



# LANE TRANSIT DISTRICT BOARD OF DIRECTORS WORK SESSION

Wednesday, April 05, 2023  
5:30 – 7:30 p.m.

## IN-PERSON & VIRTUAL MEETING

LTD Board Room  
3500 E. 17<sup>th</sup> Avenue, Eugene  
(Directions below)

**Zoom:** Link to watch live provided on the web calendar at [www.LTD.org](http://www.LTD.org).

**Broadcasting:** Watch live on channel 21 or via link: <https://metrotv.omponetwork.org/>

## AGENDA

	<u>ITEM</u>	<u>Time</u>	<u>Page</u>
I.	CALL TO ORDER	5:00 p.m.	
II.	ROLL CALL  <input type="checkbox"/> Gino Grimaldi (President) <input type="checkbox"/> Susan Cox (Vice President) <input type="checkbox"/> Pete Knox (Secretary) <input type="checkbox"/> Kelly Sutherland <input type="checkbox"/> Lawrence Green (Treasurer) <input type="checkbox"/> Michelle Webber <input type="checkbox"/> Heather Murphy		
III.	COMMENTS FROM BOARD PRESIDENT  <i>This agenda item provides an opportunity for the Board president to formally communicate with the Board on any current topics or items that may need consideration.</i>		
IV.	COMMENTS FROM THE GENERAL MANAGER  <i>This agenda item provides an opportunity for the general manager to formally communicate with the Board on any current topics or items that may need consideration.</i>		
V.	ANNOUNCEMENTS AND ADDITIONS TO AGENDA  <i>This agenda item provides a formal opportunity for the Board president to announce additions to the agenda, and also for Board members to make announcements.</i>		
VI.	AUDIENCE PARTICIPATION  <i><u>Public Comment Note:</u> The Board sets aside time at the beginning of the meeting for members of the public to provide public comment. We appreciate hearing from the public and encourage use of this opportunity. Comments are directed to the Board. If a Board member has a clarifying question, it will be directed to staff when the person testifying has completed his/her comments. Public testimony is limited to three (3) minutes per community member. Testimony may be provided via e-mail at <a href="mailto:clerk@ltd.org">clerk@ltd.org</a>.</i>	5:05 p.m.	
A.	LTD 2.0: POSITIONING LTD AS A MOBILITY MANAGER: <i>Materials Included</i> [Tom Schwetz, Director of Mobility Planning and Policy]  <b>Action Needed:</b> Information and Discussion	5:10 p.m.	3
B.	MARKETING RECRUITMENT UPDATE: <i>Materials Included</i> [Pat Walsh, Chief Marketing Officer, Perry Adams, Director of Human Resources]  <b>Action Needed:</b> Information and Discussion	6:10 p.m.	15
C.	LEGISLATIVE AND UNITED FRONT UPDATE: <i>Materials Included</i> [Tiffany Edwards, Director of Government and Community Relations]  <b>Action Needed:</b> Information and Discussion	6:40 p.m.	28

Time	Page
VII. ADJOURNMENT	7:30 p.m.

*The facility used for this meeting is wheelchair accessible. To request a reasonable accommodation or interpreter, including alternative formats of printed materials, please contact LTD’s Administration office no later than 48 hours prior to the meeting at 541-682-5555 (voice) or 7-1-1 (TTY through Oregon Relay).*

**LTD Administrative Office:** The office is located at 3500 East 17th Avenue (off Glenwood Blvd. in Glenwood). Click [here](#) for a map.

**Bus:**

From Eugene Station: Take the EmX bus from the LTD Downtown Station and get off at the outbound Glenwood EmX stop (in front of Planned Parenthood). From there walk west to the corner of Franklin Blvd. and Glenwood Blvd. and turn left. Continue walking south on Glenwood Blvd to 17<sup>th</sup> Avenue and turn left. The building entrance faces 17<sup>th</sup> Avenue.

From Springfield Station: Take the EmX bus from the Springfield Station and get off at the outbound Glenwood EmX stop (across Franklin Blvd. from Lane Forest Products). From there walk east to the crosswalk to cross Franklin Blvd., proceed south on Glenwood Blvd. Continue walking south on Glenwood Blvd to 17<sup>th</sup> Avenue and turn left. The building entrance faces 17<sup>th</sup> Avenue.

**Bicycles:** There are covered bicycle racks located by the front entrance.

**Parking:** Parking is available for free in the parking lot at the front of the building on 17<sup>th</sup> Avenue.



## AGENDA ITEM SUMMARY

**DATE OF MEETING:** April 5, 2023

**ITEM TITLE:** LTD 2.0: POSITIONING LTD AS A MOBILITY MANAGER

**PREPARED BY:** Tom Schwetz, Director of Mobility Planning and Policy

**CHIEF OFFICER:** Joe McCormack, Chief Development Officer

**ACTION REQUESTED:** Information and Discussion

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**PURPOSE:** To provide the board with background on LTD's planning efforts focused on positioning the agency regional mobility manager.

**DESCRIPTION:** Over the next several years, LTD will be conducting a series of planning efforts focused on defining LTD's role as the region's mobility manager. This agenda item is intended to provide the Board with background on these planning efforts as a basis for discussing a major part of SPC's work plan over the next several years. This work program cuts across all of the Success Outcomes defined in LTD's Strategic Business Plan.

**BACKGROUND:** In the 1960s, for a variety of reasons, privately operated transit systems across the country were failing. In 1964, the U.S. Congress passed the Urban Mass Transit Act which established the Urban Mass Transit Administration (Today FTA). This Federal Agency provided significant federal investment in public transportation over the coming decades. This investment, together with state legislation enabling the creation of public mass transit districts and funding methods to support the operation of those districts, enabled local governments in the Eugene Springfield area to establish Lane Transit District in June 1970.

Over the last 52 years, LTD has created an effective system of bus transit providing accessible transportation to much of the district's population. In addition to this fixed-route transportation, LTD has also established RideSource to meet federal ADA requirements for community residents whose disability or health conditions prevent them from being able to access LTD's fixed route system. Over that time, LTD has also introduced fixed route service innovations like bus rapid transit as well as fare programs for a broad cross-section of the community that facilitate free or reduced-cost access to LTD's services. In addition, LTD has worked creatively to establish service connections to parts of Lane County outside of LTD's boundaries, including the Diamond Express and Rhody Express.

Over this time, LTD has developed a strong sense of service to the community, service that has provided community members with reliable transportation - transportation that has connected them to work, services, family, and friends - access to life. While the quality and quantity of LTD's fixed route service has continued to increase, the fixed route system does not meet all transportation needs and does not provide accessibility to significant parts of LTD's service boundary. District-wide, 59% of the population is further than ½ mile from LTD's routes with at least 30-minute frequencies. Clearly, LTD needs to look beyond its current services to address the access needs of our regional community more fully.

Transit agencies across the country are recognizing the increasing need to diversify their transportation options. Over the last several years, new transportation modes have emerged that provide first- and last-mile solutions as well as alternatives to traditional transit. FTA recently published a synthesis of several pilot programs that agency funded that looks at different ways of operating Mobility on Demand (MOD). A link to this report is provided below - Synthesis Report: Findings and Lessons Learned from the Independent Evaluation of the Mobility on Demand (MOD) Sandbox Demonstrations <https://www.transit.dot.gov/sites/fta.dot.gov/files/2023-02/FTA-Report-No-0242.pdf>.

Today, LTD is the largest provider of shared mobility in Lane County (as well as the six surrounding counties). Annually, its fixed route operations provide millions of trips providing people with access to their lives and livelihoods. A well-functioning fixed-route system is essential in establishing a useful system of mobility. The fixed-route system is the backbone of LTD's service offerings as we continue to explore broader mobility management tools.

LTD is already a mobility manager and has a history of exploring and delivering a range of innovative transportation solutions. For example, LTD's RideSource Shopper service provides origin to destination service to people with limited mobility, connecting them with grocery stores in a shared trip format. With the LTD Connector in Cottage Grove, LTD provides origin to destination, flexibly routed service to serve trips within the community, but relies on Route 98, a fixed-route service, to provide connections between Cottage Grove and the metro area. Major destinations like the University of Oregon are best served by high capacity, very frequent service like EmX.

A presentation will be provided to explain this topic in further detail.

**CONSIDERATIONS:** Attachment 1 provides an overview of LTD's Planning Work Program for the next several years. This work program consists of several cyclical planning efforts with which SPC should be familiar. These efforts include the Comprehensive Operations Analysis (COA) and the Strategic Business Plan (SBP) which are on a three-year update cadence, and the Long-Range Transit Plan which is ideally updated every five-six years. A Downtown Eugene Public Transportation and Shared Mobility Plan will also be developed in partnership with the City of Eugene.

In addition to those efforts LTD is in the process of wrapping up the development of a Mobility Management Strategy, and is in the process of procurement for the development of a RideSource Operations Analysis. The process for engaging and communicating with the community on this work program will be informed by the Community Outreach and Communications Assessment (COCA) effort which is just getting underway.

**ALTERNATIVES:** NA

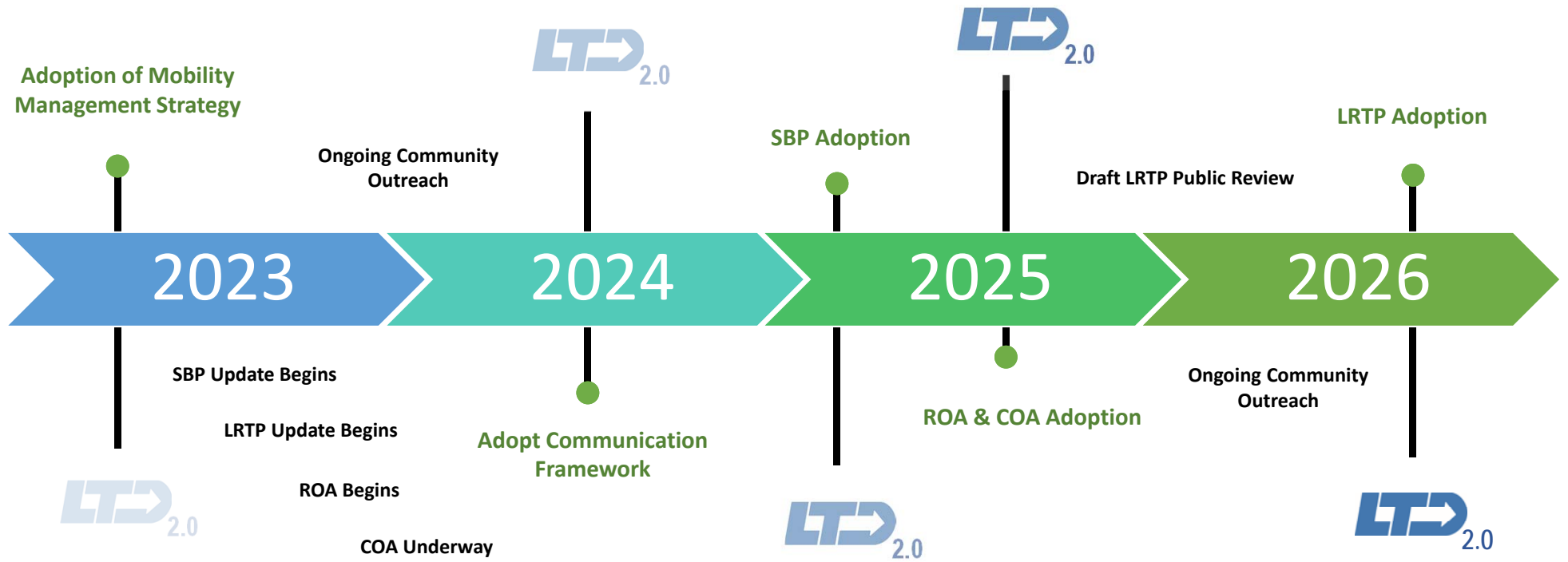
**NEXT STEPS:** A series of SWOT (Strengths-Weaknesses-Opportunities-Threats) exercises have been conducted with internal staff. A similar exercise was conducted with SPC at its March 28 meeting. These exercises are intended to inform the planning process outlined in Attachment 1. A summary of these exercises is provided as Attachment 2. The outcomes of the board's discussion will be used to inform and help frame the scoping and approach to the planning efforts identified in Attachment 1.

**SUPPORTING DOCUMENTATION:**

- 1) LTD Planning Work Program 2023-2026
- 2) Summary of SWOT exercises conducted with staff and SPC



Strategic Work Program



- Mobility Management Strategy
- Community Outreach & Communications Assessment
- RideSource Operations Analysis
- Comprehensive Operations Analysis
- Strategic Business Plan
- Long Range Transit Plan

## Combined Internal/SPC SWOT - Focus: LTD Transition to Mobility Manager

### Strengths

Community value – necessary and important; Good Community reputation; part of a close-knit community; Regional support, Listening to and wanting to serve public needs; Relationships with other agencies and potential partners

Our people; Staff – who we are; Expertise; Team has maturity; Listening to and wanting to serve public needs

We make an impact; We are clear on what we do; Have a SBP; The first to be ADA compliant

Customer service; Service meets needs of specific markets; Loyal customers, Committed ridership;

Strong brand; Meeting service commitments; Listening to and wanting to serve public needs

Part of strong industry with shared best practices, resources, knowledge; Ability to leverage funding/good stewards/good reputation with grantors

Operations generally safe - people feel safe using LTD's services

### Weaknesses

Lack of connectivity to underserved populations

Lack of connectivity to underserved populations; Not serving many parts of region; Not serving lower income populations in these areas

Communication – Focus on rider, broader is needed; Internal/external communications – what we are doing and why; Not telling our story

Lack of trust internally/organizationally; Internal trust; Employee advocacy is lacking; Don't have shared ownership;

Funding sources and resources – can't be everything to everyone; Blurriness of priorities; Execution of priorities

Given small size of organization - threats more serious

Employee engagement; Accountability; Retaining Staff; Training

Employee advocacy is lacking; Don't have shared ownership;

"Legacy brand"; Fixation on the past; Are we ready for change?

### Opportunities

Strengthen partnerships with external agencies

New GM/CEO – new lens/vision; Vision; Use – connect the community; Reinvention to LTD 2.0; New Markets; Reframing; Increase community involvement

Incorporate equity lens into our work

Room to grow – not currently serving everyone; Expanding ridership opportunities with frequency and span

Can highlight our existing successes more

Inclusion of more diverse voices in our processes

Ignite further innovations in programs and partnerships

Help public understand how decisions are made/why LTD operates the way it does

Current federal policy re: transit

Local political leadership/federal delegation - Diversify funding; Funding; Broader partnerships, LGOG partnership; Board involvement; Engage tax payers in an intentional way

More options for mobility

Better messaging around increasing number of options – LTD as a leader to help community navigate options

Potential experts for the community – being a resource for other agencies

### Threats

Broader political discord in U.S.; Political environment for LTD; Anti-public transit/anti-LTD sentiment

Employee retention; We are not good at retaining staff; Single points of failure

Weakened brand; How community/partners view LTD; Perceived lack of transparency

Environmental Threats;

Car dependency

Supply Chain

Cost of Zero Emissions; Operational impacts of new technology

Economy dependent – payroll taxes

Federal regulations

Not understanding diverse population in district

# LTD 2.0: POSITIONING LTD AS A MOBILITY MANAGER

LTD Board— 4/05/2023



Lane Transit District

LTD.org

# Agenda

- Context for LTD as a Mobility Manager
  - Mobility Management Strategy (MMS) recap
- Review of LTD's Planning Work Program
- Summary of Strengths-Weaknesses-Opportunities-Threats (SWOT) Exercises conducted internally and at SPC 03-28-2023 meeting
- Q&A



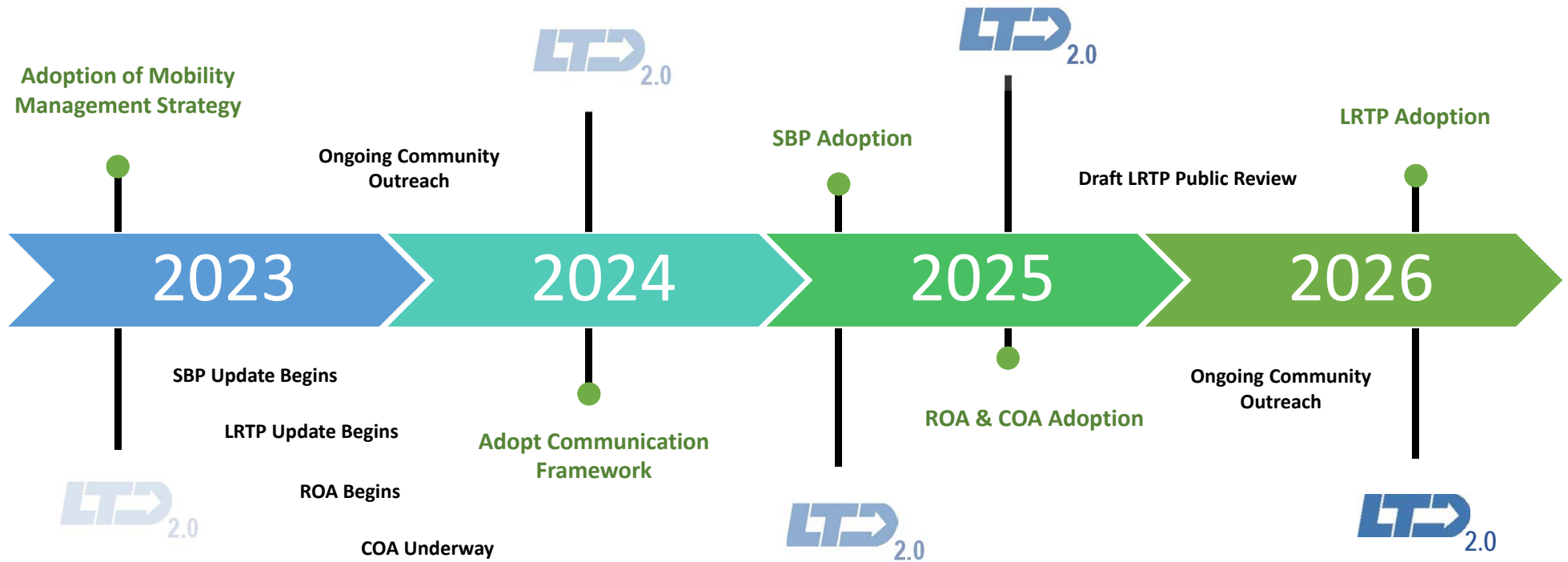
# Local Context

- Different kinds of opportunities:
  - Fixed route transit increases can serve many people efficiently
  - Almost 1/3 of the region is just a little outside of walking distance
  - About 1/3 of the region is more than 3 miles from transit



# Being a Mobility Manager - Considerations

- Different groups have different needs – new mobility options don't serve everyone equally
- Partnerships are key – bigger agencies can help deliver services, smaller agencies need more help
- Need to plan for full project lifecycle – LTD needs to plan for project success and failure



- Mobility Management Strategy
- Community Outreach & Communications Assessment
- RideSource Operations Analysis
- Comprehensive Operations Analysis
- Strategic Business Plan
- Long Range Transit Plan



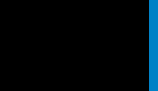
# SWOT Analysis Combined Staff and SPC Focus: LTD Transition to Mobility Manager



## Combined Internal/SPC SWOT - Focus: LTD Transition to Mobility Manager

<b>Strengths</b>	<b>Weaknesses</b>
Community value – necessary and important; Good Community reputation; part of a close-knit community; Regional support, Listening to and wanting to serve public needs; Relationships with other agencies and potential partners	Lack of connectivity to underserved populations
Our people; Staff – who we are; Expertise; Team has maturity; Listening to and wanting to serve public needs	Lack of connectivity to underserved populations; Not serving many parts of region; Not serving lower income populations in these areas
We make an impact; We are clear on what we do; Have a SBP; The first to be ADA compliant	Communication – Focus on rider, broader is needed; Internal/external communications – what we are doing and why; Not telling our story
Customer service; Service meets needs of specific markets; Loyal customers, Committed ridership;	Lack of trust internally/organizationally; Internal trust; Employee advocacy is lacking; Don't have shared ownership;
Strong brand; Meeting service commitments; Listening to and wanting to serve public needs	Funding sources and resources – can't be everything to everyone; Blurriness of priorities; Execution of priorities
Part of strong industry with shared best practices, resources, knowledge; Ability to leverage funding/good stewards/good reputation with grantors	Given small size of organization - threats more serious
Operations generally safe - people feel safe using LTD's services	Employee engagement; Accountability; Retaining Staff; Training
	Employee advocacy is lacking; Don't have shared ownership;
	"Legacy brand"; Fixation on the past; Are we ready for change?
<b>Opportunities</b>	<b>Threats</b>
Strengthen partnerships with external agencies	Broader political discord in U.S.; Political environment for LTD; Anti-public transit/anti-LTD sentiment
New GM/CEO – new lens/vision; Vision; Use – connect the community; Reinvention to LTD 2.0; New Markets; Reframing; Increase community involvement	Employee retention; We are not good at retaining staff; Single points of failure
Incorporate equity lens into our work	Weakened brand; How community/partners view LTD; Perceived lack of transparency
Room to grow – not currently serving everyone; Expanding ridership opportunities with frequency and span	Environmental Threats;
Can highlight our existing successes more	Car dependency
Inclusion of more diverse voices in our processes	Supply Chain
Ignite further innovations in programs and partnerships	Cost of Zero Emissions; Operational impacts of new technology
Help public understand how decisions are made/why LTD operates the way it does	Economy dependent – payroll taxes
Current federal policy re: transit	Federal regulations
Local political leadership/federal delegation - Diversify funding; Funding; Broader partnerships, LGOG partnership; Board involvement; Engage tax payers in an intentional way	Not understanding diverse population in district
More options for mobility	
Better messaging around increasing number of options – LTD as a leader to help community navigate options	
Potential experts for the community – being a resource for other agencies	





Who does our  
community **NEED** us  
to be?

Questions?



## AGENDA ITEM SUMMARY

**DATE OF MEETING:** April 5, 2023

**ITEM TITLE:** MARKETING RECRUITMENT UPDATE

**PREPARED BY:** Perry Adams, Human Resources Director  
Pat Walsh, Chief Marketing Officer

**CHIEF OFFICER:** Jameson Auten, General Manager/Chief Executive Officer

**ACTION REQUESTED:** None. Information Only

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**PURPOSE:** Provide the Board of Directors with an update concerning marketing recruitment initiatives to inform the community about LTD job openings and attract quality applicants.

**DESCRIPTION:** Recruiting and maintaining high caliber employees who support this District's Mission to Connect Our Communities as well as embrace its Values are critical to building a cohesive team to provide service the community expects and deserves.

With one of the most competitive job markets in recent history, LTD Human Resources and Marketing/Communications departments have collaborated with Operations, Fleet, and Facilities to create a strategy that bursts through the community job marketing clutter to reach more and stronger candidates.

Combining traditional job board postings and movie theatre ads with storytelling conveyed through social media, television, streaming, and radio, the District has increased its job applicant pool through interdepartmental collaboration that has also supported efforts to build internal engagement and increase community awareness about who LTD is and why we do what we do.

**BACKGROUND:** N/A

**CONSIDERATIONS:** This presentation is meant to set a baseline for future recruitment marketing initiatives. We want our time to be informative and to create conversation between the Board and the presenters to increase understanding and share ideas as this important initiative moves forward.

**NEXT STEPS:** N/A

**SUPPORTING DOCUMENTATION:**

- 1) Presentation

**PROPOSED MOTION:** None. Information Only.

# Social Media's Impact on Recruitment

Perry Adams, Director of Human Resources

Pat Walsh, Chief Marketing Officer

April 5, 2023





# AGENDA



Marketing Recruiting Efforts Prior to Jan. 30, 2023



Marketing Plan Launched Feb. 1, 2023



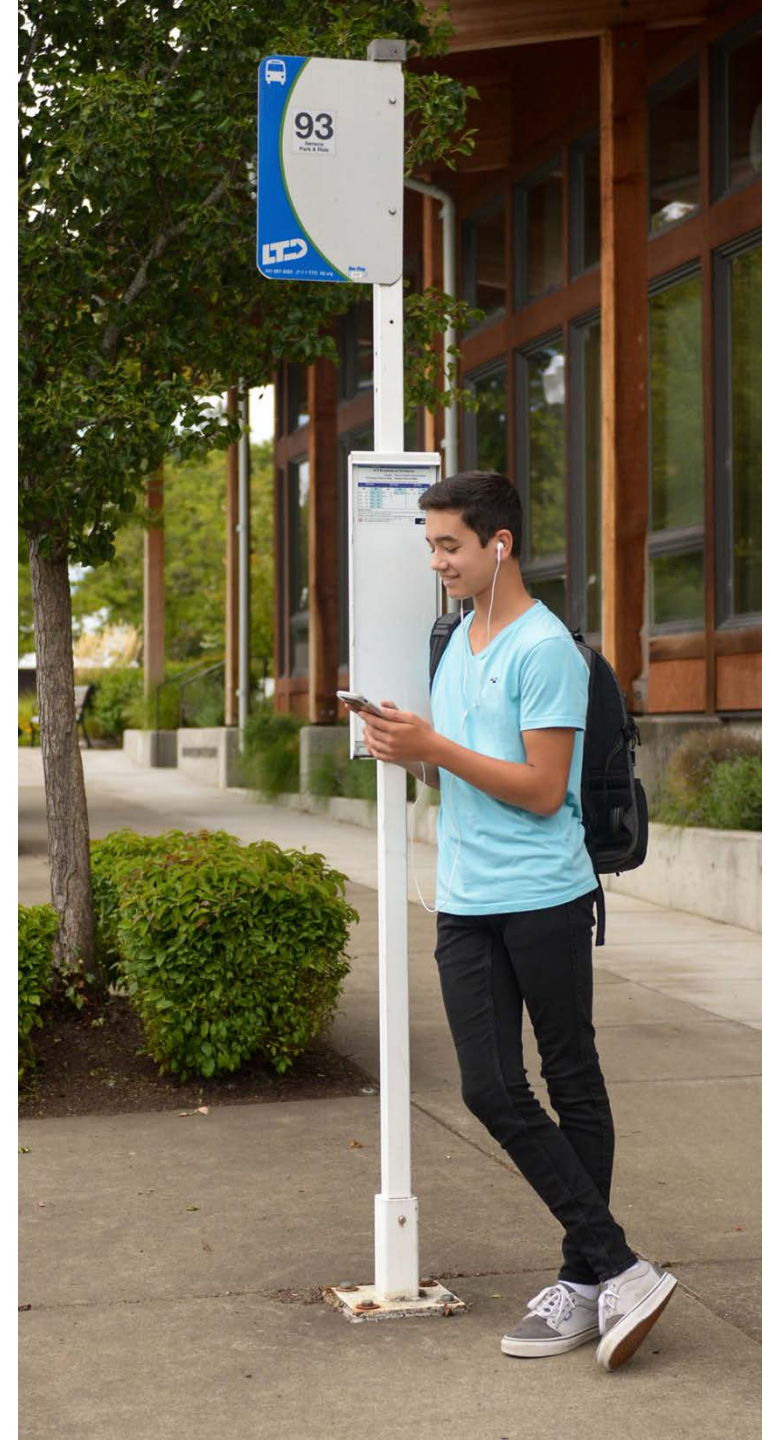
Results

# Pre-Jan. 30, 2023



- Indeed
- LinkedIn
- Movie Theatre
- SimplyHired
- ZipRecruiter

In total we have used over 20 job boards each time we post a position.





# Results: Snap Shots

- **May 2022** – 6 New Employees
  - Low conversion rate for the class
- **July 2022** – 2 New Employees
  - Low conversion rate for the class
- **Aug 2022** – 3 New Employees
  - Low conversion rate for the class

Our time to hire 6-month average is at 38 days.  
The goal is to improve to 30 days time to hire.

# The Need For Additional Marketing



- Continued using tools already deployed
- Added the following:
  - Social Media Video Posts (organic & paid)
    - Facebook
    - Instagram
    - LinkedIn
  - Commercial on Broadcast and Livestream Television
  - Local television station websites
  - Radio advertising

# Storytelling



- Relate our people and jobs to the community.
- Employees' LTD story
  - Why they work here
  - Why this is a good place to work
  - Serving the community
  - Good people
  - Training
  - Pay and benefits
  - Opportunities to advance

# Career Stories We Have Told (so far)

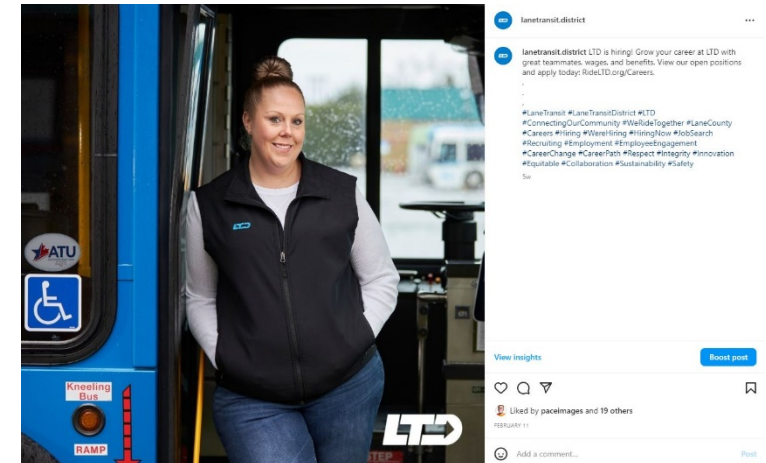
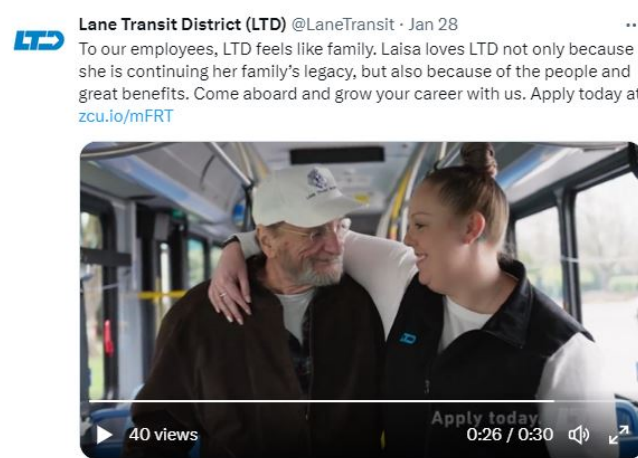
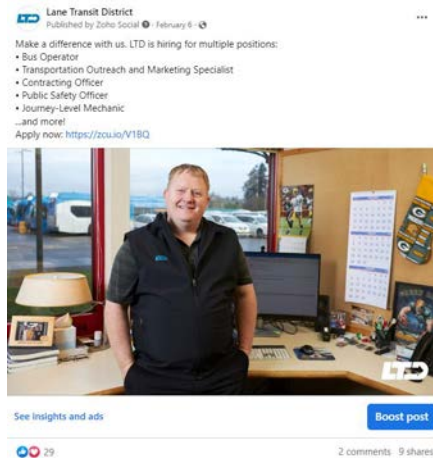


- [Laisa and Her Dad](#)
- [Brian's Advancement](#)
- [Arturo's Opportunity](#)



# Results—Organic (*without paid promotion*)

- Across Facebook, LinkedIn, Instagram, and Twitter:
  - Reached **14,668** people
  - Earned **443** likes, comments, and shares
  - **247** clicks through to the LTD.org website





## Results—Paid

- On Facebook Ads:
  - Reached **28,878** people
  - **813** clicks through to the campaign landing page
  - Generated **182** form submissions from people interested in applying for a job





# Results—Interest & Applications

- **January 2023** – 9 New Employees – the class completed with 8
  - Improved conversion rate for the class
- **April 2023** – 9 Potential new hires

We have observed a higher number of applicants and better quality of applicants in the last two classes.



# Results—Organizational

- Internal morale boost
- Proving value to the community
- Demonstrating value to funders & decision makers



# Collaboration is the Key

- LTD team members
- Human Resources
- Marketing and Communications
- The Turell Group
- Payroll and Accounts Payable



## AGENDA ITEM SUMMARY

**DATE OF MEETING:** April 5, 2023

**ITEM TITLE:** LEGISLATIVE AND UNITED FRONT UPDATE

**PREPARED BY:** Tiffany Edwards, Director of Government and Community Relations

**CHIEF OFFICER:** Pat Walsh, Chief Marketing Officer

**ACTION REQUESTED:** None. Information Only

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**PURPOSE:** Provide an update to the Board on the 2023 Legislative Session and recap the Federal United Front regional advocacy efforts and next steps.

**DESCRIPTION:** Legislative engagement does not require a formal position from the Board; however, the Board may choose to take a position on legislative matters, or as is also the practice, the Board President or a designated member may represent the Board in any correspondence submitted to Legislators or Congressional Delegates. No action is requested at this time.

This verbal presentation will:

- Summarize the current state legislative activities, in which the District is engaged. This will include current status of priority legislation and other bills LTD is monitoring.
- Provide a recap of LTD's recent March 2023 United Front Advocacy trip to Washington DC.

The Board will have opportunities to ask questions on any of the topics being covered.

**BACKGROUND:** The LTD Board receives periodic legislative updates summarizing action by the State and Federal legislative bodies by LTD's Director of Government and Community Relations on the work she is engaged in on behalf of Lane Transit District. Lane Transit District contracts with Oxley and Associates at the state level to provide lobbying support on state and federal legislative matters.

Additionally, LTD is engaged through association membership and participation by a number of local and statewide advocacy organizations including The United Front partners (comprised of LTD, the City of Eugene, City of Springfield, Lane County, Willamalane and Springfield School District), Oregon Transit Association, Special Districts Association of Oregon and the Eugene and Springfield Area Chambers of Commerce. Engagement with these entities supports the Financial Health and Sustainability of the District through funding and policy support. Additionally, advocacy and engagement with key policy-makers contributes to the Community Value of Lane Transit District's services.

**CONSIDERATIONS:** The Board may discuss and consider a process for participation and engagement of the Board in LTD's advocacy efforts in partnership with LTD management.

**NEXT STEPS:** The Board will receive written monthly updates to state legislative efforts and a verbal presentation recap at the July 2023 Regular Board meeting, following conclusion of the annual session.

**SUPPORTING DOCUMENTATION:**

- 1) Legislative and United Front Update 4.5.23 - Handout
- 2) LTD Top Priority Projects United Front 2023
- 3) Federal Agenda United Front 2023



# Lane Transit District

## 2023 PRIORITY PROJECTS



### WORKFORCE DEVELOPMENT

LTD is crossing workforce barriers to deliver transit service to meet the community's needs. These challenges are opportunities to rethink how the District recruits, retains and supports its workers. LTD is implementing several programs to support and build its workforce including **Job Readiness** and **Ambassadors** programs, in partnership with Lane Community College. These initiatives provide enhanced training opportunities and additional customer service resources throughout the system. Additionally, projects such as the **Operations Command and Control Center** at LTD's Glenwood headquarters, reimagine, improve and enhance its onsite training and operations functions.



### COMMUNITY ENGAGEMENT

LTD has launched an assessment of its **Communications and Community Outreach** efforts with a focus on ensuring successful outcomes for projects, including: **MovingAhead**, the RAISE-awarded **Franklin Boulevard Transformation Project**, and all future transit improvement projects. This initiative is imperative to identify strategies and opportunities that flip the script on how LTD has traditionally communicated with the community. Success means co-creation of a shared vision about how transit can serve the region most efficiently and effectively.



### SUSTAINABILITY

LTD expects to exceed its **Climate Action Policy Statement and Goals** adopted by its Board of Directors in 2020, with plans for 30 battery-electric buses to be in service by 2024. Projects such as the **Fleet Crane and Fall Protection** begin this year, enabling workers to safely and efficiently service LTD's electric bus fleet. LTD's long-term **Fleet Procurement Plan** will inform decisions and evaluate additional technologies and propulsion types for both fixed-route and paratransit fleet vehicles. LTD will be requesting funding for battery-electric paratransit vehicles in the FY2023 Low or No Emission grant program.



### RIDER AMENITIES

LTD has several projects aimed at modernizing and improving the rider experience, ensuring safety, accessibility, security and convenience for riders through system upgrades, replacements, enhancements and technology upgrades at bus stops and stations. LTD will deliver a safer, more accessible and convenient experience for riders with modernization of the **Downtown Eugene Station**, its **Fixed-Route Infrastructure Improvements** project, and other scheduled improvements.



### PLANNING FOR THE FUTURE

LTD's **Comprehensive Operational Analysis** supports efforts to reimagine a transit system to determine the best modes to deliver public transportation to communities in the District. The **Mobility Management Strategy** will incorporate new mobility strategies to deliver innovation in public transit to further enhance the integration of services through collaborative programs such as the **Trip Planner Mobile Application**, a partnership with the City of Eugene and University of Oregon.



FEDERAL  
PRIORITIES  
2023





THE EUGENE, CASCADES & COAST REGION is a slice of western Oregon that stretches from the coast to the Cascades, encompassing Lane County. The regional boundaries are Florence on the Oregon Coast (Hwy 101) through Eugene-Springfield (Interstate 5) at the south end of the Willamette Valley to the Cascade Mountains, McKenzie River (Hwy 126) and Oakridge/Westfir (Hwy 58).

Lowest Elevation: Sea Level, Florence

Highest Elevation: South Sister, Cascade Mountains 10,385 feet (3,157m)

## LANE COUNTY

*Newly restored orchards at Dorris Ranch in Springfield, OR.*

# UNITED FRONT FEDERAL AGENDA 2023

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UNITED FRONT 2023 | LANE COUNTY, OREGON







*Fall colors in Lane County*

## TO THE OREGON CONGRESSIONAL DELEGATION:

THE UNITED FRONT PARTNERS OF LANE COUNTY  
ARE PLEASED TO PRESENT OUR FEDERAL PRIORITIES  
FOR 2023.

**THIS FEDERAL AGENDA REPRESENTS OUR SHARED PRIORITIES** to enhance a more equitable community, including affordable housing, comprehensive community services, climate resiliency, strong educational opportunities, and robust transportation investments. Our stream of innovative projects and programs that evolve from community collaborations which ensures we most efficiently utilize federal, state, and local resources.

We continue to be thoughtful stewards of the funds provided through the critical streams of federal investment, including the American Rescue Plan Act (ARPA), Infrastructure Investment and Jobs Act (IIJA), and Inflation Reduction Act (IRA). The support through these laws has directly benefited the region and will continue to do so for years to come. We deeply appreciate your efforts in securing their passage.

We have categorized our federal priorities into eight sections, including primary, secondary, and career technical education; promoting business development and economic growth; developing accessible and multimodal infrastructure; addressing climate resiliency; protecting and enhancing our natural resources; establishing new affordable housing and lodging options; and expanding mental and behavioral health community-based treatment.

As always, we are grateful for your leadership and service to Oregon, especially the United Front Partners of Lane County. You and your dedicated staff regularly reach out and tirelessly represent our interests.

The United Front Partners look forward to working with you on the opportunities the 118th Congress will bring for continued the growth in our region. We are grateful for your responsiveness to our needs, and value our partnership.

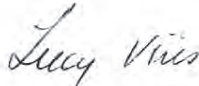
We look forward to working together and stand ready to supply information you may request about our federal priorities.

Thank you for your support of the United Front Partners of Lane County.

**LAURIE TRIEGER**, *Vice Chair*  
Board of Lane County Commissioners



**LUCY VINIS**, *Mayor*,  
City of Eugene



**SEAN VANGORDON**, *Mayor*,  
City of Springfield



**SUSAN COX**, *Vice President*  
Lane Transit District Board of Directors



**NAOMI RAVEN**, *Chair*,  
Springfield School Board



**CHRIS WIG**, *President*,  
Willamalane Park and Recreation District  
Board of Directors



**SUPPORTING  
A BETTER  
EDUCATED,  
TECH-SAVVY  
FUTURE**



**WE REMAIN COMMITTED TO HIGH-QUALITY,** far-reaching, and rigorous public education. Whether it is elementary, secondary, career and technical programs, apprenticeships, or workforce development, our priority is to provide our region and its residents with unparalleled educational options and experiences.

Pandemic-related funding proved critical in providing resources to support students and staff, specifically through nutrition and learning services. As these programs expire, it is vital we find supplemental support to continue the robust resources that were so critical to ensuring all students have access to year-round support.

The need for safer and more technologically advanced schools is great. Professional development will assist in school-based incident response. Improved video and communications technology will enhance school safety. Long-range planning has highlighted aging structures and systems that are outpacing our bonding capacity.

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## FEDERAL PRIORITIES

### WE URGE THE OREGON DELEGATION TO SUPPORT:

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School-focused infrastructure funding to renovate and enhance school buildings including improving air-quality and modernizing HVAC systems.

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Increased funding for all K-12 Title programs, especially Title II Part A to support professional development, recruiting and retention.

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Maintaining the intent of Title I funds to support low-income students.

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Updating guidance for Title IV, Part A, Student Support and Academic Enhancement Grants to allow safe and healthy activities like those offered after school or offered in partnership with a special service district or park and recreation district.

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Robust funding for separate line items, including the 21st Century Community Learning Centers program (now Title IV, Part B), which pays for after-school programs, arts in education, gifted education, and a full-service community schools' program.

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Increase National School Lunch and School Breakfast Program (NSLP/SBP) reimbursements, expand free school meals, and streamline complex federal regulations and reporting methods.

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Additional federal resources to supplement salaries of non-education related workers, like cooks, as these positions are hard to fill but are critical to the wellbeing of students. Throughout the pandemic, school meals have contributed to student achievement, and provided a critical safety net during economic hardships. With the help of federal child nutrition waivers, SPS school nutrition professionals have ensured reliable and consistent access to healthy meals for students.

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Funding the \$1.6 billion block grant to states, which consolidates several programs, including physical education, Advanced Placement, school counseling, and education technology, including those that have been unfunded for several years.

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Continued funding for the FCC E-Rate Program and other federal agency programs that provide technology infrastructure for schools in communities.

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Fully fund the Carl D. Perkins Career and Technical Education Act programs with a focus on increased availability to school districts to create innovative, model career, and technical education programs.

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The Biden-Harris Administration's ongoing efforts to support the academic recovery of students impacted by the pandemic.

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Legislation to expand national apprenticeship programs, such as the National Apprenticeship Act (H.R. 447, 117th Congress),. There is a distinct need to grow apprenticeship programs nationally, and Lane County's expertise can lead the way.

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Allow grant funds to be utilized in coordination with partner agencies. Springfield Schools and Willamalane Park and Recreation District collaborate and offer recreational activities like camps, activity passes, and summer enrichment programs to students using education grant dollars. Increased funding flexibility would lead to greater student opportunities.

## PRIORITY PROJECTS

Workforce development is critical to our region, and Springfield Public Schools (SPS) continues to maximize state and private resource investments in Career and Technical Education (CTE) programs. SPS is committed to workforce diversity and expanding opportunities that support retention and recruitment efforts within the district. SPS has collaborated with eight organizations to develop the Pathways in Education Program. This program creates a direct pipeline to a diverse pool of applicants within Lane County and enables the school district to recruit and support scholars that represent the diversity of students in the area. SPS is supportive of legislation that increases opportunities for pathway programs.



As technology continues to play an ever-expanding role in 21st century education, SPS continues to invest in devices to support equitable access to all students and maintain a one-to-one device to student ratio.

Additionally, SPS aspires to complete capital improvements such as communications and video technology to enhance school safety and violence prevention as well as greater professional development for campus safety staff as this department has been stretched thin by lack of resources and staff availability. Funding for emergency preparedness in school-based incidents is also a focus of the school district.

SPS is in need of additional school nutrition employees and welcomes any federal resources to assist with salaries and professional development.



FOSTERING  
A RESILIENT  
BUSINESS  
ENVIRONMENT



Lane County is home to world-class diverse businesses and investments. The region's economic security, stability, and resilience is centered on our ability to attract and retain over 1,100 companies in numerous sectors, including globally critical manufacturing, agriculture and natural resource and technology industries. These businesses are a critical driving force in stabilizing and growing local job creation, regional growth, and diversification.

The cities of Eugene and Springfield and Lane County continue to work diligently to grow opportunities to assist our businesses, something reflected in the vibrant local entrepreneurial ecosystem. Despite the vast opportunities for economic growth, local businesses across the region continue to experience impacts of global supply chain shortages, increased prices, and global market volatility. While federal support, including the Infrastructure Investment and Jobs Act (IIJA) and the Inflation Reduction Act (IRA), has provided these industries and communities with critical support to ease some of the impacts of economic volatility, more focus on bringing efficiencies to our supply chains as well as swift roll out of these newly authorized programs, tax incentives, and funding streams are necessary.

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## FEDERAL PRIORITIES

### WE URGE THE OREGON DELEGATION TO SUPPORT:

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Expedited allocation and implementation of broadband policies, programs, and dollars available through IIJA and IRA funding programs. These funds are critical to the United Front partners, as fast and reliable internet access impacts every member of our community's way of life and is especially important for the local education and business communities.

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Programs which increase access to infrastructure resources, which support the build-out of broadband infrastructure across rural and urban communities to ensure resiliency and growth for economic, education, and community opportunities.

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Assistance to United Front (UF) partners to make the region a sports and outdoor recreation tourism destination. The summer of 2022 World Track & Field Games were a huge success. UF and other local stakeholders believe there is an opportunity to use the success of the 2022 Games as a catalyst to develop a new sports tourism economy in the region. The partners hope the congressional delegation and

other federal government decision makers can help identify potential funding opportunities within the Department of Commerce, Department of Transportation, Environmental Protection Agency, and Department of Housing & Urban Development.

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Continued funding through, and support of, the EPA Brownfields Grant program. It is critical that new rules for eligibility continue to support local municipal access.

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Programs and goals of the American Innovation and Competitiveness Act, a bipartisan successor to the America COMPETES Acts of 2007 and 2010, which supports STEM education, research, technology, and collaboration between community colleges, universities, and technical schools.

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Maintaining and expanding availability and promotion of incentive programs and resources, encouraging investment choices that encourage community partnerships and public-private investments in meaningful and community defined projects focused on job growth, equitable access, and sustainable building types for distressed communities.

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Opportunities to increase our local food exports and community markets through partnerships with USDA and the Department of Commerce.

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Sustainable funding for the U.S. Department of Education, the National Institutes of Health, the National Science Foundation, the National Institute of Standards and Technology, and the Department of Energy's Office of Science. This research funding brings millions of dollars into the local economy and functions as a long-term economic engine within the community.

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Continued emphasis on federal timber policies with special emphasis on improving federal timberland management, coordination with state agencies in fighting active wildfires, and expansion of preventative and recovery fire resiliency programs like Firewise.

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Increased authorization levels and expanded access opportunities within the Workforce Investment and Opportunity Act (WIOA), and robust funding for the workforce investment programs.

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Authorize CDC to use unspent ARPA COVID-19 Public Health Workforce Supplemental Funding more broadly to address health care workforce shortages.

## PRIORITY PROJECTS

Eugene-Springfield Brownfield Coalition's continued eligibility and access to this program is critical to our communities, as is federal resourcing of federal staff to implement. Increasing the resourcing of this program will better assist local communities in meeting critical deadlines for expending funds.

Enhance and increase the resiliency of the telecommunications infrastructure across Lane County that were impacted by the 2020 Wildfires.

United Front partners continue to evaluate and invest in several infrastructure projects using mass timber products, including cross-laminated timbers (CLT), which the federal government has identified as an important sustainable building material. Many of these projects have private partners dedicated to making significant personal investments.

Lane County's Goshen Region Employment and Transition (GREAT) Plan now includes a wastewater pipeline which is now in the design and engineering phase. GREAT now seeks federal resources to begin the construction phase. Additionally, there is potential for a renewable natural gas (RNG) project from the County's regional Short Mountain Landfill tied to the Goshen wastewater pipeline that would help the County implement its climate action plan and provide more clean energy workforce opportunities.

The Glenwood riverfront area showcases a rare riverfront opportunity in the Lane County region and broader state. For this opportunity to come to fruition, infrastructure construction is critical, including local and backbone multi-mode transportation systems, sustainable on-site stormwater management facilities, and valuable parks

and open space. Strategic infrastructure investments will be both necessary and cost prohibitive to the viability and success of the available land redevelopment.

The Glenwood Zip Code remains a significant priority and concern for the City of Springfield. The neighborhood is located within the City of Springfield but has a Eugene Zip Code. There is broad community and business support for the zip code change but the City continues to have difficulty making this change with the United States Postal Service.

Major transformation of Eugene's Downtown Riverfront is underway, fulfilling the community's vision of transforming vacant, inaccessible riverfront property into a vibrant, active, and accessible district and community destination. The \$230 million public and private redevelopment of this 16-acre site is creating Eugene's riverfront neighborhood – directly connecting our downtown and UO campus areas to the Willamette River. Investments include building up to 800 units of housing, a new world class park/plaza, new roads and infrastructure, and the redevelopment of the historic Steam Plant.

The lack of large, shovel-ready industrial sites in the Willamette Valley has limited the state's ability to offer room to grow for existing and potential employers, including the semiconductor industry. Eugene's Clear Lake area includes 648 acres of industrially designated land between the western edge of the city and the Eugene Airport. It includes large, flat, vacant sites with close access to Highway 99 and could support 6,000 new jobs over time. Expanding wastewater infrastructure to the entire area will require a \$16 million investment, which the city is seeking from state and federal partners.

*Welcome to Springfield Mural*





# CONTINUING THE GROWTH OF A RESILIENT TRANSPORTATION SYSTEM



*Student Riders Plan their LTD route*

**THE UNITED FRONT PARTNERS CONTINUE** to focus on federal transportation opportunities that emerged from the passage of the Infrastructure Investment and Jobs Act (IIJA) as well as the Inflation Reduction Act (IRA) of 2022. Both of these important legislative packages would not have been passed without the leadership of Congress and the White House. The United Front partners have had significant success applying for federal government funding in the past and recently, and plan to remain strategic over the next several years as the roll out of the IIJA and IRA funding and tax incentives continues.

Eugene and Springfield are actively working with the Federal Highway Administration (FHWA) after receiving the \$19 million RAISE program grant in 2021. Lane Transit District (LTD) has committed to bring an additional \$5 million to support the project. The United Front partners will continue to prioritize joint projects where they bring strong local quality of life and economic growth impacts like with the Franklin Boulevard RAISE project.

Lane Transit District and the Eugene Airport continue to maintain operations and plan for incremental growth after seeing significant impacts to usage levels from the pandemic.

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## FEDERAL PRIORITIES

### WE URGE THE OREGON DELEGATION TO SUPPORT:

**HOLISTIC APPROACH TO FEDERAL TRANSPORTATION SPENDING:** Implementation of IIJA should take holistic approaches to federal transportation spending decisions that seek to address affordable housing issues, homelessness, and rapidly changing technology needs and uses while focusing on how communities should think about greenhouse gas emissions and the impact of extreme events such as pandemics and wildfires. Further, the IRA includes some incredible tax incentives and programs to assist communities with reducing greenhouse gas impacts, especially those that are often most disadvantaged or most susceptible to climate impacts.

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**HIGHWAY TRUST FUND SOLVENCY:** The IIJA included record funding for many modes of transportation and infrastructure. Unfortunately, the cost of transportation projects—materials and labor—has increased over the last couple years undercutting the large increases in federal funding. The United Front partners strongly support IIJA being fully funded, but want the federal government to address the inability of the federal motor fuels tax to pay for all of the federal surface transportation programs. One way in which the federal government is looking to address the Highway Trust Fund (HTF) solvency is through developing more road usage charge (RUC) pilots on the state, regional, and nationwide level. The RUC pilots are meant to help address the solvency of the Highway Trust Fund (HTF) by transitioning to a stable funding source through examination of the current user fee structure and incorporating future user fee sources such as vehicle miles traveled (VMT). It will be important for the U.S. Department of Transportation to stand up the national advisory committee to oversee the nationwide RUC pilot.

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**SMALL STARTS COST SHARE:** The IIJA allows for the federal/non-federal funding share to go as high as 80/20 under the Capital Investment Grant (CIG) program. While the Federal Transit Administration (FTA) typically funds projects at the 65/35 cost share, Lane Transit District does not think they will be able to move forward with applying into the CIG Small Starts program for future capital projects because of constrained local budgets unless they receive a more generous cost share around 80/20. LTD supports FTA allowing for higher federal cost shares than have historically been allowed.

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**BUY AMERICA FLEXIBILITY TO ALLOW SUSTAINABLE TRANSPORTATION PURCHASE:** Assistance in dealing with Buy America funding constraints, which continues to be an issue for the City of Springfield and Springfield Public Schools. The City and school need to find alternative funds to purchase cleaner fuel school buses—that were originally targeting CMAQ funds for procurement—as a result of the stringency of Buy America requirements. The school bus manufacturers in the United States cannot comply with the current requirements, resulting in the inability to use the air quality funds for such a purchase. The United Front partners understand that the Biden Administration takes Buy America seriously—President Biden issued Executive Order 14005 on January

25, 2021 directing Federal agencies to maximize the use of goods, products, and materials produced in, and services offered in, the United States through their financial assistance awards and procurements. Knowing the importance of Buy America to the White House, the United Front partners still request flexibility in applying the requirements as they are too stringent at times.

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**ADA FUNDING:** Finding resources or flexibilities in existing federal surface transportation programs to help local governments better serve rural communities with public transportation services and bring street projects up to Americans with Disabilities Act (ADA) standards.

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**TRANSIT SPARE-RATIO REQUIREMENTS:** Require FTA to issue a new rule with input from the public transportation industry to create more flexibility in spare-ratio requirements. Additional spare-ratio flexibility is important as transit fleets all over the United States begin transitioning their buses to zero emission vehicles. Under current regulations, the number of spare buses in the active fleet for recipients operating 50 or more fixed-route revenue vehicles cannot exceed 20 percent of the number of vehicles operated in maximum fixed-route service. We would propose that, at the end of 49 U.S.C. § 5339, a new section be added as follows: (d): “The Federal Transit Administration shall amend the Grant Management Requirements Circular 5010.1 (a) to not consider vehicles operating beyond the minimum useful life in the spare ratio calculation; and (b) to not consider or provide a 5-year waiver for low-or no emission vehicles in the spare ration calculation.

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**FLAP PROGRAM:** Targeted deployment of the Federal Lands Access Program (FLAP) that received significant funding in IJA. This program is a viable source of funding that provides transportation improvements like multi-use paths and bike lanes that connect local lands to federal lands. For Willamalane Park and Recreation District, this is a critical

source of funding that can be used to develop a much needed additional trailhead at Thurston Hills Natural Area in conjunction with the eventual development of a trail system on the adjacent federal Bureau of Land Management land.

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**TAP PROGRAM FUNDING TRAIL CONNECTIVITY:** Targeting Transportation Alternatives Program (TAP) funding for many of the critical trail connectivity projects in the region. The UF is supportive of the IJA's Active Transportation Infrastructure Investment Program, which assists with connecting different communities within the region, and will request that appropriators fund the program in FY 2024.

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**INCREASE PASSENGER FACILITY CHARGE:** The United Front partners strongly supports increasing the passenger facility charge (PFC), which directly benefits maintenance and upkeep of airports. The PFC will be one of several high priority issues that will be debated as Congress reauthorizes the Federal Aviation Administration in 2023. The Eugene Airport Master Plan includes \$227 million in Capital Improvement Projects (CIP) over 20 years. More than half of the program's funding is anticipated through the FAA Airport Improvement Program.

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**ACTIVE MANAGEMENT OF UNITED STATE FOREST SERVICE LANDS WITHIN LANE COUNTY:** Improving the ability of the USFS to harvest timber from both the Siuslaw National Forest and the Willamette National Forest provide a direct source of revenue to the Lane County Road Fund. The delegation has done incredible work to ensure continued Secure Rural School Payments that accrue to the Road Fund but that source of revenue is continuously threatened. In its absence, Lane County relies on timber revenue from federal forest lands to augment state and federal gasoline taxes, both of which are flattening due to electrification and improved fuel efficiency.

*LTD's Link Lane Provides Service to Florence*



## PRIORITY PROJECTS

Our region is actively seeking funding for critical regional projects that include the expansion of enhanced transit, critical seismic retrofits to area bridges, and improvements to active transportation connectivity including shared use paths, separated bikeways, and regional active transportation bridges.

### WE URGE YOU TO SUPPORT THE FOLLOWING FEDERAL TRANSPORTATION INVESTMENTS:

**TERRITORIAL HIGHWAY:** Territorial Highway slide repair, widening and bridge raising, roundabout additions where the Highway passes through Veneta, and a bike ped path to connect Veneta to Elmira. Each of these projects are separate, but all would serve to improve safety along this important north-south highway at the eastern base of the Coast Range.

**FRANKLIN BOULEVARD (OR 225):** Building Franklin Blvd. (OR 225) to support economic development, improve multimodal safety and enhance transit. The cities of Springfield and Eugene received RAISE funding to continue the project westward from Springfield to Eugene, with work starting in 2024 for construction of the Springfield portion. Lane Transit District has committed \$5 million to construct an additional bi-directional lane for Franklin, its busiest bus rapid transit (BRT) corridor. Partners continue to seek an additional \$20 million to complete the project past the Knight Campus on the University of Oregon.

**I-5 AT DILLARD ROAD INTERCHANGE PLAN:** The Interstate 5 interchange at Dillard Road (and the Short Mountain landfill) is inadequate to serve direct access to the landfill and the planned for industrial development in Goshen. Lane County seeks funding for an interchange management plan to begin the planning process to improve the interchange.

**42ND STREET MCKENZIE LEVEE:** The 1-mile-long levee needs to be raised by three feet to protect over a third of Springfield residents, federal offices, National Guard buildings, primary fueling stations, and over \$4 billion in infrastructure from a 100 year flood event. The city has secured planning and design funding for the reconstruction of 42nd street once the Levee design and construction process is finalized.

**FREQUENT TRANSIT NETWORK:** Completing build-out of LTD's frequent transit network along key corridors, focused on increasing overall safety of public

transit in our region and developing ways to reduce travel times and improve passenger experience. LTD is assessing its communications strategy and will be implementing best practices for community engagement to support its United Front partners and ensure successful outcomes for well-informed, community-supported transit investments.

**TRANSIT FLEET REPLACEMENT:** LTD expects to exceed its climate action goal by having 30% of its fleet operating with battery electric buses by the end of 2023, purchased with proceeds from federal grants and FY2022 spending bills. To further progress its efforts to implement an environmentally and financially sustainable Fleet Replacement Program, LTD will be focused on investments that support the transition away from fossil fuels both for its fixed route service and paratransit vehicles. With its Fleet Transition Plan underway, LTD is planning for future investments in alternative fuel vehicles and infrastructure. LTD received \$800,000 in funding from the FY2023 spending bills to enable its workforce to maintain the electric bus fleet safely and efficiently with the Fall Fleet Protection and Crane Project.

**COOS BAY RAIL LINK:** Engineering study to examine site location, design, and environmental issues for a new siding at the western end of the Coos Bay Rail Link, with appropriate linkages to the privately operated Greenhill Reload facility. Tunnel investments to increase tunnel opening heights suitable for the train transport of double stacked ocean going containers will position the rail line for future container terminal operations and opportunities.

**GLENWOOD LINEAR PARK, PATH AND BIKE PED BRIDGE:** Building Glenwood Riverfront Linear Park and Path and designing and constructing a pedestrian and bicycle bridge between Glenwood and Downtown Springfield, both of which are River Districts priorities.

**WILLAMETTE CONFLUENCE:** Continued advocacy for the Willamette Confluence project which will provide convenient access to approximately 1,300 acres of river corridor, floodplain forest, wetlands, upland oak woodlands, and native prairie for all Eugene/Springfield residents.

**HOLIDAY FARM FIRE ROADWAY REPLACEMENTS:** This project will finalize the replacement of Blue River Drive, a county road, and the numerous local access roads within the unincorporated community of Blue River. Water and wastewater replacement infrastructure replacements will be installed prior to roadway improvements and final paving.

**RIVER ROAD-SANTA CLARA PEDESTRIAN & BICYCLE BRIDGE:** This project received \$6 million in the 2022 Omnibus bill as a Congressionally Directed Spending project from retired Congressman DeFazio, and will connect the River Road and Santa Clara neighborhoods with a pedestrian and bicycle bridge that will enable more people to use active transportation for school, work, shopping and other trips. The bridge will be especially impactful for North Eugene High School students who currently must walk or bike through a highway interchange to get to school. The City of Eugene continues to seek additional federal, state, and local funding to fully fund the project. In particular, the City has applied for a \$6 million Reconnecting Communities Pilot Program grant from USDOT.



*LTD Rider Secures his Bike Before Boarding*

**RANDY PAPÉ BELTLINE (OR 569) LOCAL ARTERIAL BRIDGE:** Beltline Highway is the most congested highway in the metro area, carrying more traffic than I-5 and is also part of Eugene’s network of high crash roadways. Between River Road and Delta Highway, much of the traffic on Beltline is traveling for just one or two exits. This project would build a Local Arterial Bridge over the Willamette River that would connect to the local street network on both sides of the river and take thousands of vehicles per day off of Beltline, leading to significant safety benefits. This project was identified through ODOT’s 2014 Beltline Facility Plan and will be designed to work with other improvements outlined in the plan. The cost estimate in the Eugene 2035 TSP, adopted in 2017, is \$83 million but with other improvements that are needed to happen first at the Delta/Beltline interchange, the cost is likely to be in the \$150 to \$200 million range.

**RIVER ROAD SAFE STREET IMPROVEMENTS:** River Road is one of Eugene’s high crash corridors, especially for walking. The City of Eugene applied for a \$6.5 million Safe Streets and Roads for All grant from USDOT. The grant would pay for improvements to make River Road safer for walking and biking including new and upgraded enhanced pedestrian crossings, protected bike lanes, new and upgraded street lighting and intersection modifications.

**EUGENE DEPOT ENHANCEMENTS:** City of Eugene staff have been working for over 10 years with ODOT, Amtrak and others to improve the Eugene Depot Amtrak Station to enable provision of more frequent, reliable and efficient passenger rail service from Eugene to Portland and other destinations. Currently, the Amtrak Cascades trains that end their southbound run in Eugene must be taken to the Union Pacific yard in between runs because there is not a layover track at the Eugene Depot. The current situation adds extra costs and delays to Amtrak’s operations. With the addition of a layover track to the Eugene Depot, the Cascades trains will be able to dwell at that location between runs which will make the Amtrak Cascades service more reliable and cost-effective. This project will enable Amtrak to provide more frequent Cascades service in the future. The project will also provide a safe rail passenger platform facility, provide for a dedicated passenger area for safe loading and waiting; allow for the staging of trains to provide more rail capacity; and allow rail traffic to access the main line without passing near the station. The project is likely to cost \$15 to \$25 million depending on phasing. ODOT staff have discussed the potential to apply for funding through the Intercity Passenger Rail Grant Program and/or the Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program.



*New LTD Electric Bus in Service*

# CONNECTING COMMUNITIES THROUGH NATURAL RESOURCES



*Volunteers carve pumpkins in preparation of Willamalane's Haunted Hayride event.*

**THE LANE COUNTY REGION OF OREGON IS A** premier destination for its iconic natural beauty and resources, as well as for recreational activities celebrated by visitors from around the world. This was especially true during the summer 2022 World Athletics Championships. Our community relies on the United Front partners to provide access to the bounty of nature, outdoor, recreation opportunities the area provides. As such, it is vital extreme weather events, such as the impact of wildfires, are proactively addressed. A changing climate will continue to increase the threat of regularly occurring extreme weather events. The massive 2020 Holiday Farm Fire is just one example. Lives were upended, homes and structures ruined, thousands of acres, watersheds blighted, and sadly lives were lost. The public health impacts of wildfire

smoke, drought, and extreme heat continue the vital need for local government response to improve air quality and establish cooling centers for those most vulnerable while also evacuating entire communities, coordinating the emergency communications for evacuees, and ensuring post evacuation services. Of need are resources for when evacuations are required, emergency communications, and efficient and robust post-event services. Congress has begun to address natural resource challenges and has made a concerted effort to pass laws, such as the American Rescue Plan Act (ARPA), the Infrastructure Investment and Jobs Act (IIJA), and the Inflation Reduction Act (IRA) of 2022, which fund programs to assist our communities, especially related to disaster relief, wildfires, outdoor recreation, and many other areas. We thank the delegation for your vital support.

## FEDERAL PRIORITIES

### WE URGE THE OREGON DELEGATION TO SUPPORT:

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The United Front (UF) partners are supportive of the U.S. Forest Service (USFS) launch of the essential 10-year strategy to address the wildfire crisis. USFS realizes the need to utilize the best available scientific research as it determines how to allocate the largest wildfire funding resources in its history.

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All of the United Front partners are examining HVAC systems with greater filtration for all government buildings as the region plans for a future where wildfires continue to impact the population. Lane County estimates the cost of effective HVAC systems is roughly \$9.5 million. Springfield Schools plans to spend \$23M on improving air quality systems in schools and buildings. The City of Eugene seeks \$2M to support retrofitting of key community centers for clean air shelters over the next year.

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Continued support for the now fully funded Land and Water Conservation Fund (LWCF) which has supported conservation projects throughout the region. Willamalane Park and Recreation District received the National Park and Recreation Association's (NRPA) Commission for Accreditation of Park and Recreation Agencies (CAPRA) in September 2022. Willamalane joins the City of Eugene as a CAPRA accredited agency, and this prestigious designation ensures that any federal dollars, such as the LWCF, allocated to Willamalane or the City will be spent effectively. We support any federal efforts to prioritize park and recreation projects for agencies with the CAPRA designation.

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Continued support for the Recreational Trails Program which has helped expand and preserve much of the regional Rivers To Ridges (RTR) trail systems, including the Thurston Hills Natural Area property managed by Willamalane Park and Recreation. The City of Eugene and Willamalane also continue to prioritize wildfire mitigation and invasive species protection efforts across the RTR system, specifically within the Thurston Hills Natural Area.

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Continued Federal Emergency Management Agency (FEMA) for federal reimbursement of emergency response and community grants to improve community recovery.

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Legislation to define "Special District" as a political subdivision of a State, formed pursuant to general law or special act of the State, for the purpose of performing one

or more governmental or proprietary functions. Defining "Special District" in federal law will ensure the districts have clear access to applicable federal programs and potentially provide resources for the formation of new fire districts in regions that were previously unprotected from wildfire.

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Ensure that Special Districts, including Park and Recreation Districts, are eligible for IIJA, IRA, and other relevant federal discretionary grant programs relevant to their missions. Federal funding for parks and trails remains a top priority for the UF partners.

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The United Front partners supports robust funding of the Federal Emergency Management Agency (FEMA) Building Resilient Infrastructure and Communities (BRIC) program and believes regions impacted the most by wildfires should be prioritized. In 2022, Lane County received a \$2.704 million grant award for the Alderwood Looped Power Transmission project that increases reliability and community resilience. In 2023, the City of Eugene applied for BRIC funding to support the redevelopment of our Roosevelt Blvd Maintenance Center in west Eugene, which provides critical Police, Fire, and EMS capabilities during emergencies.

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The United Front partners urge the delegation to allow eligibility for seismic protections in new construction. Our region is woefully underserved when it comes to immediate occupancy sheltering in a post seismic event response.

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The United Front partners would like to participate in the IRA urban forestry program, as well as other climate related programs, that would help mitigate some of the extreme weather events which impact the region.

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Innovative fuels reduction programs continue to be a regional priority. The Bureau of Land Management (BLM) Community Assistance Funding, which supports important fuels reduction work in the Ridgeline trail system and Thurston Hills Natural Area, has been critical. This is a component of the City of Eugene and Willamalane's emergency management plan for wildfire risk reduction.

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The region prioritizes applying for various grant opportunities including: U.S. Department of Agriculture programs for Rural Development, Forest Legacy, and Community Forests programs; LWCF funding through the U.S. National Park Service; U.S. Army Corps of Engineers funding for environmental infrastructure; FEMA grants for

recycled water opportunities and BRIC grants, and Environmental Protection Agency programs, such as Brownfields, to protect our natural water supplies. Regional projects such as improving the resiliency of regional emergency communications networks, the Alton Baker Park, Canoe Canal, and other Rivers to Ridges projects remain priorities for our communities.

Continued authorization of the Water Resources Development Act (WRDA) every two years. The United Front partners were pleased the 2020 WRDA bill included legislative language to modernize the 42nd Street McKenzie Levee in the City of Springfield, and that the Fiscal Year 2023 omnibus spending bill included \$460,000 in funding for the 42nd Street Levee Feasibility Study. Lane County will look to secure U.S. Army Corps funding for future environmental infrastructure (EI) projects after being included in the \$50 million Southwest Oregon Program and receiving its own \$25 million authorization in the 2022 WRDA bill.

The reauthorization of the National Flood Insurance Program is important, but one specific area remains a concern—striking a balance between mitigating flood risk in Oregon and economic growth. An on-going Endangered Species Act consultation of the National Flood Insurance Program in Oregon, along with changes to the rules for federal investments within regulated flood plains, has added significant agency process and financial uncertainty to public and private interests attempting to invest in areas associated with flood plains. Local jurisdictions need acknowledgement that differing locations, waterways, and community needs are not served by a one-size fits all regulatory scheme.

Improving access for small ports, such as Port of Siuslaw, as well as larger ports like Coos Bay is critical. United Front partners strongly support the record funding included in the IIJA and IRA to support our ports as well as full utilization of the Harbor Maintenance Tax Trust Fund.

Retaining the Gulf of Mexico Energy Security Act (GOMESA) funds as an addition to state assistance allocation. GOMESA funds have helped increase local funding through the State Assistance Program, which has been vital considering the historical under funding of LWCF's state assistance allocation. The United Front partners support maintaining GOMESA funds as an addition to a fully funded state assistance allocation and opposes using these funds as a replacement for the state assistance allocation.

Continuing the Outdoor Recreation Legacy Partnership (ORLP) urban competitive grant program that is funded through the LWCF State and Local Assistance Program, and which delivers funding to urban areas with a priority given to projects located in economically disadvantaged areas and lacking in outdoor recreation opportunities. The United Front partners support robust funding of this program in 2023.

## PRIORITY PROJECTS

**ROBUST FUNDING FOR** wildfire prevention and suppression efforts in wooded areas and open spaces. Willamalane, Lane County, and the City of Eugene are all seeking proactive measures to mitigate wildfires in properties they manage in this region. This is essential for the preservation and improved safety for communities served. Additionally, regional partners seek investments for cooling centers as dangerous temperature increases occur more often.

**CONSTRUCT NECESSARY IMPROVEMENTS** to the 42nd Street McKenzie Levee in the City of Springfield. The one mile long levee needs to be raised by three feet to protect over a third of residents, federal offices, National Guard buildings, primary fueling stations, and over \$4 billion in infrastructure from a 100-year flood event.

**WILLAMETTE RIVER BRIDGE:** Support for construction of a bicycle/pedestrian bridge across the Willamette River to connect Eugene's eastern edge of the Ridgeline Trail at Coryell Ridge to Springfield, potentially at Dorris Ranch. A connection between Eugene and Springfield is a key concept in the Rivers to Ridges Regional Parks and Open Space Plan.

**WILLAMETTE CONFLUENCE:** Continued advocacy for the Willamette Confluence project which will provide convenient access to approximately 1,300 acres of river corridor, floodplain forest, wetlands, upland oak woodlands, and native prairie for all Eugene/Springfield residents



INVESTING  
IN HEALTHY  
PEOPLE



Lane County Farmers Market in Downtown Eugene

**THE HOST OF GLOBAL HEALTH CRISES** over the past several years have underscored the importance of robust support for community health departments. As we move beyond the front-line response to the coronavirus pandemic to long term management, there are several challenges that local governments must confront.

Mental health issues continue to present difficult challenges to local governments. Mental health and substance abuse issues were exacerbated by the pandemic. Comprehensively addressing both the short-term and long-term impacts will assist our region to become safer, healthier, and more resilient. Resources for community based mental health and substance use abuse treatment continue to lag behind need. The United Front partners reiterate strong support for continued funding on behalf of community based mental health and substance abuse treatment.

Over the past year, the partners have provided critical investments in childcare, education, mental health and substance abuse treatments, as well as new innovative approaches to assist people in crisis. All too often, Lane County has experienced a dynamic where federal assistance does not adequately flow to local jurisdictions.

Increased funding for local treatment providers workforce development and retention. It is imperative the region is equipped with sufficient, well trained staff in order to provide the ever-increasing medical, behavioral, and mental health needs of our community's population experiencing homelessness.

## FEDERAL PRIORITIES

### WE URGE THE OREGON DELEGATION TO SUPPORT:

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Increased and renewed funding and longer authorization periods for federally qualified health centers (FQHCs), the Community Health Clinic fund, and programs that waive student loans for healthcare professionals serving under-represented regions.

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Clarifying that mental and behavioral health services are covered by the Federal Tort Claims Act (FTCA) provided by Federally Qualified Health Centers. It is critical that mental and behavioral health services and the risk associated with these types of treatment have full coverage by the FTCA to ensure these programs, both within the County and nationally, can continue to operate.

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Ensure risk mitigation models and tools exist for public and private providers as behavioral and mental health programming moves closer to the criminal justice system.

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Additional federal resources that complement the SUPPORT for Patients and Communities Act of 2018.

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Continued efforts to limit the e-cigarette and vaping crisis. The partners strongly support the introduction of legislation which would reduce tobacco use, modeled after the Tobacco Tax Equity Act (S.1314/H.R. 2786 in the 117th Congress). That legislation would have established the first ever e-cigarette tax. The partners also support legislation modeled after the Resources to Prevent Youth Vaping Act (S.2445/H. R 4629) in the 117th Congress. The legislation would have required e-cigarettes manufacturers pay user fees to the FDA to conduct stronger oversight of the industry.

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Adequate patient access to critical ground ambulance transport services through ambulance relief. Medicare ambulance relief is essential for our citizens, and we request a long-term solution like the Medicare Ambulance Access Preservation Act of 2011 (MAAPA).

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Continued funding for programs that increase regional service providers and support a hospital-based physician residency programs like the Teaching Health Center Graduate Medical Education Program (THCGME). Lane County is also supportive of legislation that seeks to permanently authorize the THCGME program modeled after the Doctors of Community (DOC) (like S.1958/ H.R. 3671, 117th Congress) .

*Willamalane opens the new Arrow Park by welcoming students from Springfield Public Schools.*



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Expand the number of medical residency slots, as it could direct more psychiatry doctors to the region. The federal government should examine opportunities to target psychiatric doctors to regions with the highest cases of mental health and substance abuse.

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Increase or remove the 15 percent cap of Community Development Block Grant (CDBG) funds expended statewide for public services activities. Increasing the flow of funding for human service programs ensures recipients can access funding without burdening local budgets.

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Support the Oregon Health Authority's efforts to gain a section 1115 waiver related to substance use disorder: An "IMD" waiver (the Medicaid rule which prohibits institutions with greater than 15 beds from being Medicaid eligible); and a proposed expansion for community-based benefits.

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Additional opportunities to reconstruct public health and IT infrastructure to increase quality of services and provide seamless public health support.

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Support the establishment of a permanent funding source for programs that provides mental health or substance use disorder treatment provider licensing and certification, expands existing mental health/substance abuse program capacities, and utilizes permanent posts for local non-profit providers.

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Increased and flexible funding for multidisciplinary response teams like the City of Eugene funded 'CAHOOTS' program which links mobile crisis response professionals with police and EMS dispatch to provide the right support for the right issue. This nationally-recognized community-based public safety system successfully prioritizes mental health services for individuals experiencing mental health challenges, homelessness or substance abuse disorders.

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Ensure timely action by CMS to approve continuing Medicaid coverage for AICs in county jails. Multiple states requested waivers via 1115 process and were purportedly denied based upon change in national eligibility guidance.

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## PRIORITY PROJECTS

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Lane County, as well as a plethora of regional partners, has identified the need for a Behavioral Health Crisis Center to provide a non-jail option for local police agencies and a mobile crisis response system when they dispatch to emergencies. A formal stakeholder involved planning committee is in place, and has received a report from a professional consultant identifying space and operational needs based on the target population which exists in Lane County. Lane County has dedicated \$7.2 million in funding towards a total project cost estimated to be \$19 million. Property acquisition efforts are underway, as are additional project funding strategies.

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Robust funding for the 340B program is necessary to keep the County's FQHC at current operational capacity. Should 340B funding be reduced, the region's most vulnerable populations will see devastating impacts, as 340B is roughly 20% of the County's FQHC annual budget.

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Our region continues to deliver innovative and coordinated responses to the crisis of homelessness across the metropolitan area, including new car camping and tent camping emergency shelters, new affordable housing, a new navigation center, and ongoing programmatic support. We seek rule revisions by HUD to allow federal funding to better support these successes. This includes increasing or removing the 15% cap on CDBG funds that can be spent on public services, and increasing or removing the 20% cap on CDBG funds that may be spent on project administration.

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Springfield Public Schools is working with partners to expand the existing health center services, specifically dental services for historically underserved students.

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PROVIDING  
HOUSING AND  
REDUCING  
HOMELESSNESS



*Safe Sleep Site at Skinner City Farm in Eugene*

**THE UNITED FRONT PARTNERS UNDERSTAND THE SIGNIFICANCE** of creating cross-jurisdictional solutions to address homelessness. It is critical to consider a multifaceted approach to address the long-term factors that contribute to homelessness such as behavioral services, substance abuse treatment, social services, and affordable housing. We are eager to continue to work with the congressional delegation and federal agencies to take a regional approach to addressing Oregon's ongoing affordable housing and homeless crisis.

## FEDERAL PRIORITIES

**WE URGE THE OREGON DELEGATION TO SUPPORT:**

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Robust funding for the supply of permanent, supportive housing for chronically homeless people, and increased rapid re-housing resources for homeless families and youth. Increased funding to support transitional housing options for youth and people in recovery.

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Increased federal investment in housing affordable to extremely low-income households, including full funding of the National Housing Trust Fund, the HOME program, the Community Development Block Grant (CDBG), and an increased allocation of Low-Income Housing Tax Credits to the states.

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Advance the Fair Housing Act through race-based equal opportunity lending for property ownership and supportive housing.

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Increased funding for the McKinney-Vento homelessness program, and increased VASH funding.

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Funding for the Supportive Services for Veteran Families (SSVF) program. Full funding of the Grant Per Diem program, to serve homeless veterans in our cities.



*Future Affordable Housing at Peace Village in Eugene*

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Tax credits or incentives for communities that convert vacant or foreclosed properties into sustainable housing for veterans.

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Services targeted towards homeless people through federal departments other than HUD – including the SAMHSA, DOL, HHS, and the VA. Finding unique opportunities for Oregon to address the mental and behavioral health concerns is a top priority for the partners.

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Expand financial support for local communities who seek waivers to increase flexible use of homelessness funding; expand access to Moving to Work authority for our local housing authorities; and amend program rules to allow effective integration of local and federal transitional and rapid re-housing programs with long-term voucher programs.

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Increased capacity of federal agencies to efficiently complete required consultations for environmental reviews (particularly related to Endangered Species and Historic Preservation) to expedite projects and meet CDBG and HOME expenditure deadlines.

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Restore the expanded Low Income Housing Tax Credit (LIHTC) and enact legislation to restore or expand the 12.5% LIHTC allocation.

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## PRIORITY PROJECTS

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Federal support from the CARES Act and American Rescue Plan Act have provided the opportunity to provide significant homeless/housing solutions. The 15% CDBG cap for public services was waived for CDBG coronavirus funding which UF partners found to be incredibly helpful in deploying these dollars in the community. The federal government should make permanent the flexibilities allowed now when communities spend future CDBG dollars. The UF partners are eager to take a regional approach, involving small businesses and community members, including but not limited to utilizing data to better understand and address the region's significant homeless population.

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Support for the Inflation Reduction Act's (IRA) Green and Resilient Retrofit housing program which would support energy, and water efficiency retrofits and climate resilience of HUD-assisted multifamily properties.

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Lane County seeks a waiver from the Internal Revenue Service to allow tax credit-financed housing (i.e. Low-Income Housing Tax Credit) be used to provide housing for those working for, or affiliated with, a designated national special security event.

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Support for Senator Wyden's Decent, Affordable, Safe Housing for All Act (DASH Act) to provide funding, tax incentives, and direct federal resources to address housing and homelessness across the US.



Eugene Police with White Bird Clinic's CAHOOTS team



Eugene Springfield Fire Chief Mike Caven

Comprehensive public safety is critical for an equitable, thriving, and resilient community. As the role of public safety and policing evolves, it is necessary that communities have the resources to best tailor approaches that enhance equity and best serve their populations.

United Front partners have created several community-based intervention programs that are adequately serving the individuals of Lane County. These programs have positioned us to target vulnerable populations and reduce the burden on our public safety infrastructure. As communities transition to post-pandemic recovery, it is important to adapt and consider the various challenges impacting our law enforcement duties. To continue to support the community, the United Front partners are committed to working with the Congressional delegation to target opportunities that will increase staffing and retention among our police and public safety departments.

## FEDERAL PRIORITIES

### WE URGE THE OREGON DELEGATION TO SUPPORT:

Funding to address the staffing and retention needs negatively impacting police departments. Lane County, Eugene, and Springfield are supportive of funding opportunities that will allow departments to incentivize and retain new and existing staff. This issue is especially acute for Lane County as the majority of the county is covered by federal forest land, which results in fewer resources and more area to oversee.

Robust funding for the Department of Justice's COPS program, specifically the COPS Hiring and Community Policing Development programs, which would provide expanded and increased training opportunities.

Increasing funding for the Byrne JAG program.

Elimination of Medicaid policy that prohibits funds from being used for inmate mental health support. Allowing funds to be used for this purpose is critical for incorporating mental health services in response teams and jails.

Changing Medicaid Inmate Exclusion Policy (MIEP) to allow for Medicaid services to pre-trial detainees. Changing MIEP to allow for Medicaid services to pre-trial detainees would help individuals, relieve the strain on the system, and reduce the strain on taxpayer funds.

Clarifying that the Federal Tort Claims Act (FTCA) provides liability coverage that protects counties from excessive litigation related to any criminal acts a participant of a court ordered jail diversion program may commit against a third party.

Reintroduction and expansion, based off of best practices, of the Crisis Assistance Helping Out on The Streets (CAHOOTS) Act in the 118th Congress.

Allowing Special Districts, like Willamalane Park and Recreation District and Lane Transit District to obtain funding for proactive public safety measures like Park Rangers, Park Ambassadors, Transit Ambassadors, or outdoor security cameras in parks that experience the most unwanted behavior.

Robust funding of the Federal Emergency Management Agency (FEMA) Building Resilient Infrastructure and Communities (BRIC) program and believes regions impacted the most by natural disasters should be prioritized.

## PRIORITY PROJECTS

Many buildings in Lane County need to be upgraded or rebuilt to sustain natural disasters like earthquakes (seismic retrofits) or wildfire (HVAC systems with improved filtrations). The County will pursue funding opportunities that will assist in these efforts.

Lane County is working toward updating emergency plans for all small cities in the County using emergency funding. The County submitted several projects to the FY22 state BRIC application will pursue additional FEMA emergency preparedness grants.

The City of Springfield seeks to apply for funding to hire new personnel within digital forensics and child exploitation, as well as pursuing training opportunities using nationally recognized best practices.

The City of Eugene is applying for Department of Homeland Security—Building Resilient Infrastructure and Communities (BRIC) funding for redesign and initial reconstruction of the Public Works Roosevelt Campus. And from the Department of Agriculture a Community Wildfire Defense Grant (CWDG) to create a Eugene-Springfield Community Wildfire Protection Plan, which would allow the region access to greater fire mitigation funding.





ACHIEVING  
FISCAL  
RESILIENCY



*LTD Downtown Eugene Station with 20x20 Mural*

**THE UNITED FRONT PARTNERS ARE THANKFUL** are thankful for the American Rescue Plan Act (ARPA), Investing in Infrastructure and Jobs Act (IIJA), and Inflation Reduction Act (IRA). These legislative accomplishments have provided, and are expected to provide, necessary assistance to respond to and grow from the economic challenges seen over the past few years. It is important that as many local governmental entities and related stakeholders are eligible for funding and tax incentives under these historic laws.

The United Front partners recognize that the development of a robust 5G network is crucial for the future economic development and connectivity of our communities. Just as vital is protecting control of our public rights-of-way by reversing recent federal actions that preempt local control of managing telecommunications, including use and franchise fees, as well as deployment of 5G small cell units. Inaction in the telecommunications policy space will result in a reduction in critical funding sources for local governments.

Global trade was nearly brought to a standstill by challenges at existing port facilities in the US during the pandemic. Although ports have begun resumption of normal operations, significant obstacles remain with supply chain and freight. The continued investment in the Port of Coos Bay, and its short line railroad which connects the Port to the Willamette Valley, should be prioritized to ensure future supply chain disruptions are mitigated. Recent property acquisitions adjacent to the Port bode well for its ability to accept new cargo, and concurrent investments into the rail line will ensure the most efficient mode is utilized as products move inland.

The Partners remain concerned about legislation introduced in the 117th Congress (S. 4295/ H.R. 2989) to establish national financial data reporting standards. The bill required an ambitious timeline and metrics that would conflict with existing state and federal requirements. At a time when municipalities and special districts are maintaining lean budgets with staffing shortages, this legislation has the potential to add training and equipment purchase costs that impact already constrained budgets. The United Front partners urge the delegation to oppose any similar legislation in the 118th Congress.

## FEDERAL PRIORITIES

### WE URGE THE OREGON DELEGATION TO SUPPORT:

Increased levels and year-to-year stability in federal programs that support local transportation, housing, health and human services, education and workforce development and the criminal justice system.

The reversal of actions instituted by the Federal Communications Commission (FCC) that hinder local government's ability to provide broadband services to constituents. The FCC's orders in its Implementation of Section 621(a)(1) of the Cable Communications Policy Act of 1984 as Amended by the Cable Television Consumer Protection and Competition Act of 1992 proceeding and its Accelerating Wireless and Wireline Broadband Deployment by removing Barriers to Infrastructure Investment proceeding, will cost local governments millions of dollars in reduced franchise and other right-of-way fees. FCC's actions will also place new burdensome obligations on local governments and further constrain their ability to review wireless facilities applications to enlarge or modify wireless facilities. Repealing these orders would preserve the respect for municipal authority found in the Telecommunications Act of 1996 and the United Front partners support legislative action in this direction. We support enactment of legislation like S. 2012 and H.R. 530 from the 116th Congress.



*Community members enjoy water exercise classes at Willamalane Park Swim Center in Springfield, OR.*

Codifying the definition of Special Districts. While ARPA, IIJA, and IRA provided critical support to many local governments, Special Districts did not receive direct support in ARPA. Special Districts, such as Willamalane Park & Recreation District should be defined in federal law and included as eligible entities to apply for applicable federal programs. As stated in the Natural Resources section: define "Special District" as a political subdivision of a State, formed

pursuant to general law or special act of the State, for the purpose of performing one or more governmental or proprietary functions.

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Ensuring federal appropriations are passed on time, without government shutdowns, which negatively impact our ability to provide services, put stress on our operational systems, and create anxiety and uncertainty to the public.

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A balanced approach to federal deficit reduction solutions considering the historic impacts of the coronavirus pandemic on local governments. Federal investments in state and local infrastructure projects help produce private sector jobs and improve our competitiveness. Federal assistance to state and local governments can mitigate job losses and local budget shortfalls. The United Front partners are grateful that Congress included direct funding to state and local governments in ARPA.

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Opposing deficit reduction actions that shift costs to localities, impose unfunded mandates, or pre-empt local programs and taxing authority.

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Balanced land management policies. As the region continues to rebuild from the Holiday Farm Fire, we need land management policies that both manage timber harvest levels and promote responsible Wildland Urban Interface Fuel Reductions. The UF partners will look to secure IIJA resources to fight and prevent wildfires.

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Federal resources to establish uniform emergency communication channels and equipment for the region. Lane County will act to bring more resiliency to the impacted areas, through telecommunication investments, specifically along Highways 126 and 58, as it was made clear that a lack of communication infrastructure and other critical needs made this disaster more devastating.

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Long-term extension of Secure Rural Schools (SRS). Lane County was pleased to see SRS reauthorized for three more years within the IIJA and urges its permanent authorization. Assurances that these funds should not be subject to mandatory sequestration is a Lane County priority.

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Significant federal investment in telecommunication (broadband) infrastructure to assist the neediest families that lack internet access at home which has a specifically detrimental impact on school aged children, and the most



rural parts of the region that learned how poor the telecommunication coverage was during the Holiday Farm wildfire. While it is key to focus on the broadband infrastructure gap first, it is also important that federal resources are available for catalytic investments in the urban centers as well to assist with economic growth following the pandemic which will help bring more resilience to the United Front partners' communities. The Partners will look to the ARPA, IIJA, and IRA for broadband opportunities as this is a top priority area for the region and hope the congressional delegation will bring strong support to these local efforts.

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Continuing to fund and preserve as Private Activity Bonds, New Market Tax Credit, Electric Vehicle Credit, and key parts of the Affordable Care Act. We believe these tax programs make the United States and our local communities more resilient and would support legislative or executive changes to make these programs more robust.

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The repeal of the 10-percent credit of the Historic Tax Credit Program eliminates a critical tool, which has helped governmental entities, and local non-profits preserve historic landmarks while creating jobs.

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The termination of preferential tax treatment of advanced refunding bonds interest is harmful as it is a financing tool, which allows local governments to finance their debt at lower costs and increase investment in municipal capital projects and other local programs.

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The partners appreciate direct assistance through formula fund programs like CDBG and new funding for the Energy Efficiency & Conservation Block Grant” (EECBG) program. We ask our delegation to continue to support the authorization and appropriation of funds for these critical and efficient programs.

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Active Management of United State Forest Service lands within Lane County: Improving the ability of the USFS to harvest timber from both the Siuslaw National Forest and the Willamette National Forest provide a direct source of revenue to the Lane County Road Fund. The delegation has done incredible work to ensure continued Secure Rural School Payments that accrue to the Road Fund but that source of revenue is continuously threatened. In its absence, Lane County relies on timber revenue from federal forest lands to augment state and federal gasoline taxes, both of which are flattening due to electrification and improved fuel efficiency.

## PRIORITY PROJECTS

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Lane County seeks assistance to ensure that emergency communications towers that are located on, or planned to be located on, federal lands, are transferred to county ownership, or at least enter into long term lease arrangements.

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Lane County seeks a path to ensure that any energy facilities located on federal land in Oregon is subject to similar revenue sharing agreements that currently exist for the harvest of timber from federal lands.

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Should President Biden's nomination for the 5th FCC Commissioner be confirmed, the City of Eugene seeks to petition the FCC to undo orders in its *Implementation of Section 621(a)(1) of the Cable Communications Policy Act of 1984 as Amended by the Cable Television Consumer Protection and Competition Act of 1992* proceeding and its *Accelerating Wireless and Wireline Broadband Deployment by removing Barriers to Infrastructure Investment* proceeding.

Eugene Downtown Library



