boles**

**Mary Christensen**, Co- Chair, Eugene Active Transportation Committee

**Julie Daniel**, Member, Eugene Active Transportation Committee

### **Claressa Davis**

### **Richard Griscom**

**Willie Hatfield**

**Colin Hill**, Policy Analyst, BEST

**Richard Hughes**

**Gwen Jaspers**, Member, Lane County Transportation Advisory Committee

**Kevin Jones**

**David Laker**

**Michael Martin**, Bicycle Way of Life

**Todd Miller**, Chair, Friendly Area Neighbors Transportation Team

**Cleven Mmari**, Secretary, African Association of Eugene & Lane County

**Zach Mulholland**

**Marianne Nolte**

**Tom Nugent**

**Steve Piercy**

**Andrea Plesnarski**, Member, Eugene Active Transportation Committee

**Leah Rausch**

**Claire Roth**, Safe Streets Coordinator, BEST

**Valerie Rosenberg**

**Justin Sandoval**

**Joshua Skov**

**Jeffrey Richard Sprague**, Bicycle Way of Life and GEARS club member

**Daniel Wilson**

**Sue Wolling**