MEETING NOTICE

MEETING: METROPOLITAN POLICY COMMITTEE
DATE: Thursday, March 5, 2020
TIME: 11:30 AM - 1:30 PM
LOCATION: City of Springfield, Justice Center
          2nd Floor Meeting Room; 344 A Street (directions on back)
CONTACT PERSON: Paul Thompson, 541-682-4405

AGENDA

1. WELCOME & INTRODUCTIONS
2. CALL TO ORDER
3. APPROVE FEBRUARY 6, 2020 MEETING MINUTES
4. ADJUSTMENTS TO THE AGENDA/ANNOUNCEMENTS FROM MPC MEMBERS
5. COMMENTS FROM THE AUDIENCE (Anyone wishing to comment is asked to sign up on the public comment sheet provided at the meeting. A limit of 3 minutes per person is requested.)
6. METROPOLITAN PLANNING ORGANIZATION (MPO) ISSUES
   a. MTIP Amendment
      Staff Contact and Presenter: Dan Callister, LCOG
      Action Requested: [Approve Resolution 2020-01]
   b. MTIP Amendment
      Staff Contact and Presenter: Dan Callister, LCOG
      Action Requested: Staff Presentation, conduct public hearing
   c. Regional Transportation Plan
      Staff Contact: Paul Thompson, LCOG
      Presenters: Carl Springer, Dennis Mitchell, DKS
      Action Requested: Information and discussion
   d. LCDC Meeting on Statewide Transportation Strategy (STS)
      Staff Contact: Paul Thompson, LCOG
      Presenter: ODOT
      Action Requested: Information and discussion. Provide consensus direction on speakers and talking points.

-OVER-

Location is wheelchair accessible (WCA). American Sign Language (ASL) interpretation is available with 48 hours notice.
LCOG Main Office: 859 Willamette Street, Suite 500, Eugene, Oregon 97401-2910
Phone: (541) 682-4283 • Fax: (541) 682-4099 • TTY: (541) 682-4567 • Web: www.lcog.org
e. **Annual Listing of Federal Obligations**
   
   Staff Contact and Presenter: Dan Callister, LCOG
   
   *Action Requested:* Information and discussion

f. Follow-up and Next Steps
   
   1) ODOT Update
   2) Springfield Main Street Safety Update
   3) Rail Update [see attachment]
   4) Legislative Update
   5) LaneACT Update
   6) OMPOC Update
   7) MTIP Administrative Amendments [see attachment]
   8) Next Steps/Agenda Build

7. **LINK LANE**

   a. **LINK LANE Service**
      
      Staff Contact and Presenter: Paul Thompson, LCOG
      
      *Action Requested:* None, information only

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**UPCOMING MEETINGS:**

- April 2nd  
  Eugene Library Bascom Tykeson Room
- May 7th  
  Coburg City Hall

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**PLEASE NOTE:**

- LCOG is now posting meetings on its website at [http://www.lcog.org/346/Metropolitan-Policy-Committee](http://www.lcog.org/346/Metropolitan-Policy-Committee). These postings will include the agenda, minutes and attachments. If you no longer want to receive your meeting announcement in paper format, please contact Laura Campbell, 541-682-4006 or lcampbell@lcog.org.

- This meeting will be broadcast live, and rebroadcast on Metro Television, Comcast cable channel 21, at 1:30 PM on Mondays, 7:00 PM on Tuesdays, and 11:00 AM on Sundays for the rest of the month. A webcast will also be archived for future viewing on the LCOG website. Get details through links at [http://www.lcog.org/346/Metropolitan-Policy-Committee](http://www.lcog.org/346/Metropolitan-Policy-Committee).

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**Springfield Justice Center:** The Springfield Justice Center is located at 344 A Street in Downtown Springfield. The meeting room is on the 2nd floor.

**Bus:** Take the bus to the LTD Springfield Station, from there walk north to A Street.

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

**Parking:** Free 3 hour parking located on Main Street and 5th and at the Public Library

- Free on street parking is also available on A Street.
MINUTES
Metropolitan Policy Committee
City of Eugene Library, Bascom Tykeson Room — 100 W. 10th Avenue
Eugene, Oregon

February 6, 2020
11:30 a.m.

PRESENT: Lucy Vinis, Chair; Betty Taylor (City of Eugene); Joe Berney, Pete Sorenson (Lane County); Christine Lundberg, Joe Pishioneri (City of Springfield); Ray Smith (City of Coburg); Frannie Brindle (Oregon Department of Transportation), Kate Reid (Lane Transit District); members; Mary Bridget Smith (City of Springfield), Matt Rodrigues for Sarah Medary (City of Eugene); Aurora Jackson (Lane Transit District); Anne Heath (City of Coburg); ex officio members.

Brenda Wilson, Paul Thompson, Kelly Clarke, Dan Callister, (Lane Council of Governments); Rob Inerfeld, Pam Berrien (City of Eugene); Emma Newman (City of Springfield); Jeff Kernen, Megan Winters (City of Coburg); Sasha Vartanian (Lane County); Bill Johnston (Oregon Department of Transportation); Tom Schwetz, Cossette Rees, Andrew Martin, Cody Franz, Theresa Brand, Julia Woolley (Lane Transit District); Carleen Reilly (River Road); Chris Watchie (Cogito), Sherry Aker (Comcast); Webb Sussman, guest.

WELCOME, CALL TO ORDER AND INTRODUCTIONS

Ms. Vinis called the meeting of the Metropolitan Policy Committee (MPC) to order and those present introduced themselves.

APPROVE OCTOBER 3, 2019, MEETING MINUTES

Mr. Pishioneri, seconded by Mr. Smith, moved to approve the December 5, 2019, MPC meeting minutes as presented. The motion passed unanimously, 8:0.

ADJUSTMENTS TO THE AGENDA/ANNOUNCEMENTS FROM MPC MEMBERS

Mr. Thompson noted that the agenda had been amended to include an update on the Interstate 105 communications plan.

Mr. Sorenson commented that he hoped to see an expanded delegation from the county on next year’s United Front trip to Washington D.C. to include representation from Willamalane Park and Recreation District, Lane Council of Governments, Eugene 4J school district, Lane Community College and local jurisdictions’ economic development agencies.

Ms. Lundberg arrived at 11:35 a.m.

Ms. Vinis reported that a primary focus of the United Front meetings with congressional representatives and staff was funding for the construction of the Franklin Boulevard project.
COMMENTS FROM THE AUDIENCE

Webb Sussman, Eugene, spoke on the topic of the Metropolitan Cable Commission. He noted that many residents had absorbed, through pass through fees, multiple price increases in cable service over the last nine months and received updates to internet cable speeds that were anything but. He asked if those service adjustments were considered to be a violation of the contract a local citizen had with Comcast under the franchise agreement. He said the contract did not appear to allow material changes to the terms of service without renegotiating or nullifying the contract. He also asked what could be done to accelerate the rollout of fiber to households to allow competition for service. He wondered, in view of the new technology that was emerging, why there was still a cable commission and not a body that more broadly oversaw all of those technologies.

Carleen Reilly, River Road, reminded the MPC to keep transportation safety at the top of its list of priorities. She said January 17 was the anniversary of the death of Irene Ferguson while walking along Hunsaker Lane. She said LTD was working with neighbors to find a suitable way to memorialize Ms. Ferguson at the Santa Clara Transit Station. She urged MPC members to think of Ms. Ferguson, be aware of pedestrians at night and support safety improvements.

ELECTIONS OF CHAIR AND VICE-CHAIR FOR 2020, APPOINT Oregon MPO Consortium (OMPOC) MEMBERS

Ms. Wilson cited the MPC bylaws and historical precedent for election of officers.

Mr. Sorenson nominated Ms. Lundberg as MPC chair. Ms. Lundberg was elected by a vote of 9:0.

Mr. Berney nominated Mr. Sorenson as MPC vice chair. Mr. Sorenson was elected by a vote of 9:0.

Mr. Sorenson nominated Ms. Reid and Ms. Lundberg to continue as the MPC representatives to OMPOC. Ms. Reid and Ms. Lundberg were confirmed as the OMPOC representatives by a vote of 9:0.

METROPOLITAN PLANNING ORGANIZATION (MPO) ISSUES

Amendment to FFY 2018-2021 MTIP

Mr. Callister stated that Lane County had requested the amendment in order to reprogram Congestion Mitigation and Air Quality (CMAQ) funds from a canceled Lane County project into two existing Lane County projects. He said the public comment period on the amendment would remain open through February 27, 2020, and asked that a public hearing be held.

Ms. Lundberg asked that viable City of Springfield projects be considered for future CMAQ funding. She opened the public hearing. There was no one wishing to speak and the hearing was closed.

2021-2024 State Transportation Improvement Program (STIP) Project Overview

Ms. Brindle, Ms. Vartanian, Ms. Newman and Mr. Inerfeld provided a brief overview of the following projects for the Oregon Department of Transportation (ODOT), Lane County, City of Springfield and City of Eugene respectively:
ODOT:
- OR569: Randy Papé Beltline bridge over the Union Pacific Railroad tracks and Northwest Expressway
- Highway 126B: South 20th to 75th streets (Springfield)
- OR99: Cottage Grove Urban Upgrades
- OR 126: Westbound Springfield Willamette River Bridge
- OR126: Willamette River Westbound Bridge
- OR569 Greenhill Road-Coburg Road (Eugene)
- I-5: Goshen-Cottage Grove
- I-105: Willamette River-Pacific Highway

Lane County:
- Gilham Road: Ayers Road to Mirror Pond Way

Springfield:
- South 42nd/Daisy Roundabout
- Mill Street Reconstruction
- 42nd Street (2023 and beyond)

Eugene:
- Maxwell Road and Prairie Road Sidewalks
- Chambers Street Safety Improvements
- Bailey Hill Road at Bertelsen Road Roundabout
- Lincoln Street Protected Bikeway
- Martin Luther King Jr. Boulevard Safety and Transit Improvements
- Citywide Signal Improvements
- 8th Avenue Bikeway and Two-way Conversion
- Ferry Street Bridge Rehabilitation
- Enhanced Walking Network
- High Street Protected Bikeway
- West 11th Avenue Amazon Creek Bridge Retrofit
- Chambers Street Bridge over Railroad Tracks

Mr. Berney asked if data was available on the aggregate economic impact of projects on Lane County and whether change orders had a significant effect on project costs and what that percentage of change might be. Ms. Vartanian said that could be determined by how projects were programmed within the STIP. Ms. Brindle said projects had a construction authorization of the amount that could be spent. Change orders could be done through that. If a change order exceeded the authorization amount approval had to be obtained from the Oregon Transportation Commission; those were typically for large items that were unanticipated. She said typical change orders addressed traffic control issues. Change orders were tracked to assure transparency.

Ms. Taylor asked how many parking spaces would be eliminated on 8th Avenue. Mr. Inerfeld estimated 40 spaces, but the city was looking at adding spaces on 6th and 7th avenues. In response to a question from Mr. Pishioneri he said studies had determined both streets could still handle the traffic volume.

Mr. Berney asked about the funding source for projects. Ms. Brindle said the source was gas tax revenue.
Ms. Lundberg noted that Springfield's 42nd St. street project was impacted by the 42nd Street levy project. She said it was important to remind legislators that accelerating the Army Corps of Engineers process would coordinate the projects and avoid flooding for both Springfield and Eugene.

Mr. Thompson said one of the biggest issues with construction projects over the past year was the very high bids from contractors because there was so much work available. That had an impact when bids were significantly higher than initial cost estimates. He said development of the 2024-2027 STIP would begin in the summer of 2020 when funding allocations were determined. Staff would track that closely and provide updates to the MPC as information became available.

**Update on Interstate 105 (I-105) Communication Plan**

Ms. Brindle stated that beginning February 10, I-105 construction projects would commence. She said a communications plan had been developed to assist people in moving around the area as projects resulted in lane and ramp closures over the next several months. She briefly reviewed some upcoming closures and planned detours.

Chris Watchie, Cogito, and Julia Woolley, LTD Transportation Options, described the outreach strategies and distributed materials that would be used to keep the public informed about the projects, closures, detours and alternate transportation options for traveling in the region. Targets for the campaign included residents, employers, schools and the general traveling public. Outreach activities would be coordinated with ODOT.

Ms. Brindle said ODOT would also use variable messaging signs to notify travelers about closures and congestion and advise the use of other routes. She urged those traveling in the region to use TripCheck to identify closures and detours.

Ms. Vinis observed that many of the lessons ODOT would learn during the process could be used for emergency preparedness purposes.

**Transit Tomorrow**

Ms. Rees provided an update on Transit Tomorrow, LTD's initiative to redesign its transit network. She said in August 2019 the LTD Board directed staff to move forward with a high ridership network and develop an implementation plan. In November 2019 staff presented the Board with a refined network proposal that continued to represent a high ridership model with increased frequency. The Board asked staff to slow down the process, take the refined proposal out to the public for feedback and return at a later date with potential options that would help address the loss of service in some areas of the community. She said staff was looking for options to mitigate the loss of fixed route service to the extent possible and those would be presented to the Board at its March 2020 meeting. A public hearing was scheduled for May 2020 with adoption of a final network plan in June 2020 and implementation in February 2021.

Ms. Rees reviewed the public outreach strategies planned for the January to mid-March period and the questions that would be asked of the community. She identified a number of specific outreach targets and reviewed the feedback that was being received. She said the goal was to involve as much of the community as possible in the process and hear from many voices.

Ms. Taylor said many of her constituents were unhappy with the proposed network and elimination of three routes in their neighborhoods and asked if there was an opportunity to change the plan. Ms. Reid explained that LTD was listening to the community, particularly residents from southeast Eugene. She said...
part of the decision-making process included tradeoffs and LTD was looking at the difference between 500 people having a change of service and at least 27,000 more people gaining access to transit. It was difficult to say all three southeast Eugene routes would remain, but did not think all three routes would be eliminated as there would be some condensing of routes that were not efficient and transportation options were being looked at to determine how to more efficiently meet the needs of those who clearly wanted to be connected to transit.

Mr. Sorenson asked if neighborhood associations had been invited to attend sessions to discuss the data on which decisions about the proposed network plan were based. Ms. Rees said the sessions would be public and information about the schedule distributed to interested parties and outreach was being done with all of the neighborhoods.

Mr. Sorenson asked if the realignment would result in fewer empty buses. Ms. Jackson said that was the goal. When transit was more frequent along corridors with more jobs and residents the utilization of the large buses increased. Neighborhood buses tended to have far fewer riders. LTD was trying to address the issue of how best to utilize its fleet and determine how to address mobility needs in neighborhoods. She said many options were being considered.

In response to a question from Mr. Berney, Ms. Jackson explained that there were ridership and coverage models for public transportation. The coverage model did not try to move large numbers of people; it tried to reach more geographical areas. The ridership model provided service in areas of housing and employment densities to encourage more people to use the system.

Mr. Berney said the LTD Strategic Planning Committee had recently discussed the role of a transit agency as a mobility platform versus operating transit vehicles and encouraged LTD to consider the platform approach.

**Update on Statewide Transportation Strategy (STS)**

Mr. Thompson stated that a letter from Governor Kate Brown in September 2019 encouraged four state agencies and their commissions to pursue implementation of the STS, specifically with respect to impacts on emissions and climate change. He said the Land Conservation and Development Commission (LCDC) had committed to updates to the Transportation Planning Rule (TPR) that would require MPOs and their respective local governments to collaboratively and comprehensively develop and implement Transportation System Plans and land use plans and actions that provided transportation choices and reduced greenhouse emissions. LCDC would examine the issue in depth at its March 2020 meeting and both Portland Metro and Central Lane MPOs would speak to the commission about their experiences and perspectives. He said the subject was also discussed at a recent OMPOC meeting and feedback from members was that action and funding were needed, not more planning. He asked for suggestions on who should attend the LCDC meeting and speak on behalf of the MPO. He said it would also be helpful to have an elected official from the MPO speak at the meeting.

Mr. Sorenson recommended that Dan Hurley, Lane County Public Works Director, speak to the LCDC at its March meeting.

Ms. Lundberg concurred that Mr. Hurley would be a good representative and she volunteered to also attend and speak on the topic from an elected official's perspective.

Mr. Berney suggested that the government sector, while scenario planning, should encourage the private sector to invest in projects. He concurred that Mr. Hurley was a good choice to attend the LCDC meeting.
Follow-up and Next Steps

- **ODOT Update**—Ms. Brindle reported that ODOT was experiencing considerable change under its new director, Kris Strickler. There would be a new organizational structure at the upper levels of the agency, including placement of audit services at the director’s level. Other changes included appointment of assistant directors for social equity; revenue, finance and compliance; government and external relations; and operations.

- **Springfield Main Street Safety Update**—Mr. Johnston reported that the project was on schedule. Alternatives, including roundabouts, were currently being studied. An online open house would be held in March and special meetings with properly owners would be held in April.

- **Rail Update**—Ms. Wilson said the ODOT Passenger Rail Division had completed its public outreach and information gathering process and expected to release a final version of alternate routes for passenger rail during 2020. That information would be provided to the MPC when it became available.

  Mr. Sorenson asked that information on passenger rail usage trends be included in the next agenda packet.

- **LaneACT Update**—Mr. Johnston said the LaneACT would meet on February 12 and agenda items included a debriefing on the December 2019 OTC meeting and discussing its participation in the July 2020 OTC meeting, an update on the Safe Lane Coalition, and an update on legislative activities.

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

- **Next Steps/Agenda Build**—Mr. Thompson announced that the OTC would meet July 14-17, 2020, in Eugene.

Ms. Lundberg adjourned the meeting at 1:30 p.m.

(Transcribed by Lynn Taylor)
February 25, 2020

To: Metropolitan Policy Committee
From: Daniel Callister
Subject: Item 6.a: Amendment to FFY 2018-2021 Metropolitan Transportation Improvement Program (MTIP)

Action Requested: Approve Resolution 2020-01

Issue Statement
Lane County requests an amendment to the MTIP that would re-program federal Congestion Mitigation and Air Quality (CMAQ) funds from a canceled Lane County project into two existing Lane County projects.

Background
The Metropolitan Policy Committee (MPC) previously approved the use of $1,581,186 of discretionary federal CMAQ funds for Lane County Yolanda Elementary and Briggs Middle Schools Traffic Congestion Mitigation project (STIP Key 21167). The project was canceled in October 2019 due to insufficient projected PM10 emissions benefits for the purposes of FHWA CMAQ monitoring.

Discussion
Lane County proposes to reprogram a portion of the CMAQ funds from the canceled Yolanda project into the following two Lane County projects, both of which have been previously approved by MPC for discretionary funding:

21385 – Gilham Road: Ayers Road to Mirror Pond Way
Description: Design and final construction of pavement, curb, gutter, storm water and sidewalk on Gilham Rd between Ayres Rd and Ashbury Dr, and sidewalk along westerly portion of Gilham Rd between Ashbury Dr and Mirror Pond Wy.

Total Project Est.: $1,309,757.49 (STBG, CMAQ)
- Increase Construction phase estimate by $539,564
- New Total Project Est.: $1,849,321.58
21168 – Howard Elementary & Colin Kelly MS traffic congestion mitigation

Description: Planning and Engineering for RRFB at Maxwell Rd and N Park Ave and for sidewalk infill on east side of N Park Ave between Maxwell Rd and Howard Ave.

Total Project Est.: $589,122.37 (STBG, CMAQ)
- Increase Construction phase estimate by $216,339
- New Total Project Est.: $805,461.37

Public Involvement
At their January 15, 2020 meeting, the Transportation Planning Committee (TPC) reviewed the proposed amendment and recommended a Public Hearing to be held at February 6 MPC. A 30-day public comment period was open through February 27, 2020. At the time that this memo was completed, no public comments have been received.

Action Requested: Approve Resolution 2020-01, programming funds

Attachments
1a. Resolution 2020-01
1b. Exhibit A: Current Project vs Amended Project Comparisons
RESOLUTION 2020-01

AMENDING THE CENTRAL LANE METROPOLITAN PLANNING ORGANIZATION
METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, the Lane Council of Governments (LCOG) has been designated by the State of Oregon as the official Metropolitan Planning Organization (MPO) for the Central Lane region; and

WHEREAS, the LCOG Board has delegated responsibility for MPO policy functions to the Metropolitan Policy Committee (MPC), a committee of officials from Eugene, Springfield, Coburg, Lane County, Lane Transit District, and ODOT; and

WHEREAS, federal regulations require that transportation projects using several categories of federal funds and projects that are regionally significant for air quality purposes be included in a Metropolitan Transportation Improvement Program (MTIP); and

WHEREAS, 23 CFR §450.326(a) requires that the MTIP be updated every four years and be kept current to reflect decisions regarding the programming of federal funds; and

WHEREAS, the Air Quality Conformity Determination for this MTIP was approved by US Department of Transportation on September 29, 2017; and

WHEREAS, the proposed amendment set forth in Exhibit A has been determined to not affect the existing air quality conformity determination or trigger the need for a new air quality conformity determination; and

WHEREAS, the proposed amendment does not affect fiscal constraint of the MTIP; and

WHEREAS, a public review and comment period has been conducted, and the Metropolitan Policy Committee has approved the public review process,

NOW, THEREFORE, BE IT RESOLVED:

That the Metropolitan Policy Committee amends the Metropolitan Transportation Improvement Program, as set forth in Exhibit A, attached to and incorporated within this resolution by reference.

PASSED AND APPROVED THIS 5th DAY OF MARCH 2020, BY THE METROPOLITAN POLICY COMMITTEE.

ATTEST:

________________________  ________________________
Christine Lundberg, Chair            Brendalee Wilson, Executive Director
Metropolitan Policy Committee        Lane Council of Governments
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February 25, 2020

To: Metropolitan Policy Committee
From: Daniel Callister
Subject: Item 6.b: Amendment to FFY 2018-2021 Metropolitan Transportation Improvement Program (MTIP)

Action Recommended: Conduct Public Hearing

Issue Statement
Lane County requests an amendment to the MTIP that would replace $65,000 of programmed federal Congestion Mitigation and Air Quality (CMAQ) funds with Surface Transportation Block Grant – Urban (STBG-U) funds that are currently not dedicated to a specific project.

Background
The Metropolitan Policy Committee (MPC) at their March 5 meeting was requested to approve Resolution 2020-01, programming CMAQ funds to two Lane County projects. One of those projects, Howard Elementary & Colin Kelly MS Traffic Congestion Mitigation (STIP Key 21168) includes a mid-block crossing element that may be deemed an ineligible use of CMAQ funds by the ODOT CMAQ approver, due to its significant safety benefits. ODOT’s position on eligibility for use of CMAQ funds in Oregon relies on the benefits of these projects being primarily to reduce congestion and improve air quality. Projects that result primarily in safety or other benefits, according to ODOT’s policy, should be delivered using other, non-CMAQ funds.

Discussion
At the time of this memo, ODOT’s eligibility determination for the use of these funds is still pending. To reduce any delays in the event of the ineligibility of the mid-block crossing, Lane County proposes to exchange $65,000 of programmed CMAQ funds from this project with $65,000 of currently unprogrammed STBG-U funds which could be used to deliver the mid-block crossing element of this CMAQ project.

This amendment request is tentative, relying upon ODOT’s eligibility determination for the use of these CMAQ funds, and may be withdrawn before final action is to take place by MPC if the use is determined to be eligible. Should that be the case, no further action will be required of MPC.
Public Involvement
At their February 19, 2020 meeting, Transportation Planning Committee (TPC) reviewed the proposed amendment and recommended a Public Hearing to be held at the March 5, 2020 MPC meeting. A 30-day public comment period will be open through March 25, 2020. Action will (tentatively) be requested at the April 2, 2020 MPC meeting.

Action Recommended: Conduct Public Hearing
February 25, 2020

To: Metropolitan Policy Committee
From: Paul Thompson
Subject: Item 6.d: LCDC Meeting on Statewide Transportation Strategy (STS)

**Action Recommended:** Information and discussion. Provide consensus direction on speakers and talking points.

**Background**
At the February 6, 2020 MPC meeting staff provided background on the request from the Department of Land Conservation and Development (DLCD) and the Land Conservation and Development Commission (LCDC) to speak to the Commission during their March 19, 2020 meeting agenda item on “STS Implementation – GHG Scenario Planning.” During the February MPC meeting it was generally agreed that MPC would like to prepare two speakers – one elected and one staff – and that staff would work on a set of draft talking points for the speakers. Mayor Lundberg volunteered to be one of the speakers for the MPO.

**Discussion**
Subsequent to the February MPC meeting regional staff discussed the speaking arrangements and talking points. After checking on availability and other considerations, the Transportation Planning Committee (TPC) recommends that Rob Inerfeld be the staff speaker, joining Mayor Lundberg before LCDC on March 19th.

TPC has also approved the following set of draft talking points for consideration by the two speakers, keeping in mind that the speakers will be representing the regional/MPO perspective, and not the perspective of individual jurisdictions. While these draft talking points are not yet broken out by speaker, some general thoughts on that are provided below.
Draft CLMPO Talking Points for March 19th LCDC Meeting

1. General talking points:
   o Funding for implementation needs to be a message throughout. Ensure that both speakers emphasize this – perhaps with Rob Inerfeld starting and ending with it, and Mayor Lundberg emphasize it in the middle of her comments.
     - As far as making points about needed funding - while DLCD won't be a major source of STS implementation funding, they are part of a four state agency/Commission (DOT, DEQ, DOE, DLCD) work group on STS implementation, and anything we can do to get all of those entities thinking more about funding than rules when they are holding their joint meetings and drafting their STS implementation strategy is in our interest.
   o Have Mayor Lundberg emphasize that two or more local agencies can get to same goal very differently, and that any state actions should include flexibility to allow for that.
   o Monitoring enforcement – can’t make something mandatory if it’s not funded. Mayor Lundberg can talk about this.
   o Oregon’s MPOs, and others, were involved via a DLCD Advisory Committee in nearly two years of draft rule-making that resulted in recommended updates and would have moved metropolitan area transportation forward. That rule-making was pulled with no explanation at the last minute, resulting in a loss of progress.
   o We need to consider what we want LCDC to do with this information. LCDC does not fund capital projects or even programs. DLCD does fund some transportation planning in conjunction with ODOT through the TGM program. So what’s the specific ask of LCDC in regards to transit and active transportation programs and projects in relation to STS? The point is that we know how to plan for the future and don’t need more requirements for planning – but what lack are the financial resources to fully implement those plans. So how can LCDC help?
     - We should emphasize the "no more planning is needed" message before LCDC as much as possible. This is not the same as "no more rulemaking" - at a minimum, we think this region wants rulemaking around the TPR similar to what was drafted more than a year ago (under the above-mentioned abandoned effort) removing the RTSP requirements and more. And while it seems almost certain that DLCD/LCDC will embark on even more rulemaking, we not want rules that require more planning, we don't want mandates of the MPOs, and we don't want to be in rulemaking limbo for another 2-3 years.
2. Talking points focused on what we learned/observed from Central Lane’s previous Scenario Planning experience:

   o The Central Lane scenario planning process allowed local governments to look beyond existing plans and understand what the implications would be of making changes without requiring implementation. Partners tested new ideas and set aspirations that could inform future decisions.

   o Implementing the Central Lane Scenario Planning preferred scenario would not represent a dramatic shift in the region’s transportation and land use policy. The process highlighted successful polices and reinforced that local and regional plans already support state greenhouse gas reduction goals.

   o Achieving the preferred scenario – and in many cases achieving policies in existing plans – would require substantial additional funding for education and marketing programs, transit and active transportation infrastructure, and operations and maintenance for the entire system.

      ▪ Funding for transit operations and maintenance is particularly important in the region. Current funding mechanisms, which focus on capital development, not operations, have placed Lane Transit District (LTD) in a position where they struggle to expand the existing system. Even if LTD could identify funding for system expansion, the agency would need additional funding to operate and maintain that system.

      • One specific example with regard to funding - while the newly-implemented STIF transit funding has been helpful, to be truly meaningful in the context of implementing the STS and reducing emissions, the STIF funding should be double or triple the current one-tenth of a penny rate, and the "new pilot project" constraint on the use of the funds should be removed. Allow for increased STIF funding to continue, sustain, and expand on the public transportation services implemented through the first round of funding.

      ▪ Further changes to state funding programs to create more opportunities for competitive, multimodal grants would help local governments achieve state goals.

   o Outcomes related to the economy, public health, and equity were more important to some local decision makers than greenhouse gas reduction benefits.

   o The scenario planning process was limited to the MPO boundary. Because transportation issues are not contained by the MPO boundary, this artificial limit made it difficult to fully understand the impacts and
benefits of scenarios to the rural areas that surround the MPO, and to transportation to, from, and through the MPO area.

- Implementation of Central Lane’s preferred scenario should remain voluntary to allow each government or agency in the region to use the results of that process to inform future planning processes, and to pursue implementation using the tools and approaches most appropriate for that entity.

- Central Lane’s preferred scenario is necessarily flexible. The scenario allows each community to select actions to maximize co-benefits like an improved economy, public health, and equity in addition to greenhouse gas reduction. The process also allowed culturally different communities to find tailored policies that met both local needs and regional goals.

- Because the process was complex and time consuming, it is highly unlikely that the region would undertake a similar effort without state support and funding.

3. Talking Points on how to move forward:

- ODOT and the OTC need to reinstate, originate, and/or expand local grant programs. These programs need to allow for and respect real input and decision making by the local and regional stakeholders. For example, reinstating the STIP Non-Highway Enhance grant program (or something similar) would not just provide more funding for regional goals and objectives (and allow for true local input), but would also support implementation of the Statewide Transportation Strategy (STS) to help meet state goals around the reduction of greenhouse gas emissions from transportation.

- Active Transportation needs to be adequately and sustainably funded separate and apart from other funding pots. It needs to be supported as a separate priority. At the current rate of investment, it would take more than 150 years to complete the walking and biking networks solely on ODOT owned facilities, not even accounting for inflation. That also does not account for the substantial need for investment to complete walking and biking networks within the city and county owned portions of the transportation system. Funding pedestrian, bicycle, and other Active Transportation needs is not only a significant "lever" for supporting implementation of the STS, but also contributes to goals related to health & transportation, safety, and more.

- Due to the constitutional limitation on the use of Oregon’s gas tax revenue, there needs to be a dedicated sustainable funding source implemented for off-street (out of the right-of-way) multi-modal improvements. Again, these improvements are not only important for
improving non-vehicular mode choices related to greenhouse gas (GHG) emissions, but also support goals related to health & transportation, safety, and more

- Oregon’s state agencies and Commissions implementing the STS should be more proactive and innovative, leading the way by example, by research, by case studies, and with funding, but not with mandates, to inform and allow local and regional entities to follow their lead.

- Increase Safe Routes to Schools Non-Infrastructure program funding, again, as part of the overall strategy of improving non-vehicular mode choices. An increase in SRTS non-infrastructure funding will result in more kids learning active transportation habits early, which in turn supports both the efforts toward carbon reduction as a lifelong effort, and improvement in long term health outcomes.

- Less "stick" and more "carrot" in any state rules and regulations. Same with respect to monitoring and enforcement.

- The state needs to have more incentives for development that is transit-oriented/close-in/compact, etc. We need more tools to encourage this kind of development because people living in this context are much more likely to drive less. State incentives for development should help support local land use plans and their implementation.

- MPOs should not be regulated or mandated in this area (irrespective of the question of whether the state can even do that). Outside of the Portland MPO, the other Oregon MPOs only have federal authority with respect to transportation. They do not have any land use or other authority under Oregon law. Not only does that limit the ability of the MPOs to take the full range of actions that could be considered during implementation of the STS, but the reality is that the MPOs are structured in a way (Policy Board membership, staffing, etc.) that is not set up to discuss, much less decide, those non-transportation issues.

- To sum up, our area strongly believes that no more planning is needed, that enough planning has been done to demonstrate what projects/programs/policies will be effective in our area in reducing GHG emissions, and what is needed now is simply more money and resources to pursue and implement the effective and meaningful projects, programs, and policies.

To cite the March, 2018 Reducing greenhouse gas emissions from transportation and land use: Lessons from West Coast states research article in the Journal of Transport and Land Use, one of the key “lessons learned” is that "States must go further than requiring scenario planning and consider funding and regulations to implement plans. . . . Though
scenario planning models and resulting plans are improving, plans will not be successful without adequate funding for implementation and a reorientation of status quo transportation funding. In an era when transportation funds are sparse and several funding sources are constitutionally or statutorily constrained, finding adequate funding for plans designed to reduce GHGs is a major obstacle."

Finally, to the extent that DLCD does undertake additional rule-making, we request that the work of the former Rulemaking Advisory Committee on Metropolitan Transportation Planning be honored and built on, not abandoned.

Staff is asking MPC members to engage in discussion, approve two speakers, and provide input on the talking points.

**Action Recommended:** Information and discussion. Provide consensus direction on speakers and talking points.
February 25, 2020

To: Metropolitan Policy Committee
From: Daniel Callister
Subject: Item 6.e: Annual Listing of Federal Obligations (FFY19)

Action Recommended: Information and discussion

Background
Federal law requires Metropolitan Planning Organizations (MPO) to publish an annual listing of projects for which federal funds have been obligated (see 23 CFR 450.334.) The Central Lane MPO (CLMPO) has prepared a report covering the 2019 federal fiscal year (October 1, 2018 – September 30, 2019), which was published February 25, 2020 on the CLMPO web site to satisfy this requirement.

Discussion
Obligation data used to prepare the annual report is provided by ODOT to the MPOs in Oregon from FHWA. Data relevant to executed federal grant agreements between FTA and LTD (considered to be federal obligations for the purposes of the annual report) are provided by LTD and included in the annual report. Local agencies were asked to review the report for accuracy and all corrections received have been incorporated.

A total of $35,642,861.35 in federal transportation funds was obligated in FFY 2019 on 58 projects and programs within the CLMPO. This includes the MPO’s discretionary funds: $6,330,419 of Surface Transportation Block Grant – Urban (STBG-U) funds and $959,403 of Congestion Mitigation and Air Quality (CMAQ) funds.

The largest source of federal funds obligated in FFY 2019 is from the National Highway Performance Program ($9.4M). Besides ODOT projects ($14.6M), Lane Transit District projects accounted for the most federal obligations ($11.7M) among local agencies.

Attachments
1. Annual Listing of Obligated Projects FFY19
Introduction

The projects and programs contained in the CLMPO Transportation Improvement Program (TIP) and for which federal funds were obligated during Federal Fiscal Year (FFY) 2019 (October 1, 2018 through September 30, 2019) are documented in this 2019 Listing of Obligated Projects.

Obligation is defined as the federal government’s commitment to pay the federal share of a project’s cost. Federal funds are obligated by either the Federal Highway Administration (FHWA) or the Federal Transit Administration (FTA). For FTA projects, obligation occurs when a FTA grant is awarded and available for execution following Department of Labor review. For FHWA projects, obligation occurs when a project agreement is executed, and ODOT requests that federal funds be obligated (made available) for reimbursing project costs.

All projects, project phases, and programs that use federal funds within CLMPO’s boundaries are required to be listed in both the approved TIP and the State Transportation Improvement Program (STIP). 23 CFR 450.334 requires MPOs to publish an annual listing of projects for which federal funds (under 23 U.S.C or 49 U.S.C. Chapter 53) were obligated in the preceding federal fiscal year. Information contained in this report was obtained from FHWA’S FMIS (Fiscal Management Information System), the state financial plan, and from Lane Transit District staff regarding FTA grants, and has been reviewed by CLMPO’s partner agency staff for accuracy.

Central Lane MPO

Central Lane Metropolitan Planning Organization (CLMPO) the designated Metropolitan Planning Organization (MPO) for the Eugene-Springfield urbanized area located in central Lane County. CLMPO is responsible for planning, programming, and coordinating federal transportation improvement investments within the region and serves as a forum for cooperative transportation decision making. To achieve this objective of regional transportation planning, CLMPO has developed important partnerships with the State of Oregon, City of Eugene, City of Springfield, City of Coburg, Lane County, and Lane Transit District. CLMPO coordinates its regional planning efforts with the Oregon Department of Transportation (ODOT), the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA).

Summary of Federal Obligations

A total of $35,642,861.35 of FHWA and FTA federal funds were obligated in FFY 2019 on 58 transportation improvement projects and programs within CLMPO. Figures 1 and 2 illustrate the obligation of these federal funds in FFY 2019 by agency and by federal funding program, respectively.
More federal funds were obligated for ODOT projects (41%) in FFY 19 than for any other agency within the Central Lane MPO. Lane Transit District’s projects were responsible for 33% of the total federal obligations in FFY 19. The three largest single obligations were LTD’s Fare Management System ($4.2M), ODOT’s I-105 Willamette River Connections & 1st to 7th Ave Viaducts project ($2.8M), and LTD’s Glenwood Facility Building and Parking Lot Improvements ($2.5M).

More federal funds were obligated from the National Highway Performance Program (26.4%) than from any other federal funding program in FFY 19. The entire $9.4M of NHPP was obligated to ODOT projects within the Central Lane MPO. For more information about each of these funding codes see the Funding Programs section later in this report.

CLMPO receives federal funds through the following programs yearly: Surface Transportation Block Grant program (STBG); Transportation Alternatives set-aside (TA); and Congestion Mitigation and Air Quality improvement program (CMAQ). CLMPO has discretion in the programming of these federal funds through the development of the Transportation Improvement Program (TIP) and must obligate the funds within a specified amount of time. In FFY 19, $7,289,821 of these discretionary federal funds was obligated. The obligated amounts are listed below by funding program:

- STBG: $6,330,419
- TA: $0
- CMAQ: $959,403

Listing of Federal Obligations

The listing of federal obligations in the Central Lane MPO during FFY 19 follows this section. Obligations are listed by agency and by STIP Key number. The list includes only projects for which federal funds were obligated or de-obligated in FFY 19. All data reflect the status of each project, as disclosed to the MPO as of October 1, 2019. Below are descriptions for the terms in the column headings.
STIP Key: A project is identified by a unique “key number” which is assigned by ODOT when the project is entered into the State’s financial plan. Multiple project phases may exist within a single STIP Key. Although funding may be provided annually for some activities (such as Regional Transportation Options or Regional Transportation Planning), each separate funding increment of these recurring activities is considered to be a distinct “project” for the purposes of the financial plan and is given a unique key number.

Work Type: This field, as listed in the STIP, identifies the main purpose of the work being done. Categories listed in this report include Bicycle/Pedestrian, Bridge, Congestion Mitigation and Air Quality (CMAQ), Modernization (projects which add capacity), Planning, Pavement Preservation, Safety, Transit, Transit Capital, and Transportation Demand Management (TDM).

Phase: A transportation project generally has multiple stages (phases) which may have a common STIP Key. The phases for which federal funds were obligated are listed and include Planning (PL), Preliminary Engineering/design (PE), Right of Way Acquisition (RW), Utility Relocation (UR), Construction (CN), and Other (OT).

Funding Program: The source of the federal funds obligated (See Funding Programs)

Total Fed.: Total federal funds programmed in the TIP for all phases of the project

FFY19 Fed. Obligation: Obligation of federal funds in FFY 19

Prior Fed. Obligation: Total federal funds obligated prior to FFY 18 for any phase of the project

Fed. Oblig. Remaining: Total federal funds remaining to be obligated for the project

Total Project Cost: The total estimated cost of the completed project as listed in the TIP October 1, 2019, including the cost of phases previously and/or not yet obligated.

(B/P): In addition to the projects identified by Project Type “Bicycle/Pedestrian,” a federal requirement of this listing is the identification of federal obligations for projects (of any type) that include pedestrian walkways or bicycle transportation facilities as whole or part of the project scope. These projects are identified in the listing with an “x” under the B/P column. Federal obligations in FFY 19 for projects in CLMPO that included bicycle and/or pedestrian infrastructure total $9,448,637.
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### Lane Transit District

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### Oregon Department of Transportation

| OR569: SCS Canal & UPRR bridge repair | 18576 | Bridge | CN | NHPP | 1,344,237 | 1,771,999 | 477,563 | 1,974,812 |
| I-105 Willamette R conns & 1st to 7th Ave viaducts | 18577 | Bridge | CN | NHPP | 2,766,600 | 443,269 | 18,066,382 | 18,865,513 | 19,593,128 |
| OR126: Cornerstone Dr. to W. 11th St. | 19743 | Preservation | RW | NHPP | 463,350 | 7,796,822 | 1,349,951 | 5,983,520 | 8,689,203 |
| OR569 over Union Pacific Railroad and NW Expressway | 20116 | Bridge | PE | STBG-Flex | 249,001 | 224,325 | -- | 250,000 |
| OR569: Terry St-Pacific Hwy | 20121 | Preservation | CN | NHPP | 172,508 | 7,878,351 | 352,460 | 7,353,383 | 8,780,064 |
| Area 4 and 5 Signal Improvements | 20221 | ADAR, Safety | PE | HSIP | 1,284,175 | 3,918,920 | -- | 1,738,343 | 4,225,100 |
| OR99: Eugene - Junction City safety barrier | 20244 | Safety | CN | HSIP | 2,706,756 | 1,406,361 | 250,000 | -- | 1,406,360 |
| OR126: Willamette River WB bridge | 20433 | Bridge | PE | NHPP | 615,331 | 7,671,377 | -- | 7,056,046 | 8,549,400 |
| OR58: Goshen-Pheasant Lane | 20504 | Preservation | RW | STBG-Flex | 59,760 | 4,184,789 | 358,920 | 3,766,109 | 4,663,757 |
| I-5: Culverts between Woodburn and Goshen | 21192 | Culvert | PE | NHPP | 1,535,463 | 2,686,942 | -- | 1,151,479 | 2,969,500 |
| OR569: Green Hill Rd. - Coburg Rd. (Eugene) | 21261 | ADAR, Preservation | PE | NHPP | 2,061,058 | 1,344,783 | -- | 113,060 | 1,498,700 |
| I-105 Bike share congestion mitigation | 21460 | TDM | OT | STBG-Flex | 4,150 | 4,150 | -- | -- | 4,625 |
Project Descriptions

The following pages provide project descriptions as included in the TIP for each of the projects for which federal funds were obligated in FFY 19 within the Central Lane MPO, listed by agency.

Central Lane Metropolitan Planning Organization

Central Lane MPO planning SFY20 Central Lane MPO planning funds for federal fiscal year 2019.

Central Lane MPO planning SFY18 Central Lane MPO planning funds for federal fiscal year 2017.

City of Coburg

Coburg Loop Path (segments 1 & 2) Construct shared-use path between Sarah Lane and Pearl St/Coburg Industrial Way

Coburg Loop- N. Coburg Industrial Way Construct shared-use path along west side of N. Coburg Industrial Way from Sarah Lane Connector to Wetland Park

City of Eugene

South Willamette Street enhancement Pavement preservation, ADA improvements, streetscape/bike/pedestrian enhancements

Prairie Rd/E Enid Rd pres/sidewalk rehab Pavement preservation, sidewalk rehabilitation

13th Ave: Lincoln St to Alder St Safety projects at various locations including illumination, intersection work, bike/pedestrian improvements, ADA upgrades, signal work, signs, striping, medians; Construct two-way protected bikeway along 13th Avenue from Alder Street to Olive Street.

Coburg Rd: Ferry St RR bridge to Willamette R bridge Bridge #06648: Cleaning, preparation and spot paint; concrete overlay and other repairs per inspection report. Bridge #40056: Deck sealing, crack repairs to girder top/deck interface, epoxy injection cracks, repair spalling. Perform seismic analysis and preliminary design for seismic strengthening on bridges #06648, 40056 and 07214A.

Seismic Bridges Engineering for seismic strengthening of Eugene bridges on major and minor arterials.

Eugene enhanced walking network Enhanced pedestrian crossings and sidewalk infill at various locations.

High Street protected bikeway Two-way protected bike lane with painted buffers on west side of High Street between 19th and 6th Ave includes dedicated bicycle signals at 18th, 13th, 11th, 10th, 8th, 7th, 6th Avenues and Broadway

8th Avenue streetscape and bikeway Reconstruct roadway, move curbs, widen sidewalks, install protected bike lanes relocate street tree zone, convert 8th Ave to two-way street
**SmartTrips: Eugene - active downtown** Reduce drive-alone trips and increase biking, walking, and public transit in targeted geographic areas of Eugene.

**South Bank shared use path** Repair and realign South Bank Path; rebuild 3,000 lineal feet of path; replace asphalt pavement with 12ft wide concrete; lighting and trail amenities.

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**Lane County**

**Howard Elementary & Colin Kelly MS traffic congestion mitig** Planning and Engineering for a flashing beacon at Maxwell Rd and N Park Ave and for sidewalk infill on east side of N Park Ave between Maxwell Rd and Howard Ave (Lane County & City of Eugene).

**Gilham Road: Ayers Road to Mirror Pond Way** Design and final construction of pavement, curb, gutter, storm water and sidewalk on Gilham Rd between Ayres Rd and Ashbury Dr, and sidewalk along westerly portion of Gilham Rd between Ashbury Dr and Mirror Pond Wy.

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**Lane Transit District**

**Passenger boarding improvements – 2018** New shelter placements at new locations, high vandalism locations & ADA improvements

**Energy storage system replacement 2018 (LTD)** Replace energy storage systems on hybrid buses

**LTD accessible services vehicles 2018** Federal 5310 funds to purchase approximately five gasoline fueled Accessible Services vehicles per year

**LTD van pool contracting – 2018** Capital cost of contracting for van pool

**LTD – Drive Less Connect outreach program (2015-17)** Individualized marketing and drive less connect outreach

**LTD Bus Replacement Program 2019** Purchase hybrid-diesel, electric, and hybrid-electric buses.

**Fare management system 2018 (LTD)** Purchase and implement an electronic fare management system

**LTD Smart Trips Regional Residential Program** City of Eugene West 11th program per IGA

**Ridesource vehicle replacement** Replacement of accessible services vehicles that have met their useful life.

**LTD New Freedom Grant 2018** In-person transportation assessments, transit training and host services

**LTD Ridesource Preventive Maintenance 2018** Programmed preventive maintenance for LTD owned metro fleet, plus Diamond Express (Oakridge/Eugene), Rhody Express (within Florence), South Lane Wheels (Cottage Grove), and Willamalane Adult Activity Center (Springfield).
LTD Ridesource Preventive Maintenance 2019 Programmed preventive maintenance for LTD owned metro fleet, plus Diamond Express (Oakridge/Eugene), Rhody Express (within Florence), South Lane Wheels (Cottage Grove), and Willamalane Adult Activity Center (Springfield).

LTD ridesource ADA paratransit & shopper 2018 Origin-to-destination service for those unable to use fixed route service due to a disability; operates within metro service area, within 3/4 mile of fixed route service.

Accessible services LCOG volunteer escort 2018 Mileage reimbursement for medical appointments; operates throughout Lane County

Accessible services - mental health, veterans & crucial connections 2018 Provide critical transportation to people who are unable to use fixed route due to mental health; access veterans benefits; have urgent medical need but no transportation alternatives. Primarily within metro area.

LTD accessible services - Pearl Buck Preschool 2018 Provides transportation to and from Pearl Buck preschool. Children of people with disabilities; operates within MPO boundary.

LTD accessible services - travel training & transit host 2018 Transit training for seniors and people with disabilities to use fixed routes

LTD accessible services - mobility mgt transportation 2018 Assessments to determine transportation programs and benefits individuals qualify for, and least cost/most appropriate method of travel

LTD accessible services - willamalane vehicle Transportation for seniors and people with disabilities to access Adult Activity Center programs (Springfield)

LTD accessible services - Oakridge Diamond express operations 2018 Service connects Oakridge and Westfir communities to the metro area and Amtrak

Glenwood facility building and parking lot (LTD) Enhance LTD’s operational efficiency with improvements in safety, technology, maintenance and operations. Project is delivered as part of the 5307 program.

Transportation Options program- P2p (SFY 18,19,20) P2P funding to promote & encourage the use of alternative transportation options in Lane County during state fiscal year 2018, 19 and 20

LTD regional transportation planning SFY19 Funding from Federal Fiscal Year 2018 for Lane Transit District (LTD) to participate and actively collaborate in regional transportation planning.

Stages of Change Campaign Pilot This pilot will produce real-world examples of segmenting approaches, targeted messages, and evaluation techniques that can be adapted by Transportation Options providers throughout the state.
Oregon Department of Transportation

OR569: SCS Canal & UPRR bridge repair Rail; seismic; deck overlay; joints; concrete repair; spot paint; BR #09460

I-105 Willamette R conns & 1st to 7th Ave viaducts Deck overlay; joints; bridge rail; concrete repairs (#08966, 08966R, 09600E and 09600W); remove bridge #09572 and replace with embankment.

OR126: Cornerstone Dr. to W. 11th St. 3R preservation, miscellaneous safety improvements

OR569 over Union Pacific Railroad and NW Expressway (Eugene) Design shelf ready plans for: Rail replacement, joint replacement and a concrete deck overlay.

OR569: Terry St-Pacific Hwy Remove raveling surface and inlay or overlay travel lanes, and ramps as needed

Area 4 and 5 Signal Improvements Provide signal enhancements at several locations. Enhancements include advanced dilemma zone protections, bike signals, signal hardware upgrades, LED lenses on signal heads, reflectorized back plates on signal heads, countdown pedestrian signals........

OR99: Eugene – Junction City safety barrier Install median safety barrier with intermittent breaks for access between Milliron and Airport Roads.

OR126: Willamette River WB bridge Paint structure

OR58: Goshen-Pheasant Lane Grind existing surfacing and inlay the travel lanes. (Single Lift Inlay + Localized ACPR (Asphalt/Concrete Pavement Repair))

I-5: Culverts between Woodburn and Goshen Rehabilitate 18 small culverts along using trenchless technologies along the I-5 corridor between MP 187 and 267

I-105 Bike share congestion mitigation Install new bike share station near Valley River Inn.

City of Springfield

Glenwood Riverfront Path: I-5 Xing-Seavey LP Complete alignment, NEPA and design for the riverfront path in Glenwood.

S. 28th Street dust mitigation (Springfield) Pave gravel portion of S. 28th St from S. F St to city limits; pave shoulders and driveway approaches and improve surface drainage.

Franklin Boulevard design phase 2 Complete design of Phase 2 of the Franklin Blvd project to transform Franklin Boulevard from an auto-oriented arterial into a multiway boulevard that serves all modes of travel.
Funding Programs

The following federal funding programs are referenced in the listing of obligated projects.

Advance Construction (AC) Technically State funds, these serve as a placeholder for as-yet-undetermined federal funds. Federally required match amounts remain intact. The ability to substitute state funds for federal funds in this way allows for flexibility in project delivery for ODOT and its partners, including CLMPO and local agencies. While many of the projects listed in this report were changed from their original programming to AC prior to obligation, this report reflects the ultimate federal obligation amounts and programs after state funds were converted back to federal funds.

Congestion Mitigation and Air Quality improvement program (CMAQ) provides annual funding to states and local jurisdictions to meet the requirements of the Clean Air Act. Funding is available for transportation projects and programs that reduce congestion and improve air quality. For projects in CLMPO to be eligible they must demonstrate a reduction of coarse particulate (PM10) emissions.
FFY 19 obligations: $959,403

FTA Section 5303 Formula funding provided by Federal Transit Administration for MPO planning.
FFY 19 obligations: $157,204

FTA Section 5307 funds are distributed on a statutory formula basis to support capital, certain operating, and planning expenditures for publicly owned transit systems. When used for capital or planning projects, Section 5307 funds have a funding ration of 80 percent federal and 20 percent local; when used for operations, the maximum federal percentage is 50 percent. The MPO policy board approved LTD as a direct recipient of these funds. LTD thus decides on which projects to spend these funds.
FFY 19 obligations: $7,262,670

FTA Section 5339 funds are formula funds from the Federal Transportation Bill that fund the purchase, rehabilitation, and repair of buses and bus facilities. LTD is the recipient of these funds in the MPO.
FFY 19 obligations: $2,243,414

FTA Section 5310 funds are federal funds for capital and operating expenses that support transportation to meet the special needs of the elderly and persons with disabilities. LTD manages these funds.
FFY 19 obligations: $1,605,729

FTA Section 5317 New Freedom program, funds are used to provide improved public transportation services and alternatives to public transportation, for people with disabilities, beyond those required by the Americans with Disabilities Act of 1990.
FFY 19 obligations: $17,831

Highway Safety Improvement Program (HSIP) projects consistent with the state strategic highway safety plan, including improvements to intersections, signage, grade separations, pavement, and safe streets projects.
FFY 19 obligations: $3,990,930

Metropolitan Planning (PL) program establishes a cooperative, continuous, and comprehensive framework for making transportation investment decisions in metropolitan areas. Distribution of the funds is done by formula, developed by ODOT in consultation with the MPOs and approved by the OTC.
FFY 19 obligations: $1,163,011
National Highway Performance Program (NHPP) projects must be on an eligible facility and support progress toward achievement of national performance goals for improving infrastructure condition, safety, mobility, or freight movement on the NHS, and be consistent with metropolitan and statewide planning requirements.

**FFY 19 obligations:** $9,401,816

**Surface Transportation Block Grant (STBG) Program** is a federal block grant program available for all roads not functionally classified as local or rural minor collector. Transit capital projects and bicycle-pedestrian projects are also eligible under this program. This funding is split into many different programs; those referenced in this report are:

- **Surface Transportation Block Grant – urban (STBG)** funds provided to the MPO based on a formula set by the Federal Government in the Transportation Bill. The MPO receives approximately $5M per year, subject to Congressional budgeting and has established a process by which these funds are programmed for eligible projects within the MPO’s region. Eligible recipients include the MPO, Eugene, Springfield, Coburg, Lane County, LTD, ODOT, and other agencies. The awarding of these funds and the process used are approved by the MPO policy board.
  
  **FFY 19 obligations:** $6,330,419

- **Surface Transportation Block Grant – Flex (STBG-Flex)** funds allocated by ODOT through various programs to local agencies.
  
  **FFY 19 obligations:** $2,416,574
Our strategy
Promoting transportation options: ODOT seeks to increase the use of transportation modes other than Single Occupant Vehicles (SOVs) by improving existing facilities and creating new transportation opportunities. Alternative modes of transportation help reduce travel delay, congestion, and stress on the highway system while providing multiple options for Oregonians.

About the target
The target projections are based on historical increases in state-supported Amtrak Cascades trains and affiliated POINT buses. An increase in passenger rail ridership is desirable and could be an indication that use of transportation alternatives in Oregon have expanded. (NOTE: Cascades POINT bus ridership numbers are represented in this graph as the Cascades POINT supports the Amtrak Cascades schedule.) POINT buses serve to connect the passenger rail system to communities that lack passenger rail service.

How we are doing and how we compare
Ridership reached its highest level of 215,096 rides in 2013. In 2014, ridership decreased likely due to rail-line construction resulting in poor on-time performance and a modified schedule and lower gas prices. Ridership has remained flat from 2015 through 2017 averaging 193,823 riders per year. The probable causes of this ridership decrease were schedule changes that did not have the desired outcome, a reduction in gas prices which encourages the use of SOVs and a new, privately owned bus service on the Eugene-Portland corridor. ODOT worked to improve ridership by aligning the Oregon schedule to connect with trains in Washington to coincide with the additional two new roundtrips between Portland and Seattle that were to begin on Dec. 18, 2017. Due to the derailment of Train 501 on that day, an equipment shortage has prevented the two new round trips from beginning, thereby the planned for connections are not in place. Ridership has not fully recovered.

Fact
Since 2009, passenger rail ridership has averaged 197,528 exceeding the average goal for that period by 1,428.
since the derailment with ridership in 2018 at 173,995. The 2016 Goal was adjusted downward to better reflect anticipated ridership. The Goals for 2017, 2018 and 2019 are based on the 2016 Goal, increased by 3% per year. The 2020 goal is based on the 194,014 three year actual average increased by 2%. The Passenger Rail Program aspires to increase goals and actual ridership numbers by 3% in the future. Actual ridership has not kept pace with yearly Goals. Oregon continues to search for ways to improve service and increase ridership. The Passenger Rail program closely tracks ridership on a per train basis to determine which trains and, consequently, which time slots carry the most passengers. Gathering these data will ultimately allow the program to fine tune train schedules. The program also works with host railroads regarding track maintenance and improvement projects, which can effect on-time performance and reliability.

Oregon’s passenger rail program is modest compared to Washington’s and California’s programs. These states have aggressive investment programs for passenger rail resulting in corresponding benefits for passenger and freight rail.

Factors affecting results and what needs to be done
In general, increases in ridership result from reduced travel time, more train/bus options and on-time reliability. These conditions are largely dependent upon sufficient capital investment. Washington and California have spent $800 million and $3.5 billion respectively over the past six years to improve travel time, frequency and on-time reliability. Washington intended to increase daily round trips between Portland and Seattle in 2017. Washington has postponed the additional round trips until replacement equipment from the Train 501 derailment is secured and the trains are able to return to the Point Defiance Bypass. Once the additional trips begin, Oregon anticipates a reduction in overall operating costs and increased ridership due to increased connection efficiency. Oregon updated its schedules to offer better connections for Willamette Valley passenger rail users. This is but one step in supporting the continued growth in passenger rail ridership. ODOT Rail is seeking additional, dedicated funding to continue with current service levels and, more importantly, increase ridership by improving frequency, on-time performance and reliability.

About the data
The reporting cycle is calendar year. The data is provided by Amtrak, Oregon’s passenger rail service provider. It represents the total number of rail passengers each year and does not indicate how this number relates to changes in the population of Oregon. As the population of Oregon grows and gas prices increase, the number of rail users is likely to rise, but a large number of users do not necessarily correlate to an increased proportion of the population using rail service.

Contact information
Joe Denhof
ODOT Rail and Public Transit Division
503-986-4169

Data source
ODOT Rail and Public Transit Division
I. Add new Regional Trails Program (RTP) Project (Key# 22098; ODOT/Willamalane)
Action requested – TPC approval

ODOT – Thurston Hills Trail Project Phase 2 (22098)
Construct approximately 4.6 miles of new trail at Thurston Hills Natural Area. These trails will include a shared use trail and a mountain bike optimized downhill trail.
- OT phase 2020: $365,040.94 Recreational Trails Program (RTP), includes 20% match and an additional $66,348.31 Willamalane overmatch

II. Cost Adjustment (Key# 19692; ODOT)
Action requested – TPC approval

ODOT – Region 2 centerline rumble strips (unit 3) (19692)
Install centerline rumble strips in various locations.
- Reduce CN by $100,000. PE will be increased by this amount via a programming request.
- Current 2020 CN is $4,930,083. Amended CN will be $4,830,083.

III. Advance from draft to current (Key# 21538; ODOT)
Action requested – TPC approval

I-105: Willamette R – Pacific Hwy. (21538)
Pavement resurfacing to repair rutting and wear and restore smoothness.
- Advance 2021 PE phase (NHPP) to 2020 due to deteriorating pavement conditions as well as savings for completing the project sooner.

IV. Add new project (Key# 22105; ODOT)
Action requested – TPC approval

I-5 guardrail upgrades (22105)
Upgrading guardrail to current standards. Milepost 175.8 – 281.7
- 2020 OT funds $300,000 (1R funds ACP0)
- funding comes from Key# 18476
February 25, 2020

To: Metropolitan Policy Committee
From: Paul Thompson
Subject: Item 7.a: LINK►LANE Service

Action Recommended: None. Information Only.

Background:
In 2018, LCOG staff conducted a feasibility study of a public transportation option connecting Eugene and Florence.

This work originated out of public interest from Lane County residents, including testimony at the Lane Area Commission on Transportation, and was funded with an ODOT grant.

The study led to the following findings:

• Project support extends along the entire length of the corridor with interest from the Confederated Tribes of Coos, Lower Umpqua, Siuslaw Indians, Florence Area Chamber of Commerce, the City of Florence, Travel Lane County, Lane Community College, Trillium Health, Peace Health, Lane County Public Health Department, Lane Transit District and others.

• A public survey with over 1,500 respondents and stakeholder interviews found significant support for a public transportation route between Eugene and Florence. If a public transportation service was available, respondents cited recreation/entertainment, personal needs and medical needs as the top three trip purposes; followed by commute and school/education.

• LTD was operating the Florence to Yachats route as a pilot project and was challenged with operating the route because it is outside of its transit district boundary. LTD’s boundary extends as far west as Veneta. The area west of Veneta to the coast is not within a transit district boundary.

In January 2019, the LCOG Executive Committee directed the LCOG Executive Director to apply for State Intercommunity Discretionary Grant funding to implement a Florence to Eugene route and to maintain the Florence to Yachats route.
Last fall, LCOG took over operation of the Florence-Yachats route, and on February 19, 2020, LCOG began operation of a two-year pilot of the Florence-Eugene route. Statewide Transportation Improvement Fund (STIF) Intercommunity Discretionary Grant program funding is paying for these two projects.

Anticipated operating costs for the two-year pilot of the Florence-Eugene route are $1,370,000. This cost is based upon the operating costs of similar routes throughout the state and assumes seven days/week with two (potentially three) round trips per day. The Florence-Yachats route is estimated to cost $250,000 a year. The Florence-Eugene route is operated by Pacific Crest and the Florence-Yachats route is operated by River City Taxi, both through contracts after an RFP process.

These routes have the opportunity to connect Lane County’s more rural areas with urban centers, enhance mobility and access within and beyond Lane County, and support the economic development of Lane County.

We are building a website, which is still under construction, but here is the link: https://lcog.org/1068/Public-Transit
EUGENE-FLORENCE TRANSIT

Hours:
Seven days per week, two round trips per day. No service on New Year’s Day, Martin Luther King Jr. Day, President’s Day, Memorial Day, 4th of July, Labor Day, Thanksgiving Day and Christmas Day.

Route & Schedule:

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<th>Stop Location</th>
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<td>Eugene Amtrak Station</td>
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<tr>
<td>Downtown Eugene (11th and Willamette on Willamette in front of Chase Bank)</td>
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<td>Commerce Area (on Commerce Street south of W. 11th across from the US Gymnastics Academy)</td>
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<td>Mapleton (at Banner Bank)</td>
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<td>Three Rivers Casino</td>
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<td>Grocery Outlet Florence</td>
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<td>Old Town Florence (Old Town Gazebo Park at the intersection of Bay St. and Laurel St.)</td>
<td>9:13 AM</td>
</tr>
<tr>
<td>Three Rivers Casino</td>
<td>9:20 AM</td>
</tr>
<tr>
<td>Mapleton (at Banner Bank)</td>
<td>9:38 AM</td>
</tr>
<tr>
<td>Veneta (at the LTD stop on Broadway between 2nd St. and Territorial Hwy.)</td>
<td>10:17 AM</td>
</tr>
<tr>
<td>Commerce Area (on Commerce Street south of W. 11th across from the US Gymnastics Academy)</td>
<td>10:32 AM</td>
</tr>
<tr>
<td>Downtown Eugene (11th and Willamette on Willamette in front of Chase Bank)</td>
<td>10:47 AM</td>
</tr>
<tr>
<td>Eugene Amtrak Station</td>
<td>Final Stop</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Stop Location</th>
<th>Departure Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>Eugene Amtrak Station</td>
<td>4:00 PM</td>
</tr>
<tr>
<td>Downtown Eugene (11th and Willamette on Willamette in front of Chase Bank)</td>
<td>4:07 PM</td>
</tr>
<tr>
<td>Commerce Area (on Commerce Street south of W. 11th across from the US Gymnastics Academy)</td>
<td>4:22 PM</td>
</tr>
<tr>
<td>Veneta (at the LTD stop on Broadway between 2nd St. and Territorial Hwy.)</td>
<td>4:37 PM</td>
</tr>
<tr>
<td>Mapleton (at Banner Bank)</td>
<td>5:14 PM</td>
</tr>
<tr>
<td>Three Rivers Casino</td>
<td>5:34 PM</td>
</tr>
<tr>
<td>Old Town Florence (Old Town Gazebo Park at the intersection of Bay St. and Laurel St.)</td>
<td>5:51 PM</td>
</tr>
<tr>
<td>Grocery Outlet Florence</td>
<td>5:58 PM</td>
</tr>
<tr>
<td>Old Town Florence (Old Town Gazebo Park at the intersection of Bay St. and Laurel St.)</td>
<td>6:05 PM</td>
</tr>
<tr>
<td>Three Rivers Casino</td>
<td>6:12 PM</td>
</tr>
<tr>
<td>Mapleton (at Banner Bank)</td>
<td>6:30 PM</td>
</tr>
<tr>
<td>Veneta (at the LTD stop on Broadway between 2nd St. and Territorial Hwy.)</td>
<td>7:09 PM</td>
</tr>
<tr>
<td>Commerce Area (on Commerce Street south of W. 11th across from the US Gymnastics Academy)</td>
<td>7:24 PM</td>
</tr>
<tr>
<td>Downtown Eugene (11th and Willamette on Willamette in front of Chase Bank)</td>
<td>7:39 PM</td>
</tr>
<tr>
<td>Eugene Amtrak Station</td>
<td>Final Stop</td>
</tr>
</tbody>
</table>

Fares:
The cost for a one-way ticket is $5. Fares between Florence and Mapleton are $1. Tickets can be purchased from the bus driver.

Things to Note:
It is cash only and exact change. The bus driver cannot make change. The vehicle is fully accessible. Bicycles are welcome as space permits.
FLORENCE-YACHATS CONNECTOR

Hours:
The Florence-Yachats Connector operates Monday through Saturday from 8 a.m. - 7:35 p.m. except on New Year’s Day, Martin Luther King Jr. Day, President’s Day, Memorial Day, 4th of July, Labor Day, Thanksgiving Day and Christmas Day.

Route & Schedule:

<table>
<thead>
<tr>
<th>Trip</th>
<th>Leave Grocery Outlet Florence</th>
<th>Carl G. Washburne State Park</th>
<th>Arrive 3rd at Pontiac Yachats (Log Church)</th>
<th>Depart 3rd at Pontiac Yachats (Log Church)</th>
<th>Carl G. Washburne State Park</th>
<th>Arrive at Grocery Outlet Florence</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>8:00 AM</td>
<td>8:30 AM</td>
<td>8:50 AM</td>
<td>9:00 AM</td>
<td>9:20 AM</td>
<td>9:50 AM</td>
</tr>
<tr>
<td>2</td>
<td>11:00 AM</td>
<td>11:30 AM</td>
<td>11:50 AM</td>
<td>12:00 PM</td>
<td>12:20 PM</td>
<td>12:50 PM</td>
</tr>
<tr>
<td>3</td>
<td>2:00 PM</td>
<td>2:30 PM</td>
<td>2:50 PM</td>
<td>3:00 PM</td>
<td>3:20 PM</td>
<td>3:50 PM</td>
</tr>
<tr>
<td>4</td>
<td>5:45 PM</td>
<td>6:15 PM</td>
<td>6:35 PM</td>
<td>6:45 PM</td>
<td>7:05 PM</td>
<td>7:35 PM</td>
</tr>
</tbody>
</table>

Fares:
$2.50 or a ticket for a one-way trip; $5 or two tickets for all day service
Tickets are available at River Cities Taxi, 1699 Pine Street, Florence

Things to Note:
Fare is exact change or pre-purchased Florence-Yachats Connector tickets. The bus driver does not carry cash and cannot make change. The vehicle is fully accessible. Bicycles are welcome as space permits.

Additional Route Details:
The stop for Washburne State Park is located at the beginning of the entrance loop directly west of Highway 101, at the "Keep Right" sign
Flag stops are available for the Tenmile community. The connector can stop northbound at the intersection of 101 and Tenmile Creek Road and southbound at the intersection of 101 and Stonefield Beach Way.