

MPC 6.f.2
Transportation Improvement Program (TIP) Project Changes
Transportation Planning Committee (TPC) – Central Lane MPO
August 18, 2022 and September 15, 2022

22674 – LCOG

Electronic Transportation Improvement Program Service FY22

Description: Funding to pay for electronic Transportation Improvement Program (eTIP) platform service for first year including system implementation. The eTIP service will reduce errors and provide a useful online resource to the public for information regarding federally funded transportation projects in the Portland, Salem, and Eugene metropolitan areas.

Project Change(s): Add new FFY2022 project using \$201,488 of LCOG’s Urban Surface Transportation Block Grant funding, moved from savings of project #21843.

Note: The costs for this project will be shared among multiple agencies in addition to LCOG. Discussions regarding the cost distribution for this project are still underway, but this STIP project is needed urgently for the federal procurement agreement to move forward. Once the cost distribution is determined, LCOG’s share of this project will be reduced and replaced with funding from the other participant agencies (all outside of the Central Lane MPO).

Action: The project is proposed as a place-holder for future federal funding anticipated to be approved by the Metropolitan Policy Committee through the established project prioritization and selection process at their meeting on September 1, 2022. For administrative reasons relevant to the federal procurement processes enforced by ODOT, LCOG requests that this place-holder project be created to generate a STIP Project Key Number and to demonstrate available funding under the anticipated approvals of the relevant policy boards of the affected agencies in order to avoid delays in the contracting process that may result in an unsuccessful procurement. If it should happen that the funds are not approved, the place-holder project will be canceled. These changes are being requested by LCOG. These federal funds are to be programmed at the discretion of the MPO. MPO approval signifies that this project represents a priority transportation need, that it is consistent with the [goals and objectives](#) of the MPO’s Regional Transportation Plan and meets the federal requirements for inclusion in the TIP as described in [Title 23 U.S.C. 450.326](#).

Public review period July 19 - August 2, 2022

22338 – Eugene

Regional bicycle enhancements (CLMPO)

Description: Development of regional bicycle improvements including education and outreach as well as new bike fleet for Springfield public schools SRTS program, bicycle parking, bicycle repair stations and e-bike loaner program to promote transportation options.

Funding: \$219,973.32 (Urban Surface Transportation Block Grant)

Project Changes: This amendment removes the adult bicycle education and maintenance classes and Safe Routes to School bicycle fleet expansion pieces of this project, reducing total funding from \$219,973 to \$153,104. This amendment also further clarifies the phases of the project, breaking out funding into planning (\$25,000, fiscal year 2023), preliminary engineering and design (\$55,783, fiscal year 2023), construction (\$59,081 fiscal year 2024), and other (\$13,240, fiscal year 2023) phases. Update project description to “Regional bicycle improvements including bicycle parking, bicycle repair stations, an e-bike loaner program, and maintenance of electronic bike lockers to promote transportation options.”

Action: These changes are requested by City of Eugene. MPO approved the use of these federal funds for the original project scope. Any changes must be approved at the discretion of the MPO upon consideration of the federal requirements of [Title 23 U.S.C. 450.326](#) as well as the potential effects of these changes on the MPO’s obligation targets and the penalties associated with slipping MPO-funded projects.

Public review period September 12 to September 26, 2022.

22267 – LTD

Fare management system – LTD

Description: Purchase and implement mobile wallet technology for fare management

Funding: \$937,500.00 (FTA Section 5307)

Project Change(s): Update funding to reflect \$600,000 of new federal earmarked funds for this project and \$600,000 of STIF funding to replace the 5307 funds currently programmed for this project. New Project total is \$1,200,000.

Note: The 5307 funds were programmed initially as a placeholder for the earmarked funds until the funding program was known. The 5307 funds were not drawn from LTD's formula funds and will not return to the budget of that STIP key number.

Action: These changes are being made at Lane Transit District's discretion. As a federally funded transportation project in the MPO boundaries, this project (and any changes to it) must be reflected in the MPO's Transportation Improvement Program (TIP). MPO approval signifies that this project is consistent with the [goals and objectives](#) of the MPO's Regional Transportation Plan and meets the federal requirements for inclusion in the TIP as described in [Title 23 U.S.C. 450.326](#).

Public review period July 14 – July 28, 2022, this was approved by TPC July 21 contingent upon completion of public review (Comment(s) received – see attached)

22627 - ODOT

OR132: Green Acres Rd to Good Pasture Island Rd

Description: Complete design to replace bridge over Beltline; add up to 2 lanes to southbound Delta; replace signal at westbound off-ramp; widen slough bridge on eastbound Beltline—all to improve traffic flow and safety.

Funding: \$6,086,051 (HB2001B Bond Funds – JTA savings from Beltline projects)

Project Change(s): Add new design-only project to the MTIP using JTA saving from Beltline projects.

Note: Improvements to the north of Beltline will taper to the existing roadway before Green Acres Rd and no work is planned at that intersection as part of this project.

Action: These changes are being made at ODOT's discretion. As a federally funded transportation project in the MPO boundaries, this project (and any changes to it) must be reflected in the MPO's Transportation Improvement Program (MTIP). MPO approval signifies that this project is consistent with the [goals and objectives](#) of the MPO's Regional Transportation Plan and meets the federal requirements for inclusion in the TIP as described in [Title 23 U.S.C. 450.326](#).

Public review period August 2 - August 16, 2022 (Comment(s) received – see attached)

21168 – Lane County

Howard Elementary & Colin Kelly MS traffic congestion mitig

Description: Install pedestrian activated flashing light at Maxwell Rd and N Park Ave and install new sidewalks on east side of N Park Ave between Maxwell Rd and Howard Ave (Lane County & City of Eugene) to reduce congestion and improve air quality.

Funding: \$1,010,461.37 (Urban Surface Transportation Block Grant, Congestion Mitigation & Air Quality, Local)

Project Changes: Increase the construction total by \$198,381.40 using local funds.

Note: the additional funds are needed due to increase in quantities, cost of materials from original estimate and underestimated cost of construction engineering.

Action: These changes are requested by Lane County. Any local funds are programmed at the discretion of Lane County, and not the MPO. MPO approval signifies that this project is consistent with the [goals and objectives](#) of the MPO's Regional Transportation Plan and meets the federal requirements for inclusion in the TIP as described in [Title 23 U.S.C. 450.326](#).

No public review required

22622 – Eugene

Bike Share Planning and Operations 2022 (Eugene)

Description: Funding to support PeaceHealth Rides (bike share) program for 2022 and 2023; enable planning for future bike share system expansion, increase outreach, and identify additional bike share partners to provide and promote transportation options and reduce greenhouse gas emissions

Funding: \$72,440 (Carbon Reduction Program)

Project Change(s): Slip (postpone) this 2022 project until 2023.

Note: The slip is necessary as the intergovernmental agreement (IGA) required for obligation of funds will not be completed before the 2022 obligation deadline.

Action: These changes are requested by City of Eugene. MPO approved the use of these federal funds for the original project scope. Any changes must be approved at the discretion of the MPO upon consideration of the federal requirements of [Title 23 U.S.C. 450.326](#) as well as the potential effects of these changes on the MPO’s obligation targets and the penalties associated with slipping MPO-funded projects.

No public review required

22364 – Eugene

SmartTrips new movers and mobility options (Eugene)

Description: Individualized marketing to reduce drive-alone trips and increase biking, walking, public transit and other transportation options focusing on people new to the community.

Funding: \$675,000 (Congestion Mitigation and Air Quality)

Project Change(s): Slip (postpone) this 2022 project until 2023.

Note: The slip is necessary as the intergovernmental agreement (IGA) required for obligation of funds will not be completed before the 2022 obligation deadline.

Action: These changes are requested by City of Eugene. MPO approved the use of these federal funds for the original project scope. Any changes must be approved at the discretion of the MPO upon consideration of the federal requirements of [Title 23 U.S.C. 450.326](#) as well as the potential effects of these changes on the MPO’s obligation targets and the penalties associated with slipping MPO-funded projects.

No public review required

Comment received July 26, 2022:

Dear Central Lane MPO,

BEST is continuing to "beta test" the public review process for MTIP amendments, as noticed on the Public Comment Opportunities webpage. (See below.)

We support the amendment for # 2023 – LTD Zero Emission Bus Replacement (LTD).

In summary, the LTD Zero Emission Bus Replacement project advances 3 out of 8 of the MPO's primary funding considerations by replacing older buses with new ones and by reducing emissions from buses:

- 2. Preserve and maintain transportation system assets to maximize their useful life and minimize project construction and maintenance costs
- 6. Increase the percentage of trips made using active and low carbon transportation modes while reducing vehicle miles traveled within our region.

7. Strive to reduce vehicle-related greenhouse gas emissions and congestion through more sustainable street, bike, pedestrian, transit, and rail network design, location, and management.

We see a need for additional public involvement and LTD board discussion for the amendment for # 22267 — Fare management system (LTD).

But we have questions about the changing ridership of transit in the (post) pandemic world, and the benefits vs. costs of purchasing and implementing a mobile wallet technology for fare management. Specifically, we are concerned that continuing to shift to a digital fare system risks actually reducing access to transit by the very people most dependent on transit:

3. Eliminate barriers that people of color, low-income people, youth, older adults, people with disabilities and other historically excluded communities face meeting their travel needs.

To be sure, we are not saying this is necessarily the case, but merely that there are questions deserving more public attention. Moreover, we note that unlike major American cities where white collar workers commute to work via transit, we understand that LTD's ridership has a different demographic makeup.

We recognize that the MPO is not the decision maker for this project but merely responsible for documenting how LTD is using federal funding. Nonetheless, the MPO has a responsibility to certify that this project is consistent with the goals and objectives of the MPO's Regional Transportation Plan.

We urge the MPO to review this project for consistency especially with the Regional Primary Funding Considerations related to eliminating barriers.

As an example of concerns with going digital, see this recent opinion piece:

Transport Apps Promised to Eliminate Friction. But at What Cost?

Cities of the future will likely be even more segregated by income, hostile to pedestrians, and designed to line the pockets of tech giants.

This story is adapted from Road to Nowhere: What Silicon Valley Gets Wrong about the Future of Transportation, by Paris Marx.

In the vision of the “frictionless” city that is held by many in tech, where virtually every city service, human interaction, and consumer experience is to be mediated by an app or digital service that not only cuts out the need to deal directly with another human but places technology at the heart of those interactions, there is no serious attempt to deal with deeply entrenched problems—at least outside of rhetorical flourishes. The decisions of venture capitalists to fund companies that are transforming the way we move, consume, and conduct our daily lives should not be perceived as neutral actions. Rather, they are pushing visions of the future that benefit themselves by funding the yearslong efforts of companies to monopolize their sectors and lobby to alter regulatory structures in their favor. Furthermore, rather than challenging the dominance of the automobile, their ideas almost always seek to extend it.

After more than a decade of being flooded with idealized visions of technologically enhanced futures whose benefits have not been shared in the ways their promoters promised, we should instead consider what kinds of futures they are far more likely to create. I outline three scenarios that are far more realistic, and which illustrate the world being created: First, it is even more segregated based on income; second, it is even more hostile to pedestrians; and third, it wants to use unaccountable technological systems to control even more aspects of our lives. ...

More broadly, in our work as part of a national coalition of transit and mobility justice advocates, we are seeing the transit industry overinvest in infrastructure and technology ("shiny new objects") and underinvest in riders (more service) and bus operators (wages).

That this project is being funded, in part, with STIF funds that the Legislature intended to address concerns around equity raises questions about who benefits. We would hope that the LTD Board of Directors provide policy guidance on the fare management and equity concerns. Alas, BEST has been having trouble getting the attention of LTD.

For BEST,
Rob

Comment received August 18, 2022:

Dear Central Lane MPO,

BEST is continuing to "beta test" the public review process for MTIP amendments, as noticed on the Public Comment Opportunities webpage. (See below.)

Not enough information about the amendment for # 22627 – OR132: Green Acres Rd to Good Pasture Island Rd (ODOT)

At the risk of sounding like a broken record, the public notice simply does not provide enough information to allow the public — or the MPO — to determine "that this project is consistent with the goals and objectives of the MPO's Regional Transportation Plan."

Here is what we can determine with confidence:

- Roughly \$6 million is being reprogrammed.
- The funding is coming from cost savings for other (Beltline) projects funded under the 2009 Jobs and Transportation Act (JTA), and is being reprogrammed from one ODOT project to another at their discretion.
- The project is along Delta Highway (OR132) from Green Acres Rd north of Beltline to Good Pasture Island Rd south of Beltline.
- The project is to "complete design to replace bridge over Beltline; add up to 2 lanes to southbound Delta; replace signal at westbound off-ramp; widen slough bridge on eastbound Beltline—all to improve traffic flow and safety."

But there are no links to more information about the project. And Googling revealed a couple of pages, neither of which has been updated nor was particularly enlightening:

[OR 569: Beltline/Delta Interchange Project](#)

<https://www.oregon.gov/odot/projects/pages/project-details.aspx?project=19490>

[JTA: Beltline Highway at Delta Highway](#)

<http://oregonjta.org/region2/?p=beltline-delta>

We are left with several questions:

- Where is a more detailed description of the project, including a map and a breakdown of sources of funding?
- In particular, in seeking a MTIP amendment did ODOT submit to the MPO more information than appears in the public notice?

- Is this a design or construction project? The phrase "complete design" is ambiguous.
 - What is the nature of the safety issue to be addressed?
 - What is the connection between traffic flow and safety?
- We are not necessarily arguing that the project isn't needed, won't improve safety, nor is inconsistent with the MPO's goals and objectives. We just don't have enough information to know one way or the other. As such, this public comment opportunity is not effectively an opportunity.

Some modest suggestions for doing better in the future:

1. Provide the public with a link connecting the key number (in this case # 22627) to a larger document in which to locate the project.
2. Whenever a MTIP amendment is requested, provide the public with (a link to) the full request / application — not just a summary.
3. If not included in the request / application, provide the public with (links to):
 - Detailed project description.
 - Map
 - Summary of all planned or completed phases of the project and secured or anticipated funding sources.
4. Provide the public with a reference to the adopted Central Lane RTP or other adopted plan identifying the project in question.

Lastly, we again request some kind of "push" rather than "pull" notification system. Simply posting information to a webpage for a short period of time is simply not effective notice — except for members of the public so motivated that they check the webpage every couple of weeks to see if there are any new opportunities:

- At the very least, whenever the Public Comment Opportunities Page is modified, please add a note at the bottom of the page indicating when the page was last modified.
- Much better would be to create a specialized email list of interested parties to be notified explicitly whenever the Public Comment Opportunities Page is modified.

For BEST,
Rob