

Transportation Improvement Program (TIP) Project Changes
Transportation Planning Committee (TPC) – Central Lane MPO
July 21, 2022

The following proposals require TPC action. These items will be forwarded to MPC for action as well:

[none]

The following proposals require TPC approval (pending completion of the public review period) and will be forwarded to MPC for their information only:

21538 – ODOT

I-105: Willamette R - Pacific Hwy.

Description: Pavement resurfacing to repair rutting and wear, and restore smoothness.

Funding: \$6,981,420 (NHPP)

Project Change(s): Add \$4,240,107 to CN to account for increase in paving material cost. Add bridge locations that were not added per CMR-01, update description to include repairing delamination on bridges.

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 (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](#).

Note: Bridge numbers are 08689B, 08689C, 08689D, 08689E, 08689F, 08700A, 08965E

Public review period June 14 - June 28, 2022 (Comment(s) received – see attached)

21378 – Eugene

8th Avenue streetscape and bikeway

Description: Reconstruct roadway, move curbs, widen sidewalks, install protected bike lanes relocate street tree zone, convert 8th Ave to two-way street

Funding: \$3,412,220.34 (Urban STBG, CMAQ, Local)

Project Change(s): Add \$3,088,871.19 of Local (City of Eugene) funds to project: \$876,382.01 for engineering and \$2,212,489.18 for construction. New project total cost will be \$6,501,091.53.

Note: Project is underfunded, these funds are needed to complete the scope.

Action: These changes are requested by City of Eugene. Any local funds are programmed at the discretion of City of Eugene, 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](#).

For more information see City of Eugene's [project page](#).

Public review period July 11 - July 25, 2022 (Comment(s) received – see attached)

STIP Key TBD – LTD

LTD Zero Emission Bus Replacement (2023)

Description: Replace diesel buses that have met their useful life with zero-emission buses to improve safety and reliability of transit service.

Funding: \$7,302,098 (FTA-5339b, 22-CPF-1, local)

Project Change(s): Add new 2023 project using \$6,114,598 FTA funds (Section 5339b), \$950,000 earmarked Community Project Funding federal funds, and \$237,500 STIF funds.

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 (Comment(s) received – see attached)

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 (Comment(s) received – see attached)

The following proposals were approved by MPO staff, or will be approved upon completion of the public review period (as necessary):

21384 – LCOG

Household travel and activity survey

Description: Central Lane MPO's participation in the statewide household travel and activity survey to inform travel analysis and model development.

Funding: \$557,227.23 (Urban STBG)

Project Change(s): De-obligate and move \$250,000 to statewide project (Key 22413)

Note: All MPOs are following ODOT's request to pool their respective funds for this project into a single ODOT key number to facilitate the Supplemental Project Agreement (SPA). Last month MPO approved moving all funds from Key 21384 (\$557,227.23) to Key 22413, but since then it has been determined that funds required from LCOG will be only \$250,000. The balance will remain in Key 21384 for the time being.

Action: These changes are requested by LCOG in coordination with ODOT. 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

20206 – Eugene

River Rd at Irving Rd (city of Eugene)

Description: Upgrade signal hardware. Add left turn lanes on Irving Road approaches. Install urban green bike lanes on River Road at the intersection.

Funding: \$3,182,607.34 (HSIP)

Project Change(s): Add \$179,470.34 of Local funds to the construction phase, to fund the phase to the current estimate.

Action: These changes are requested by City of Eugene. The federal funds were awarded at ODOT's discretion, but additional local funds are added solely at the City's discretion. 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

21159 – Eugene

Eugene enhanced walking network

Description: Enhanced pedestrian crossings and sidewalk infill at various locations.

Funding: \$1,259,333.56 (CMAQ)

Project Change(s): Add \$356,934.15 local funds to construction phase to fund the phase to the current estimate.

Action: These changes are requested by City of Eugene. The federal funds were awarded at the MPO's discretion, but additional local funds are added solely at the City's discretion. 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

22605 – LCOG

Regional safe routes to school (CLMPO) SFY23

Description: Central Lane MPO's non-infrastructure regional safe routes to school program to encourage biking and walking to and from school. Funding allocated to project in state fiscal year 2023 (federal fiscal year 2022).

Funding: \$272,001.56 (Transportation Alternatives program)

Project Change(s): Slip (delay) project from federal fiscal year (FFY) 2022 to FFY 2023.

Action: These changes are requested by LCOG. 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

21164 – Eugene

High Street protected bikeway (Eugene)

Description: 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.

Funding: \$1,679,000 (CMAQ)

Project Change(s): Add \$133,877.75 of Local (City of Eugene) funds to the construction to match the latest engineer's estimate.

Action: These changes are requested by City of Eugene. The federal funds were awarded at the MPO's discretion, but additional local funds are added solely at the City's discretion. 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

21383 – Eugene

Chambers St seismic bridge retrofits (Eugene)

Description: Seismic strengthening of bridges in the event of a seismic event.

Funding: \$2,000,445.78 (Urban STBG)

Project Change(s): Add \$199,910.85 of Local (City of Eugene) funds to the engineering phase of this project to cover the higher cost of the design contracts.

Action: These changes are requested by City of Eugene. The federal funds were awarded at the MPO's discretion, but additional local funds are added solely at the City's discretion. 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

Comment Received July 5, 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 recognize that our comments were due last week. We again note the inadequacy of a "pull" vs. "push" notice system. It is not practical to expect BEST or any other member of the public to check the webpage so frequently as to catch every public comment opportunity.

Nonetheless, we note that I-105 resurfacing project clearly advances one of the "Regional Primary Funding Considerations" that the MPO approved at their May meeting:

2. Preserve and maintain transportation system assets to maximize their useful life and minimize project construction and maintenance costs.

For BEST,
Rob

Comment received July 12, 2022

Dear MPC,

I just visited Eugene's new Farmers Market and it was wonderful to see such a lively and long-awaited addition to downtown Eugene. I hope you will invest in the 8th Avenue Streetscape and Bikeway so we can take full advantage of the Park Blocks and Farmers Market as the focus of a walkable, bike-friendly, people-focused downtown.

I particularly look forward to having protected bike lanes on a two-way 8th Avenue. I'm a confident and experienced bicyclist, but have long struggled to find a way from the Farmers Market or County Courthouse to my home in the East Skinner Butte neighborhood. I've tried riding on the sidewalk, riding the wrong way by the Park Blocks to the alley by Palace Bakery, braving the buses and fast-moving traffic on Oak Street, but none of these options work at all. If it were just me, that wouldn't be such a big deal—but soon many people will be attracted to the new Riverfront Park and development on the former EWEB site, and we certainly hope that most of them will not try to drive. A safe, pedestrian/bike-friendly 8th Avenue will serve both the Park Blocks and the Riverfront, help people move easily between the two areas, and give us a downtown where people want to spend time—and money.

Please help make the 8th Avenue Streetscape and Bikeway project a reality.

Thanks!

Sue Wolling
108 High Street
Eugene OR 97401
sue.wolling@gmail.com

Comment received July 13, 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 # 21378 – 8th Avenue streetscape and bikeway (Eugene).

We note that the summary on the Public Comment Opportunities is rather cryptic, at least to the public. For example, what are "PE" and "CN"? Moreover, no link is provided to the project page for more information:

<https://engage.eugene-or.gov/8thavedesignalternatives>

We understand that the City of Eugene is proposing to use additional local City of Eugene funds to complete an underfunded project. An MTIP amendment is needed only because some of the funding is federal, hence required to be reported in the MTIP.

Nonetheless, the amendment is to add approximately \$3.1 million to \$3.5 million already programmed for a new total project cost of approximately \$6.5 million. Whether these are federal, state or local dollars, these are public monies and the fact that the cost of a not insignificant project has almost doubled is noteworthy. But we are not seeing enough information to evaluate the cost of the project.

As before, we'd like to take this opportunity to apply the "Regional Primary Funding Considerations" that the MPO approved at their May meeting to this project:

1. Eliminate fatal and serious injury crashes for all modes of travel.
Yes, it appears this project aims to slow traffic down and convert 8th Avenue into a complete street.
2. Preserve and maintain transportation system assets to maximize their useful life and minimize project construction and maintenance costs.
Yes, insofar as the project reconstructs the street, we presume that it also extends its useful life..
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.
Yes. Although the project does not explicitly talk about eliminating barriers for particular segments of the population, the conversion to a complete street nonetheless is aimed at reducing barriers.
4. Reduce the transportation system's vulnerability to natural disasters and climate change.
No, the project does not appear to have much direct impact on the resilience of the transportation system.
5. 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.
Yes, this project is clearly directed at improving active transportation.
6. Increase the percentage of trips made using active and low carbon transportation modes while reducing vehicle miles traveled within our region.
Yes, this project is clearly directed at increasing the percentage of trips made using active and low carbon transportation modes.
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.
Yes, by supporting active modes this project can be expected to have some modest impact on GHG emissions.
8. Complete gaps in the regional bicycle and pedestrian networks, including paths.

Yes, this project, part of the Central Eugene in Motion effort, is clearly aimed at building out a network in and through downtown Eugene.

In brief, the project appears to advance 7 out of 8 of the MPO's the "Regional Primary Funding Considerations."

Having gone through this exercise several times now, the "Regional Primary Funding Considerations" strike us as perhaps more subjective than objective. Moreover, several of the considerations appear to be duplicative insofar as they are saying similar things in different ways. If the Central Lane MPO intends to actively use these criteria to help select which projects to award competitive funding, refinements to the considerations or the methods for applying them are probably needed.

An opportunity to really test the "Regional Primary Funding Considerations" will happen later this summer:

Central Lane MPO has received 26 applications for projects to utilize the MPO's 2025 - 2027 discretionary Surface Transportation Block Grant (STBG), Transportation Alternatives (TA), Congestion Mitigation & Air Quality Improvement (CMAQ), Highway Infrastructure Program (HIP), and Carbon Reduction Program (CRP) funding as well as new CRP funding for 2022 - 2024. There are roughly \$24M in federal funding potentially available through this solicitation.

For BEST,
Rob

Comment received July 13, 2022:

Indeed this alphabet soup and wonky talk is beyond anyone who is not a professional transportation project analyst. How in the world is the public supposed to provide relevant comments? Specifically, how is citizenry supposed to know:

- acronyms STBG, CMAQ, PE, CN, and TIP, and
- how to indicate that the project "is consistent with 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."?

That said, thank goodness for BEST to help enlighten citizens to frame their comments. I wish to echo and reinforcement BEST's public comments on this project, with one clarification of the term "complete street". In common usage, it means a street that allows people of all transportation modes—walking, biking, transit, vehicles—to safely travel upon it.

Furthermore, the existing condition of 8th Avenue is a one-way two-lane extension of the high-speed Coburg Road off-ramp for the exclusive use of motorized vehicles. This project will take a step to remedy the poor choices made decades ago by transportation engineers that resulted in a transportation system dominated exclusively by automobiles and all of their negative consequences.

Thank you for your consideration.

--steve

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