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Date: August 28, 2022

From: Better Eugene-Springfield Transportation (BEST)

To: Metropolitan Policy Committee (MPC)

Re: Review of Discretionary Federal Funding Recommendations

Dear Metropolitan Policy Committee members,

Thank you for the opportunity to review the discretionary federal funding staff recommendations.^{1, 2, 3, 4}

In general, we support the staff recommendations.

In preparation for the project selection process, on May 5, 2022, MPC approved eight Regional Primary Funding Considerations^{5, 6} drawn from the 28 objectives⁷ of the recently adopted 2045 Regional Transportation Plan (RTP) and developed an application form to be used for this process.⁸

¹ Cover Memo: Project Proposals & Recommended MPO Funding Package, 7/26/22, https://www.lcog.org/sites/default/files/fileattachments/metropolitan_policy_committee/meeting/32943/3.mpc6_a_covermemo_funding_package_recommendation_2023-2027.pdf.

² Attachment 1: One-Page Funding Application Summaries, https://www.lcog.org/sites/default/files/fileattachments/metropolitan_planning_organization/page/32823/clmpo_application_summaries_compiled_20220725.pdf

See also: Call for Projects, <https://www.lcog.org/thempo/page/call-projects>.

³ Attachment 2: TPC’s Funding Recommendation, 7/22/22, https://www.lcog.org/sites/default/files/fileattachments/metropolitan_planning_organization/page/32823/attachment2_funding_recommendation.pdf.

⁴ Attachment 3: Applications and the Regional Primary Funding Considerations, https://www.lcog.org/sites/default/files/fileattachments/metropolitan_planning_organization/page/32823/attachment3_funding_considerations.pdf.

⁵ Cover Memo: Regional Primary Funding Considerations, 4/26/22, https://www.lcog.org/sites/default/files/fileattachments/metropolitan_policy_committee/meeting/32766/7.mpc6_b_covermemo_regional-primary-funding-considerations.pdf.

⁶ Attachment 1: Recommended Primary Funding Considerations for CLMPO, 4/7/22, https://www.lcog.org/sites/default/files/fileattachments/metropolitan_policy_committee/meeting/32766/8.mpc6_b_attachment1_recommended-primary-funding-considerations.pdf.

⁷ Attachment 2: 2045 RTP Objectives, https://www.lcog.org/sites/default/files/fileattachments/metropolitan_policy_committee/meeting/32766/9.mpc6_b_attachment2_2045-rtp-objectives.pdf.

⁸ Attachment 3: Funding Application for Discretionary Federal Funds, https://www.lcog.org/sites/default/files/fileattachments/metropolitan_policy_committee/meeting/32766/10.mpc6_b_attachment3_clmpo-funding-application-form.pdf.

Building a successful community by bringing people together to promote transportation options, safe streets, and walkable neighborhoods.

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With suggested abbreviations, the eight Regional Primary Funding Considerations are:

- a. **Crashes:** Eliminate fatal and serious injury crashes for all modes of travel.
- b. **System Assets:** Preserve and maintain transportation system assets to maximize their useful life and minimize project construction and maintenance costs.
- c. **Barriers:** 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.
- d. **Resilience:** Reduce the transportation system's vulnerability to natural disasters and climate change.
- e. **Public Health:** Improve public health by providing safe, comfortable, and convenient transportation options that support active living and physical activity for all ages and abilities to meet daily needs and access services.
- f. **Active Transportation:** Increase the percentage of trips made using active and low carbon transportation modes while reducing vehicle miles traveled within our region.
- g. **Greenhouse Gases:** Strive to reduce vehicle-related greenhouse gas emissions and congestion through more sustainable street, bike, pedestrian, transit, and rail network design, location, and management.
- h. **Gaps:** Complete gaps in the regional bicycle and pedestrian networks, including paths.

As we have testified before, we generally support the use of considerations (criteria) for selecting and prioritizing projects for funding. **We specifically support these eight considerations.**

But we observe and see ourselves in practice that each of these eight considerations are open to some interpretation. For this discretionary federal funding process, we understand that applicants themselves were asked to identify up to three considerations that a project advances. **As such, the considerations provide only the most general guidance for what remains a somewhat subjective exercise in professional judgement.**

We note the breakdown of requested and recommended funding by jurisdiction:

Summary of Applications by Jurisdiction

Applicant	Requested	Recommended	# Funded
Coburg	\$1,077,950	\$1,077,950	3 of 3
Eugene	\$17,521,510	\$8,716,931	4+ of 9
Lane County	\$5,205,346	\$4,985,346	3+ of 4
Lane Transit District	\$4,115,140	\$2,715,140	1+ of 3
Springfield	\$12,750,845	\$5,357,093	4 of 8

Below we review each application, for ease of reference bringing together summary information from different documents:

- **Comments in black:** applications we strongly support.
- **Comments in blue:** applications for which we seek more information.
- **Comments in red:** applications for which we question the staff recommendation.

Coburg

\$1,077,950

East-West Connector Feasibility Study

\$358,920

c. Barriers, e. Public Health, h. Gaps

This project is a study to determine the feasibility of a new east-west freight and commuter connection between North Coburg Road and I-5, north of the City of Coburg.

- Yes! This has the potential to redirect trucks and other vehicle traffic from passing through downtown Coburg, which will make it more pleasant to walk and bike there.

Coburg Loop Path Phase 4 on N Industrial Way

\$229,159

c. Barriers, g. Greenhouse Gases, h. Gaps

This application is for additional funds for a previously funded project to design and construct the fourth segment of the Coburg Loop Path.

- Yes! This is an important asset for people who walk, bike, and roll in Coburg.

N Coburg Industrial Way Pavement Preservation

\$489,871

b. System Assets, e. Public Health, h. Gaps

North Coburg Industrial Way serves as a vital link for many regional needs. The street accesses several service and industrial businesses that serve the entire region. This project is meant to preserve the paving that is in place and enhance spot locations from further break down.

- Yes! Good investment. Adds striping for bike lanes, where none currently exist. Adds a connector to the off-street path.

Eugene

\$8,716,931 (\$17,521,510 requested)

Bailey Hill Rd and Bertelsen Rd Roundabout

\$1,350,000

a. Crashes, e. Public Health

This project will construct a roundabout with accompanying bicycle and pedestrian facilities at the intersection of Bailey Hill Road and Bertelsen Road. Currently, this location sees speeding traffic that affects both the safety and comfort of roadway users traveling in and out of Eugene, as well as visitors to Wild Iris Ridge Park.

- Yes! Absolutely fund this.

Bertelsen Rd Bridge over Amazon Creek, Seismic Retrofit

\$0 (\$1,307,250 requested)

b. System Assets, d. Resilience

The Bertelsen Road bridge over Amazon Creek was constructed in 1977. It is a three-span bridge that was recently evaluated for seismic upgrades.

- *Would the retrofit also provide a safe way for people on foot and bike to cross Bertelsen when Amazon Creek floods the Fern Ridge Path underpass? This project appears to not address that condition. As such this crossing is a dangerous, high-speed corridor.*

Coburg Rd: Ferry St Bridge to Crescent Ave Multimodal Plan

\$400,000

a. Crashes, e. Public Health, g. Greenhouse Gases

The Coburg Road Multimodal Plan will review the street design of Coburg Road from the Ferry Street Bridge to Crescent Avenue and develop a design concept for the street to function better for all modes with an emphasis on walking, biking and buses.

- *Yes! Yes! Yes!*

Division Ave Roundabouts and Street Redesign

\$0 (\$2,750,000 requested)

a. Crashes, c. Barriers, e. Public Health

The Division Avenue Roundabout Project aims to address a concentration of crashes on Division Avenue between River Road and where Division Avenue diverges from Randy Pape Beltline.

- *Why isn't this project recommended for funding? This stretch of Division is very hazardous, even deadly. According to LCOG's data portal: 143 crashes, 3 fatality crashes, 5 severe injury crashes, 15 moderate injury crashes.*

Franklin Blvd: Alder St to I-5, Construction

\$3,575,000

a. Crashes, e. Public Health, g. Greenhouse Gases

This project will transform an auto-centric state highway into a pleasant, multi-modal urban street that is safe for people walking, biking, riding the bus, driving, or pursuing any other transportation options.

- *Yes! Yes! Yes!*

Goodpasture Island Rd Bridge Seismic Retrofit

\$2,591,931

b. System Assets, d. Resilience

The Goodpasture Island Road bridge over the Delta Highway was constructed in 1964. It is a four span bridge that was recently evaluated for seismic upgrades.

- **No. This project does not improve conditions for people who walk, bike, or roll. It merely retrofits the bridge. Current conditions are hazardous and unpleasant, and there are numerous points of conflict at the approaches to the bridge. According to LCOG's data portal: 1 fatality crash, 1 severe crash, 4 moderate crashes.**

North Delta Rd Shared Use Path

\$0 (\$947,329 requested)

e. Public Health, f. Active Transportation, h. Gaps

The North Delta Shared Use Path project will widen the existing sidewalk on the east side of North Delta Road, connecting to existing shared use path segments and providing a continuous path from the residential area north of Ayres Road to the Riverbank Path System along the Willamette River.

- **Why is this project zeroed out? This project would help connect a neighborhood with nearby professional, commercial, and recreational areas. There have been relatively few crashes here (only 9 but 3 were moderate severity). Nonetheless with more development taking place in the area, there will be an increase in people traveling. Widening the sidewalk from 5 to 10 feet, making it a multi-use path, would make it a more comfortable space to travel.**

River Rd - Santa Clara Pedestrian & Bicycle Bridge

\$200,000 (\$4,000,000 requested)

e. Public Health, f. Active Transportation, h. Gaps

The River Road-Santa Clara Pedestrian and Bicycle Bridge project will construct a bicycle and pedestrian bridge across the Randy Papé Beltline, connecting the Santa Clara and River Road neighborhoods.

- **Yes! Yes! Yes! Do we understand that this critical project is not recommended for most of the funding as there are other sources anticipated?**

SmartTrips New Movers and Mobility Options (2025-2027)

\$600,000

e. Public Health, f. Active Transportation, g. Greenhouse Gases

Eugene's SmartTrips program is a comprehensive approach to reducing drive-alone trips while boosting walking, biking, public transit, and other transportation options. Previously, SmartTrips programs were condensed to specific city regions, and this initiative will broaden those measures into a new focus of the behavior change model.

- Yes, but only if there are measurable goals that demonstrate its effectiveness of getting people to shift trips from driving to walking, biking, and transit. How effective are programs to get people to use existing infrastructure compared to projects to improve infrastructure?

Lane County

\$4,985,346 (\$5,205,346 requested)

30th Ave Active Transportation Corridor Design

\$906,382

a. Crashes, g. Greenhouse Gases, h. Gaps

30th Avenue has had more bicycle/pedestrian fatalities/serious injuries than any other road under Lane County jurisdiction. The objective of this project is to advance the design concept resulting from the MPO-funded 30th Avenue Active Transportation Plan with preliminary engineering.

- Yes! Yes! Yes!

Airport Rd Pavement Preservation

\$997,797

a. Crashes, b. System Assets

Airport Road is a critical facility that provides the surrounding region access to the Eugene Airport. Traffic loads over time have contributed to the deterioration of the pavement, prompting the need for pavement preservation treatment.

- How does this project align with the eight Regional Primary Funding Considerations?

Clear Lake Rd Pavement Preservation

\$1,959,542 (\$2,179,542 requested)

a. Crashes, b. System Assets

Clear Lake Road is an important transportation corridor that provides access between Highway 99 to Territorial Highway and Fern Ridge Lake. Traffic loads over time have contributed to the deterioration of the pavement, prompting the need for pavement preservation treatment.

- Not sure why this was reduced. This is an important recreational biking route.

Wilkes Drive: River Rd to River Lp 1, Urban Upgrades

\$1,121,625

b. System Assets, c. Barriers, e. Public Health

The intent of this project is to bring Wilkes Drive up to urban standards.

- Yes! This road is an essential connector through the area and would be a Safe Route to School (Madison Middle School) and access to Santa Clara Community Park.

Lane Transit District

\$2,715,140 (\$4,115,140 requested)

EmX Ticket Vending Machine Replacements

\$1,615,140

b. System Assets, c. Barriers

Funds from this project would purchase 70 ticket vending machines and allow LTD staff to deploy them to all existing EmX station platforms.

- How much money is collected through these vending machines now? Will that revenue offset this expense for the duration of the new machines' support life by the vendor? In other words, would it be cheaper to not require fares?

Frequent Transit Network Safety and Amenity Improvements

\$0 (\$1,000,000 requested)

a. Crashes, e. Public Health, f. Active Transportation

LTD will upgrade safety features and passenger amenities along the frequent transit network (FTN).

- Why is this zeroed out? This project is necessary for many reasons.

Moving Ahead Design Refinement

\$1,100,000 (\$1,500,000 requested)

a. Crashes, f. Active Transportation, g. Greenhouse Gases

Funding from this application will pay for implementation planning, design refinement, and environmental review along the MovingAhead corridors.

- Yes!

Springfield

\$5,357,093 (\$12,750,845 requested)

Franklin Blvd: OR126 – end of City juris. Urban Standards

\$281,895

a. Crashes, c. Barriers, e. Public Health

This request is to remove local overmatch funds and add federal grant funds to the existing Franklin Blvd (Hwy 225) project.

- Yes! This is a needed project.

Laura St Urban Standards Expanded Scope

\$1,363,896

c. Barriers, f. Active Transportation, h. Gaps

This request is for funding to complete right of way and construction for the City of Springfield portion of the urban standards project on Laura St.

- Yes! It provides improved bike and pedestrian infrastructure.

Mohawk Blvd - 19th St to N. of Hwy 126E Resurface

\$0 (\$1,345,950 requested)

a. Crashes, b. System Assets, g. Greenhouse Gases

This project will reconstruct the roadway surface within the project limits.

- Keep this zero. The project plan excludes improvements for walking and biking, and focuses only on pavement rehabilitation. Crazy that the engineer specifically cites new home construction and does not include walking and biking in the project.

Pedestrian Crossing Enhancements (various locations)

\$0 (\$1,561,302 requested)

a. Crashes, f. Active Transportation, h. Gaps

This project will install pedestrian crossing enhancements (i.e. rapid flashing beacons and refuge islands) on Pioneer Parkway East and West at E Street, at street crossings along the EWEB Path, and on Thurston Road at 69th Street.

- Yes! Yes! Yes! Why is this project not recommended for funding?

S 32nd St & Jasper Rd - S 42nd St to UPRR/Booth Kelly Rd Pav. Pres

\$0 (\$1,561,302 requested)

b. System Assets, c. Barriers, e. Public Health

The project would involve milling of the top 3 inches of asphalt and then paving back.

- Yes! Yes! Yes! Why is this project not recommended for funding, as it is a good investment and includes work for biking and crossing?

Sidewalk Rehabilitation (various locations)

\$0 (\$1,561,302 requested)

c. Barriers, e. Public Health, h. Gaps

This project would address construction needs in neighborhoods with the worst sidewalk conditions.

- **Yes! Yes! Yes! Why is this project not recommended for funding?**

Transportation System Planning

\$300,000

a. Crashes, c. Barriers, h. Gaps

These funds could help cover project management, creation of work products, and community engagement costs.

- Yes! "The next major update to the Transportation System Plan will include more detail for pedestrian and bicycle projects." Very necessary.

Walking and Biking Network Improvements

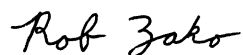
\$3,411,302

a. Crashes, f. Active Transportation, h. Gaps

This project will install pedestrian crossing enhancements (i.e., rapid flashing beacons and refuge islands) on Pioneer Parkway East and West at E Street, at street crossings along the EWEB Path, and on Thurston Road at 69th Street. These locations have been discussed with or raised by the Springfield Bicycle and Pedestrian Advisory Committee and are adopted projects in Springfield's 2035 Transportation System Plan and the Central Lane Regional Transportation Plan.

- Yes! Yes! Yes!

For BEST,



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