



MEETING NOTICE

MEETING:	METROPOLITAN POLICY COMMITTEE
DATE:	Thursday, December 2, 2021
TIME:	11:30 AM - 1:30 PM
LOCATION:	VIRTUAL: Call-in +1 253-215-8782 Meeting ID: 819 6054 4761 Passcode: 673010 One Tap Mobile: +12532158782,,81960544761#,,,,*673010# Web cast: http://metrotv.ompnetwork.org/
CONTACT PERSON:	Paul Thompson, 541-682-4405

A G E N D A

1. **WELCOME & INTRODUCTIONS**
2. **CALL TO ORDER**
3. **APPROVE NOVEMBER 4, 2021 MPC 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. Draft Regional Transportation Plan (RTP) (60 min)
Staff Contacts & Presenters: Kelly Clarke & Paul Thompson, LCOG
Action Requested: Staff presentation; conduct public hearing; provide feedback & direction to staff.
 - b. Infrastructure Investment and Jobs Act: Implications for Oregon (30 min)
Staff Contact: Paul Thompson, LCOG
Presenter: Travis Brouwer, ODOT
Action Requested: Presentation; provide feedback to ODOT; consider formal input to OTC.

-OVER-

Location is wheelchair accessible (WCA). American Sign Language (ASL) interpretation is available with 48 hours notice.

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c. Follow-up and Next Steps

(10 min)

- 1) ODOT Update
- 2) MTIP Administrative Amendments (information only, see attachment)
- 3) Next Steps/Agenda Build

UPCOMING MEETINGS:

January 6 Virtual
February 3 Virtual

PLEASE NOTE:



LCOG is now posting meetings on its website at <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>.

Please mute your phone or computer microphone when connecting to the virtual meeting . . .

And remember to un-mute it if you are speaking to the meeting!

Thanks!

MINUTES

Metropolitan Policy Committee
Virtual Meeting via Zoom

November 4, 2021

11:30 a.m.

PRESENT: Joe Berney, Chair; Heather Buch (Lane County); Lucy Vinis, Randy Groves (City of Eugene); Sean VanGordon, Steve Moe (City of Springfield); Ray Smith (City of Coburg); Frannie Brindle (Oregon Department of Transportation); Caitlin Vargas (Lane Transit District), members; Matt Rodrigues (City of Eugene), *ex officio* member.

Brenda Wilson, Paul Thompson, Kelly Clarke, Ellen Currier, Drew Pfefferle, Rachel Dorfman, Dan Callister, Syd Shoaf (Lane Council of Governments); Emma Newman (City of Springfield); Rob Inerfeld (City of Eugene); Megan Winner (City of Coburg); Sasha Vartanian (Lane County); Tom Schwetz, Andrew Martin (Lane Transit District); Bill Johnston (Oregon Department of Transportation); Garth Appanaitis (DKS Associates); Webb Sussman, Rob Zako, Kaarin Knudson, Terry Parker, guests.

WELCOME, CALL TO ORDER AND INTRODUCTIONS

Mr. Berney convened the meeting of the Metropolitan Policy Committee (MPC) and a quorum was established.

APPROVE OCTOBER 7, 2021 MPC MEETING MINUTES

Mr. Moe, seconded by Mr. Smith, moved to approve the October 7, 2021, meeting minutes as presented. The motion passed unanimously, 9:0.

ADJUSTMENTS TO THE AGENDA/ANNOUNCEMENTS FROM MPC MEMBERS

Mr. Thompson asked that a request from the City of Eugene for a letter in support of a grant application be added to the agenda as Item 6.d. There were no objections.

COMMENTS FROM THE AUDIENCE

Rob Zako, Eugene, Better Eugene-Springfield Transportation (BEST) executive director, announced that the Center for Appropriate Transport (CAT) was closing its doors after 29 years of promoting bicycle education, advocacy and innovation. He said BEST would assume responsibility for the building and CAT's assets as a community bicycle repair shop. The space would be leased to various non-profits to promote sustainable transportation and would be called the Nexus for Eugene Sustainable Transportation (NEST).

METROPOLITAN PLANNING ORGANIZATION (MPO) ISSUES

Transportation Improvement Program (TIP) Amendment Matrix

Mr. Callister said the TIP was a document the MPO maintained that committed federal funding to programs and projects over a four-year period. The proposed revised Amendment Matrix was developed by the MPO, ODOT, and federal agencies to allow for fewer project revisions that required federal

approval. That would benefit the MPO by expediting more types of project changes, resulting in fewer project delays. He noted that a public hearing on the matrix was held at the October 2021 MPC meeting. A 30-day public comment period concluded on October 31, 2021, and no comments were received. The Transportation Planning Committee (TPC) reviewed the matrix and recommended its approval by the MPC.

Mr. Smith, seconded by Ms. Vinis, moved to approve Resolution 2021-06 amending the FFY2021-2024 Metropolitan Transportation Improvement Plan. The motion passed unanimously, 9:0.

Draft Regional Transportation Plan (RTP) and Congestion Management Process (CMP)

Ms. Clarke stated that the RTP and CMP have to be updated every four years and updates have to address items within federal code and regulations to assure the documents continue to reflect the community they represent and plan for the transportation system to serve the community with all modes of travel through 2045. The update process began in March 2020 with a 2020 base year and a 2045 planning horizon. She reviewed highlights from the cover memorandum summary of RTP chapter contents that was included in the agenda materials. She explained the CMP was required of certain MPOs based on their size (greater than 200,000) and established a process to manage congestion and improve the transportation system's performance reliability. The MPO's CMP prioritized transportation options, travel demand management, operational improvements, and a number of other issues consistent with regional goals. She said both document updates were intended to reflect the community's values and direction and establish compliance with federal requirements. She said the public comment period was opened on October 29 and would remain open through November 30, 2021. The TPC unanimously supported the draft documents and staff would continue to incorporate feedback from the MPC and public into the next drafts. The intent was to seek approval from the MPC for the updates at its December 2021 meeting.

Mr. Thompson acknowledged that the RTP was a large document. It was released for public review and comment on October 29 and a public hearing would be held at this meeting; public comments would be accepted through November 30. Staff would take those comments and direction from the MPC into consideration for possible changes to the documents in preparation for presentation of revised documents at the MPC's December 2021 meeting. At its December 2021 meeting the MPC could adopt the RTP and associated documents as presented or postpone adoption in favor of additional discussion and public comment. He emphasized that there was still time for public review and comment on the documents prior to development of a final draft.

Ms. Brindle asked about the timeline for the next RTP update. Mr. Thompson replied that the MPO was under an air quality limited maintenance period until 2033 and was therefore required to update the RTP at least every four years. The next update period would start when the Air Quality Conformity Determination (AQCD) for the updated RTP was accepted by the U.S. Department of Transportation. If the RTP was adopted in December 2021 he anticipated that would occur in January 2022, which would require the next update by January 2026.

Mr. Berney opened the public hearing.

Rob Zako, Eugene, said he was speaking on his own behalf as there was insufficient time for BEST as an organization to review the documents and provide feedback. He identified the following concerns:

- Randy Papé Beltline Highway from River Road to Coburg Road - project too big to fit on financially constrained project list and placed on list of projects not to be build until 2045. Why design a project that will not be built for another generation?

- Springfield Main Street Safety Project - a good project with community support, why is it not in the plan?
- Highway 126 and I-5 interchanges - why are the projects still in the plan when they have not been built in the last generation?
- Most funds would be spent to benefit drivers but travel times and congested miles would still increase.
- Bus rapid transit - TransPlan identified a goal of 60 miles of BRT routes. Three segments have been built to date; the City of Eugene is considering another on River Road but Springfield has passed on another BRT corridor. The plan calls for five more lines at \$65 million each. Who are they intended to serve?
- Should invest more in bicycle and pedestrian projects.
- Mode share projected to stay much the same despite expenditure of funds under the plan.
- Safety - Is an interchange at Highway 126 and Main Street in Springfield a good idea where people cross the street?
- Equity - Plan does not address the needs of people who are younger, older, people of color, disabled or low income.
- Climate change - Plan says it meets the needs of climate change, but there is no mode share and efforts to promote changes in travel behaviors.

Mr. Zako acknowledged the efforts of staff to meet federal requirements and follow federal guidelines, but the plan was not much different from TransPlan, which was developed 20 years ago, and not taking the region in the direction it needed to go.

Terry Parker said she was vice chair of the League of Women Voters of Lane County, but speaking for herself as the organization had not had time to review and comment on the RTP. She said a 30-day comment period was too short for a document like the RTP and encouraged the MPC to consider extending to a 60-day period. She was also concerned about the outreach and notification process, which she felt did not adequately reach out to organizations and community groups with a history of civic engagement, and particularly an interest in transportation. She said in order to build trust in local government additional outreach to affected communities was required. She encouraged the MPO to increase its efforts to involve the public in the planning process.

Ms. Parker suggested that in addition to thinking ahead during the planning process it would be useful to think back. She said looking from the perspective of 2045 at the projects included in the RTP and the need to change the trajectory on emissions in the community might lead to different decisions about what was in the plan. She said the RTP did not go far enough to clean up the environment and reduce greenhouse gas emissions in the region. With respect to safety, she said the plan could save lives by truly addressing climate change and addressing safety, instead of taking a "roads as usual" approach.

Webb Sussman, Eugene, said funding sources were going through major changes and the state did not have the resources to meet the matching requirements for many of the projects listed in the plan. Organizations involved in developing the plan needed to rethink their ranking systems going forward. The gas tax as a transportation funding source was going away and ODOT and localities needed to determine how they would shift to a new payment structure quickly. He said economic and business shifts, such as working remotely, would have major implications for downtown economic development, mode share, demand modeling and planning but that was not reflected in the plan. Listing long obsolete projects with longtime horizons seems to lock the plan into obsolescence. He said the outreach efforts for the RTP update process were inadequate. Planning cycles should be accelerated instead of slowed with horizons of two- to five-years instead of 20- and 50-year horizons. He said it was unacceptable to expect the public to review and comment on over 300 pages of documentation in less than 14 days. He said extending the

comment period another two weeks as suggested was unlikely to obtain feedback from the desired organizations and communities. He recognized that staff was not responsible for establishing the time constraints placed on the process and commended their hard work on the plan.

Sue Wolling, Eugene, commented that technology had made some amazing advances for which she was grateful, but observed that the RTP allocated by far the largest amount of funding on road projects for driving, while much smaller amounts were allocated for active transportation. The RTP also did not foresee changing the mode share over the life of the plan. The City of Eugene's Climate Action Plan called for decreased reliance on automobiles and for tripling the mode share for transit, walking and bicycling. She did not see how the RTP would help move towards those sustainability goals. She urged the MPC to closely review the plan and insist on one that looked forward to solving the problems of the future and not try to pave our way out of problems that resulted from the way things had been done in the past.

Kaarin Knudson, Eugene, founding member of Better Housing Together, concurred with previous speakers that there had been insufficient time to review and offer meaningful feedback on an enormous amount of information and was therefore speaking for herself. She urged the MPC, as community leaders concerned with housing needs and the crisis being faced, to consider the opportunities relative to development patterns as it thought about investments in the transportation system. She said transportation systems existed to service the community and provide access to goods, services and destinations that were needed on a daily basis. She encouraged the MPC to look at current opportunities relative to housing to make sure the policies being developed that were integrated with transportation concerns were also moved forward in as solution-oriented ways as possible. Specifically, that would include sufficient resources allocated to active transportation modes, supporting walkable neighborhoods and safety within those neighborhoods and frequent access to transit for as many residents as possible. That would mesh with housing solutions that would allow the affordability crisis to be addressed and mitigate the many harms many in the community were experiencing because the transportation system and development pattern did not meet their needs.

There being no one else wishing to speak, Mr. Berney closed the public hearing and called for comments from MPC members.

Mr. Smith agreed with most of the comments made during public testimony. He said Coburg had experienced similar issues with outreach and notifications and had changed a number of things over the past years in response to public comments similar to those made during the public hearing. He said citizens were a resource for government and public input is essential to the planning process. He recognized the work of staff to address the federal requirements and felt it was time to be more progressive with transportation and global warming issues. New ideas and concepts should be incentivized by government to develop innovative transportation strategies that would address needs in the year 2045. He supported providing more time for public comment and improving the notification and outreach processes to gather informed input from the community.

Ms. Vinis also agreed that there had been insufficient time to review the large document and allow informed and invested members of the community to provide their feedback on the investment decisions set forth in the plan. She said it was a challenge to shift from business as usual when the plan included a list of legacy transportation projects that might not actually reflect the need to do things differently. She asked if a second public hearing on the RTP could be held at the December 2021 meeting and a decision on a new RTP draft, which could be significantly different, postponed until the new year.

Mr. Thompson indicated that a second public hearing could be scheduled for December 2, 2021. At that meeting, after the public hearing, the MPC could have the option of closing the public comment period and

adopting the RTP or continuing the public comment period and directing staff to bring back a revised draft for adoption in January 2022. The MPO was under some federal guidelines that prohibited it from proceeding with new federal funding for projects during the period roughly from July 1, 2021 to June 30, 2022. He said there were projects in the next one to three months for which moving forward could be problematic and if adoption did not occur prior to July 1, 2022, another series of federal restrictions would be imposed.

Responding to comments about projects listed in the RTP, Mr. Thompson noted that the MPO was not responsible for determining what projects were on those lists; the intent of the 24-year long-range RTP was to inform the public about the regional needs identified by the individual jurisdictions within the MPO. The projects were not selected by MPO staff or an advisory committee; they were submitted by individual jurisdictions and ODOT. The RTP was required to list projects that were in local plans that were anticipated to use regional funds or were regionally significant and generally projects could not be removed from the RTP without being removed from local plans.

Ms. Vinis reiterated that her concern was to avoid adopting the draft RTP until there was an opportunity to incorporate any changes into a revised draft.

Mr. Groves agreed with previous comments and supported extending the timeline for public input at least to the December 2, 2021, MPC meeting or further. He recognized there were deadlines and consequences to those decisions. He wanted to see more robust targeted outreach to some of the groups identified during comments from the public and MPC members, including the business community.

Mr. VanGordon echoed the need for additional review and comment time and a second public hearing. He noted that the planning horizon was 2045 and each of the jurisdictions approached regional issues somewhat differently. It was important to find a balance between the desire to prioritize and do things differently and the "nuts and bolts" of how all of the plans worked together. Options should be painted with a broad brush over a 25-year timeframe as things changed during that period.

Ms. Buch also concurred with previous speakers. She pointed out that there were systemic issues at play, one of which was plans from different jurisdictions. Jurisdictions needed to determine if their own plans addressed future needs. She said it was likely that the plan would have been presented to the MPC earlier except for situations, including the COVID-19 pandemic, which were beyond staff's control. An earlier presentation would have provided expanded time for public input. Mr. Thompson explained the constraints the AQCD placed on the MPO during the one-year grace period allowed for updating the RTP and said consultants hired to facilitate the update process had missed deadlines and COVID-19 related staff reductions by partner agencies providing necessary data had delayed the presentation of a draft for public review. While no projects had yet been affected by the constraints imposed on the MPO, there were some that would like to move forward during January and February 2022 and would be impacted if the RTP was not adopted by then.

Ms. Brindle said she had reviewed the document briefly and while there had been extensive outreach efforts, some groups such as the LaneACT and Lane County Roads Advisory Committee, both of which were key stakeholders involved in transportation matters, may not have been aware of the opportunity to comment. She noted that data from the recently completed 2020 Census would likely affect the MPO boundaries, but was not mentioned in the RTP.

Mr. Smith said the City of Coburg, although not required to, had a transportation system plan (TSP). He shared difficulties experienced by staff and local officials in obtaining information from outside agencies

and consultants and gathering public input. He said the process was halted because the information to modernize the TSP was not available.

Mr. Berney supported comments from the public and MPC members. He said it was critical to provide more time for public comment and a second public hearing and to consider that input prior to voting on the RTP. He said the MPO might want to rethink its outreach strategies and expand the idea of who critical constituencies were as related to transportation planning, particularly the business community.

Mr. Thompson said the Census Bureau had yet to process and publish a subset of data that was specifically for MPOs and therefore that information could not be used in the current RTP update process. He said projects on the RTP project lists were an amalgamation of local plans, and federal regulations require the MPO's RTP to be consistent with all of the currently adopted local plans. The area in which the MPC could have an impact on shaping future projects was outside of the RTP process, during the Metropolitan Transportation Improvement Program (MTIP) process where MPC determines how the MPO's annual funding would be used by establishing priorities and project criteria. That could promote change in the short term.

Based on the MPC's discussion, Mr. Thompson suggested extending the public comment period through December 10, 2021, to allow staff time to consider input and prepare a draft document for the January 2021 meeting. A second public hearing would be held at the MPC's December 2, 2021, meeting. A memorandum summarizing any changes to the draft would be provided in the agenda materials in lieu of including a full version of the document.

Mr. Berney determined there were not objections to Mr. Thompson's suggestions.

Follow-up and Next Steps

- **ODOT Update**—Ms. Brindle reported the LaneACT was scheduled for November 10, 2021, and Oregon Transportation Commission (OTC) engagement and ACT refocus would be discussed, along with revising and clarifying the roles of the OTC, ODOT and ACTs. Once approved by the OTC, a new work plan and charter template would be provided for ACTs to use if they wished. She said the ConnectOregon application deadline had passed and reviewing and prioritizing of projects was under way. There were four projects in Lane County and within the MPO a project at the Eugene Airport would be considered. She expected the four ACT chairs in Region 2 would meet and rank projects for the region.

2045 Regional Transportation Plan Air Quality Conformity Determination (AQCD)

Ms. Clarke said the AQCD was tied to the RTP update, but presented as a separate item and a standalone resolution. She provided background on why an AQCD was required for the 2045 RTP because the area had not meet air quality standards in 1987. The area was redesignated to attainment in 2013, but the MPO was required to have a plan in place that monitored air quality and assured plans and projects did not contribute to air quality deterioration. She explained implementation of the plan and asked that a public hearing be held.

Mr. Berney opened the public hearing. There was no one wishing to speak and the hearing was closed.

Mr. Thompson said the AQCD adoption would be scheduled in conjunction with adoption of the 2045 RTP.

Letter of Support for City of Eugene Grant Application

Mr. Inerfeld stated that the City of Eugene was considering applying for a grant from the Federal Rail Administration under the Consolidated Rail Infrastructure and Safety Improvements (CRISI). He said previously the City had received an MPO grant to build sidewalks on Prairie Road and Maxwell Road between Highway 99 and the Maxwell Road bridge over Northwest Expressway. He said both the tracks and land that Prairie Road crossed were owned by railroads. The City intended to build a sidewalk outside of the gate arms, which was the standard approach. However, the railroads were requiring the City to rebuild the rail crossing at a cost of about \$1 million. The grant would help bridge the funding gap. The project would provide a critical pedestrian connection between two neighborhoods. He said the grant application was due November 29, 2021.

Mr. Thompson said the City was requesting the MPC's authorization to the chair to sign a letter of support for the project if the City decided to move forward with the grant application.

Mr. Moe, seconded by Mr. Smith, moved to authorize the MPC Chair to sign a letter of support for the City of Eugene's grant application should one be prepared. The motion passed unanimously, 9:0.

Follow-up and Next Steps (continued)

- **MTIP Administrative Amendments**—There were no questions.
- **Next Meeting/Agenda Build**—December 2, 2021 (virtual meeting)

Mr. Berney adjourned the meeting at 1:15 p.m.

(Transcribed by Lynn Taylor)



November 23, 2021

To: Metropolitan Policy Committee
From: Kelly Clarke, Principal Transportation Planner; Paul Thompson
Subject: Item 6.a: Draft 2045 Regional Transportation Plan

Action Recommended: Conduct Public Hearing; Provide Feedback & Direction to Staff

Background and Discussion

Regional long-range transportation planning is guided by federal requirements. Per 23 Code of Federal Regulations (CFR) § 450.300, the Metropolitan Planning Organization (MPO) is to carry out a continuing, cooperative, and comprehensive performance-based multimodal transportation planning process, including the development of a long-range Regional Transportation Plan (RTP). The RTP must encourage and promote the safe and efficient development, management, and operation of surface transportation systems to serve the mobility needs of people and freight. This includes accessible pedestrian walkways, bicycle transportation facilities, and intermodal facilities such as intercity buses and commuter vanpool providers that support intercity transportation. The RTP must foster economic growth and development and take into consideration resiliency needs, while minimizing transportation-related fuel consumption and air pollution.

This RTP update reflects a 2020 base year with a 2045 planning horizon, and is referred to as the 2045 RTP. The 2045 RTP complies with federal requirements resulting from the MAP-21/FAST Act. The majority of the regulations that apply to this RTP are unchanged from the current adopted RTP and, though this is a big update of the CLMPO RTP, much of its contents look similar because CLMPO must demonstrate consistency with these continuing regulations.

A summary of the major changes from the 2040 RTP to this 2045 RTP that were made to meet regulatory requirements include:

- **The RTP must be based on the latest available estimates and assumptions for population, land use, travel, employment, congestion, and economic activity.** This RTP is based upon estimates and assumptions provided by multiple sources including Portland State University (population) and the Oregon Employment Department (employment and economic activity) as well as local and state adopted plans (land use, travel, congestion, economic activity). With Oregon's statewide land use planning program, the RTP's compliance with this

federal requirement looks different than in most other states. The land use, travel, congestion, and economic activity in the RTP are a reflection of local Comprehensive Plans, Land Use Plans, and Transportation System Plans. Existing conditions are based upon the region's current land use, travel, congestion, and economic activity. Future assumptions for land use, travel, congestion, and economic activity are based upon the plans and policies adopted by the Cities of Coburg, Eugene, Springfield, Lane County, Lane Transit District, and ODOT. In RTPs outside of Oregon, land use planning is not as centralized or consistent across jurisdictions; leaving MPOs to take on more of the estimation and assumption around these local level conditions; including developing the transportation project list.

- **The RTP must be consistent with transportation projects in adopted local, regional, and state plans, at a minimum including projects planned over the RTP's planning horizon that anticipate the use of federal funds and/or are regionally significant.** Again, in Oregon and the CLMPO, the difference is that the RTP's project list supports and is consistent with local and state adopted plans and does not have the flexibility to deviate.
- **The RTP must address the two new federal planning factors: 1) Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and 2) Enhance travel and tourism.** CLMPO staff prepared white papers (Appendix C and Appendix D) addressing these two new planning factors; including what they mean to an RTP and strategies to integrate them. Each of the RTP's goals has associated objectives that provide actionable ways to achieve the goal, performance measures to measure progress, and its connection to the federal planning factors. Chapter 6 also has extensive coverage of system resiliency, reliability, and the reduction/mitigation of stormwater impacts.
- **The RTP must establish Goals and Objectives and address a new requirement to develop a Performance Based Planning and Programming (PBPP) framework.** This is the RTP's foundation, as it establishes how we expect the transportation system to meet our needs to move for work, personal needs, and play. This framework sets the regional transportation system's goals; objectives which provide direction on achieving the goals; and measures to evaluate progress. At the regional planning level, it is the most influential component in how federal funds are spent. The draft 2045 RTP's goals are a response to the feedback and direction we received through public outreach and from MPC. The Goal themes are: Transportation Choices; Safety, Security, and Resiliency; Healthy People and Environment; Equity; Economic Vitality; Reliability and Efficiency; and System Asset Preservation. Per direction from MPC, climate change is addressed in the Healthy People and Environment goal; which explicitly states "*The regional transportation system provides safe and comfortable travel options that support active and healthy living and protect and preserve biological, water, cultural and historic resources. Lower-polluting*

transportation options are encouraged, and transportation greenhouse gas emissions are reduced.”

Projects in the RTP are a compilation of projects from the region’s adopted plans; though many have been on regional lists for many years, they will remain in the RTP until they are completed or removed from local, regional, or state adopted plans. The RTP categorizes projects by the main travel mode. With these broad categories, the automobile mode is the recipient of the largest share of regional funds through 2045. However, projects categorized as auto almost always have multimodal designs with a focus on safety and other modes and supporting outcomes across multiple goals including Safety, Security, and Resiliency; Economic Vitality; Reliability and Efficiency; and System Asset Preservation. Categorizing projects in this way often overstates the projected financial investment in the roadway system, and underestimates the investment in other modes.

The PBPP applies performance management principles to transportation system policy and investment decisions:

- It is a system-level, data-driven process to identify strategies and investments and provides a link between management and long-range decisions about policies and investments.
- Regional long-range planning helps to define key goals and objectives. Connecting performance measures to goals and objectives through analysis help us to understand how are plans, if fully implemented, work towards achieving our goals.
- It is not intended to indicate flaws with regional plans but to give us a data-driven structure that will help to move us in the right direction; influence local project selection in adopted plans; and track progress over time.
- Federal legislation has established the objectives-driven, performance-based approach to planning for operations with such measures as travel time reliability and bridge condition.
- CLMPO has expanded the objectives-driven, performance-based approach for operations to other goal areas with the intent of building a comprehensive performance-based planning process.

The PBPP framework does not end at the RTP; it extends to the Metropolitan Transportation Improvement Program (MTIP); which is the MPO program to allocate federal funds through a competitive grant application process. The projects selected through this process must demonstrate their consistency with the RTP’s goals and objectives. This is another step in the project selection process that the public and MPC have the power to influence. Historically, federal funds allocated through the CLMPO have primarily supported bicycle, pedestrian, and transit projects as well as safety and system preservation over projects that will increase auto capacity.

The CLMPO must update the RTP at least every four years in order to remain relevant with federal, state, and local topics such as planned growth, environmental protection, economic development, and housing. As mentioned above, in Oregon this is particularly important due to the consistent updates of local plans, including Transportation System Plans. The draft 2045 RTP was developed to address the major structural shifts from the previous RTP but also to prepare for major federal, state, and local shifts coming up over the next four years including:

- **Federal** – Infrastructure Investment and Jobs Act which reauthorizes funding for several surface transportation programs, adds new funding programs, and addresses climate change and equity.
- **State** – Climate-Friendly and Equitable Communities (CFEC) Rulemaking is currently happening in response to the Governor’s Executive Order 20-04 which directed agencies to reduce climate pollution. The outcome of this Rulemaking will result in an update to Oregon’s Transportation Planning Rules and stronger administrative rules about transportation and housing planning.
- **Local** – Jurisdictions in the CLMPO must amend their TSP’s and land use plans to meet new CFEC rule requirements which will include:
 - Locating new development in close proximity to shopping, employment, parks, housing, and transit service.
 - Shifting public investment towards increasing transportation options.
 - Focusing plans for transportation systems less on motor vehicle mobility and more on providing people access to services and destinations.
 - Meeting the needs of all Oregonians, Including historically marginalized populations, in an equitable and inclusive way.

CLMPO and regional staff anticipate significant local and regional effort to thoughtfully address these and other regulatory and community shifts first in land use and transportation plans and then in the next RTP update. They will do more to holistically move our region towards climate and equity goals than the RTP is able to as a stand alone document.

MPC held a public hearing for the draft documents during their November 4, 2021 meeting. The following table summarizes the comments heard and staff responses.

Comment	Response
Timeline is too short. The public comment period must be longer.	Public comment period is extended to December 10 th . MPC will hold a second public hearing December 2 nd . Please refer to RTP Appendices E and F for details on the public outreach conducted throughout the development of the draft plan.
Why is the Randy Pape Beltline on the fiscally constrained project list?	This project is on the RTP list to be consistent with adopted State plans.

The Main Street Safety Project should be included.	Springfield has not adopted this yet.
Why are the Interchanges on I-5 and Highway 126 still on the list?	These projects are on the RTP list to be consistent with adopted State plans.
The RTP proposes that more dollars are spent to benefit drivers. More dollars should be allocated towards active transportation modes. Too much reliance on autos.	The projects on the project lists are categorized by their main travel mode. However, they almost always have multimodal designs with a focus on safety and support outcomes across multiple goals and multiple modes. Categorizing projects in this way often overstates the projected financial investment in the roadway system, and underestimates the investment in other modes.
Who are we building Bus Rapid Transit and EmX for and where will they be?	Lane Transit District’s planning projects will determine the outcomes of these routes and will include substantial public outreach.
Need to invest more in bicycle and pedestrian modes.	Historically, federal funds allocated by the MPO have primarily funded bicycle, pedestrian, and transit modes at a higher rate than projects that would increase automobile capacity. This RTP’s goals and objectives will direct funds in a similar direction. Implementing these funding priorities in the MPO’s funding program (MTIP) is where the actual investment decisions are made.
Mode share does not seem to be moving in the right direction.	Staff have identified limitations in analyzing mode share with the current tools available. A regional travel model does not reflect the local level bicycle and pedestrian projects; nor the transportation options programs that our region is committed to and that make a difference in mode share shift. Staff will be seeking better tools for this analysis in preparation for the next RTP update.
Are the interchange projects on Highway 126 necessary?	These projects are on the RTP list to be consistent with adopted local plans.
Equity and needs of non-white males should be better addressed.	Equity is a goal of this Plan. The Environmental Analysis provides analysis of the region’s communities that have been historically underrepresented and strategies to mitigate.
The draft says we address climate change but it does not seem to. Lives can be saved by addressing climate change.	Reducing transportation related greenhouse gas emissions is integrated into the RTP goals and the RTP supports reducing vehicle miles traveled by automobiles; utilizing technology to manage the

	current system, building out the active transportation network, and increasing investments in the region's Transportation Options and Safe Routes to School programs and activities. The GHG performance measure supports local climate action planning efforts and will evolve with state and federal legislation.
Funding sources going through major shifts, state does not have matching requirements. We will need to rethink what ranking systems mean moving forward. Gas tax going away, need to look at new payment structure	The financial framework chapter lists federal, state, and local revenue sources that are anticipated throughout the RTP's 2045 horizon. It is understood that shifts will occur as they historically have.
Economic and business shifts – working from home, for example, will have major implications on downtown economic development as well as mode share, demand modeling, etc. This plan does not consider this.	This RTP acknowledges these shifts as emerging trends to follow and supports ongoing regional transportation demand management efforts.
We are coming into an era where planning cycles need to be accelerated, not slowed. The days of 20 year plans are coming to an end. LCOG needs to take a hard look at how they can speed it up.	CLMPO's Transportation Improvement Program and the local jurisdiction's Capital Improvement Programs provide the 5 to 6 year, or short term, program for capital improvements and programs anticipated given anticipated revenues over this planning period. Projects moved to these programs come from the adopted 20-year plans.
Put self into 2045, if all plans come through, do they achieve our goals? Looking at plan, no they do not get us there.	As was acknowledged during the November 4 th MPC discussion, local and regional plans are starting to make the shift to planning for a future that achieves goals such as equity and addressing climate change. This RTP is also a step in that direction, and will continue to evolve as it meets its requirement to be consistent with the local and regional plans.
As we think about investments to the transportation system, think about development patterns. Think about policies for housing that are integrated with transportation.	This RTP is based on adopted plans and policies. Land use and housing policies are developed at the local level.

Subsequent to the November 4th public hearing, the only additional public comment received as of the date of this memo is from Better Eugene-Springfield Transportation (BEST), and is included as Attachment 2 to this memo. This input was received only hours before the publication deadline for this memo and the MPC packet, and regional staff has

not fully discussed the comments contained in the document. MPO staff has conducted an initial review of BEST's comments, and has the following initial response.

- As BEST notes, the draft RTP has “good goals and objectives reflecting regional needs.” However, BEST goes on to state that “it is unclear how projects advance those goals.” It is the intention of federal MPOs to provide a long-range (20+ year) overview of a region's transportation needs and identify gaps in funding and performance-based planning outcomes that should be addressed to achieve the region's long-term goals. In most areas of the country, without Oregon's state and local 20-year land use and transportation planning requirements, the RTP serves to guide shorter term local plans towards long term goals. In Oregon, with long range transportation plans required in metropolitan areas at both the federal and state level, it is always an iterative process to have consistency across plans.

The federal RTP is *required* to be consistent with the *current* adopted local, regional, and state plans at the time the RTP is adopted. At this point in time the draft RTP presented for adoption reflects the projects in the current local plans of the MPO's members. With the draft RTP presenting a new set of Goals, Objectives, and Performance Measures, under an entirely new Performance Based Planning and Programming framework, and with the RTP reflecting current projects in local plans, it is to be expected that there may be a gap in the expected outcomes. But that is part of the role of an RTP, to integrate local plans in a region and see what outcomes result, and then set Goals, Objectives, and Performance Measures to guide changes in local and regional plans, programs, and investments to achieve better outcomes. And, as the 4-year update cycle for the RTP comes around (or sooner, via amendments to the RTP or an earlier update), the MPO's continuing, cooperative, and comprehensive planning role will reflect changes in the local plans in future iterations of the RTP.

MPO staff are entirely open to continuous community input to the region's RTP following adoption of the 2045 RTP. *How* that happens is something that will require careful consideration by the MPO member jurisdictions, since many of them will also be embarking on updates to their local transportation (and other) plans in 2022.

Finally, while MPO staff understands BEST's desire to take a closer look at certain individual projects in the RTP, we caution against placing any proactive “restraints” on future funding decisions in the Metropolitan Transportation Improvement Program. We are also unclear as to what it means when BEST suggests putting certain RTP projects “on hold.” As a 24-year long range plan, most projects in the RTP are, in reality, in a holding pattern until their time, and funding, come. In the context of the MTIP, which at most programs funds four (4) years in the future, what does it mean to “put on hold projects not planned until 2030” as suggested?

When appropriate, the MPO believes that revisiting individual projects should start with the jurisdiction that “owns” the project (and, if appropriate, the MPO is fully willing to support those efforts in any way). Second, *all* MPC decisions on MPO funding of projects, programs, and planning should be made while considering the RTP’s long-range Goals, Objectives, and Performance Measures, as well as public input relevant to the specific funding decision, and the context of the funding decision at that time.

For just one example, the recently passed Infrastructure Investment and Jobs Act (IIJA) includes new and expanded MPO funding programs, the roll-out of which we do not yet fully understand (as we await federal regulations and guidance on those programs) and deciding now to restrain from funding certain investments in the MTIP may not fully account for new opportunities or requirements. Imposing a blanket restraint on certain categories of funding would seem to remove the possibility of full and open discussion of all funding opportunities as they become available or timely.

Next Steps

In the CLMPO, the RTP must be adopted at least every four years. Given issues with the COVID pandemic and consultant capacity resulting in missed deadlines for RTP deliverables as well as consultant delays in updating the land use and travel models, this update is now beyond the four-year term and into a grace period. The grace period impacts how the MPO is able to distribute federal funds.

MPC has the options to direct staff to:

1. Make changes to the current draft 2045 RTP.
2. Add strategies or action items to the current draft 2045 RTP that direct staff to initiate specific tasks or plans upon adoption of the 2045 RTP but in preparation for amendments to the the 2045 RTP or integration into the 2050 RTP.
3. Return to MPC in January to recommend MPC approval of a Resolution adopting the RTP and Congestion Management Process.

Public Involvement

A public comment period on the draft RTP and CMP is currently open and will close December 10, 2021. As directed by MPC on November 4th, the draft RTP and associated documents are not reproduced again in this agenda packet for the December MPC meeting. [The draft documents are available here.](#)

Public outreach was conducted throughout the RTP update process as described in the public outreach summary (Appendix F).

Action Recommended: Conduct Public Hearing; Provide Feedback to Staff

Attachments

1. Summary of the draft 2045 Regional Transportation Plan chapters and appendices
2. BEST public comments

ATTACHMENT 1 SUMMARY OF DRAFT 2045 REGIONAL TRANSPORTATION PLAN CHAPTERS

Purpose

As the Metropolitan Planning Organization (MPO) for the Eugene, Springfield and Coburg urban area, the Central Lane MPO (CLMPO) has been working on an update to the region's Regional Transportation Plan (RTP) and Congestion Management Process (CMP). The intent of this effort is to meet current federal requirements, and support priorities and guidance established by state and local goals and priorities as captured in public and member community feedback and local plans.

Staff presentations to MPC throughout 2020 and early 2021 resulted in MPC guidance and direction regarding the RTP's goals, objectives and performance measures. That direction serves as a framework and sets the tone for what is a major update to both the RTP and CMP. As directed by MPC, the goals in the new draft RTP are:

 TRANSPORTATION CHOICES	People throughout the region have access to affordable, healthy, active, and shared transportation options that safely and conveniently connect them with their destinations while reducing reliance on driving alone and minimizing transportation related pollution.
 SAFETY, SECURITY, AND RESILIENCY	The transportation system is resilient, safe, and secure for people and goods.
 HEALTHY PEOPLE AND ENVIRONMENT	The regional transportation system provides safe and comfortable travel options that support active and healthy living and protect and preserve biological, water, cultural and historic resources. Lower-polluting transportation options are encouraged, and transportation greenhouse gas emissions are reduced.
 EQUITY	The regional transportation system eliminates transportation related disparities and barriers and ensures equitable access to destinations.
 ECONOMIC VITALITY	The transportation system is reliable, affordable, and efficient. It supports the prosperity of people and businesses by connecting them to destinations throughout the region and beyond.
 RELIABILITY AND EFFICIENCY	The region prioritizes a range of travel options to manage and optimize the transportation system and ease congestion so people and goods can reliably and efficiently reach their destinations.
 SYSTEM ASSET PRESERVATION	Strategically preserve, maintain, operate, and plan for current and future system assets to maximize transportation investments.

Note: Goals are not presented in order of importance, nor are they intended to be weighted or prioritized in any context throughout the RTP.

The remainder of this attachment provides a summary of the RTP chapters.

Summary of Chapters

Chapter 1: Setting the Stage

- Provides context for the RTP as a federally required document.
- Summarizes the RTP's public outreach including an online open house; a bilingual survey distributed by Downtown Languages; a travel barriers and benefits survey; discussions with regional advisory groups and committees; outreach to local community organizations; collaboration and coordination with the CLMPO's regional, state, and federal partners, and MPC feedback and public comment.
- Provides an overview of the region's multi-modal transportation system.

Chapter 2: Goals, Objectives and Performance Measures

- Establishes the RTP's
 - Goals – States a desired outcome toward which actions are focused to make progress toward a long-term vision.
 - Objectives – An attainable target that the community attempts to reach in striving to meet a goal. An objective may also be considered as an intermediate point that will help fulfill the overall goal.
 - Performance Measures – Predetermined indicators monitored during the life of the RTP as a method of evaluating the plan's effectiveness. To provide numerical targets needed to assess plan progression, benchmarks are established for each performance measure at five-year intervals.
- Underlines the importance of this being the CLMPO's first RTP to have a performance-based planning and programming framework and ties the local and federal performance measures to which goals they will help the region to monitor and track progress toward.
- Public input and direction from the MPC guided the development of the goals, objectives and performance measures; many of which are new to the CLMPO's RTP.
- Introduces the Congestion Management Process.

Chapter 3: Regional Assessment

- Contains a summary of the region's activity centers as well as current and trending population and employment growth, demographics, and travel behavior. Given the timing of this RTP update, data for each of these key indicators is from 2018 or 2019. As such it is not representative of COVID-19 impacts. Future RTPs will have available data for us to incorporate and begin to evaluate those impacts and trends.

Chapter 4: Financial Framework

- Provides the RTP's financially constrained funding forecast. Federal law requires the planned transportation investments in the RTP to be financially constrained based on a reasonably foreseeable forecast of future revenues. Like most plans, there are more projects than anticipated revenue. Plans, programs, and projects that are reasonably anticipated to be funded with available revenues through 2045 are listed in the RTP's Project list in Chapter 5. Plans, programs, and projects that are not reasonably anticipated to be funded with available revenues through 2045 are listed in the RTP's Illustrative project list in Appendix J.
- Lists federal, state, and local revenue sources that are anticipated to be available throughout the RTP's 2045 planning horizon.

- Describes possible strategies to address anticipated revenue shortfall.

Chapter 5: Regional Projects

- Provides the range of transportation plans, programs, and projects needed to meet the needs of the region's people and freight through 2045.
- Draws the connection between the RTP and local plans including CLMPO's partners' Transportation System Plans (TSPs). The vast majority of projects in the RTP are also in these local plans as the RTP is set up to support local and state efforts.
- Highlights the regional priority to maintain and preserve the existing transportation system; protecting the significant investments already made.
- Prioritizes safety, equity, economic vitality, and support of bicycle, public transportation (transit), and pedestrian modes of travel.
- Introduces planning projects including:
 1. Development of a regional Active Transportation Plan. The intent is to address some of the public comments received through the RTP process but outside of the RTP scope and create a more regional approach towards bicycle and pedestrian connections and terminology.
 2. A planning effort, potentially led by the CLMPO, to identify and prioritize a regionally accepted and catalogued network of Regional Emergency Transportation Routes that provide connectivity to critical infrastructure, essential facilities, Statewide Lifeline Routes, population centers, and vulnerable communities. The intent is to enhance the region's resiliency in the face of seismic activity, and potentially other natural hazards.

Chapter 6: Measuring Plan Outcomes

- Reports the comprehensive evaluation of the RTP's performance using the regional and federal performance measures. The performance-based planning and programming framework establishes an effective way to understand the consequences and benefits of investment and programming decisions.
- Presents the analysis for each of the regional performance measures and indicates the projected outcomes of implementing the RTP's fiscally constrained project list.
- Explains some of the limitations the CLMPO staff experienced in implementing this framework and analyzing the measures. Most notably that regional efforts in the CLMPO focus heavily on programmatic efforts like the Safe Lane Coalition and Transportation Options as well as localized projects that are not captured in a regional travel model. These efforts have the potential to produce positive outcomes and to steer the region towards our goals but are difficult to quantify and measure, especially through 2045. Future RTP efforts will continue to evaluate the measures and to explore other tools to help us quantify them.

Chapter 7: The Future of the Region

- Concludes the RTP and identifies trends that may influence future planning efforts.

List of Appendices

- A. Consultation and Cooperation
- B. Congestion Management Process
- C. Federal Planning Factor 9 White Paper
- D. Federal Planning Factor 10 White Paper
- E. RTP Public Involvement Plan
- F. RTP Public Outreach Summary
- G. 2020 Travel Behavior and Barriers Survey Report
- H. Environmental Analysis
- I. Air Quality Conformity Determination Report
- J. Illustrative Project List
- K. Travel Model Estimation Report
- L. Land Use Model Documentation Draft



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November 23, 2021

Metropolitan Policy Committee
c/o Paul Thompson

Re: Updating the Central Lane Regional Transportation Plan

A Metaphor: The Transportation System Is Our House

The transportation system for the Central Lane (Eugene-Springfield-Coburg) metropolitan region is a large house still under construction. The regional transportation plan (RTP) is its blueprint. The metropolitan transportation improvement program (MTIP) is a set of orders for general contractors to work on different rooms of the house. Members of the Metropolitan Policy Committee (MPC) are the heads of the household, responsible for the welfare of everyone who lives here.

Now the federal government is requiring us to resubmit our blueprint, even though it is out of date and has not kept up with our changing needs. If we don't, they will prevent us from hiring any new contractors. Fortunately, the solution is simple. We can submit an out-of-date blueprint now and commit to bringing it up to date as soon as possible. In the interim, we just shouldn't hire any new contractors to build questionable elements of the outdated blueprint.

Moreover, the house includes "BEST friends" who are committed to helping rethink the blueprint to ensure that future work will address future needs.

Executive Summary

The draft RTP has good goals and objectives related to transportation choices, safety, equity, and climate change. But it is unclear how planned projects advance those goals. Scores for performance measures are mixed at best. To satisfy federal requirements, provisionally adopt the draft RTP. Restrain the MTIP by declining to adopt amendments for any questionable projects in the provisional plan. Policy makers and stakeholders, with the support of staff, should work together in a continuing, cooperative, and comprehensive process to rethink the RTP, determine what projects and programs will do the most to advance regional goals, and re-adopt a revised RTP as soon as practical. BEST and our partners are exploring hosting a community workshop to assist in this effort.

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

Better Eugene-Springfield Transportation • PO Box 773, Eugene, OR 97440 • 541-343-5201

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BEST is a 501(c)(3) nonprofit. Contributions are tax-deductible to the extent the law allows. Tax ID #42-1661720.

Draft RTP has good goals and objectives

On September 3, 2020, MPC heard a response from staff to issues raised in a July 7, 2020, letter from 24 co-signers on the “need to act now to reduce greenhouse gas emissions from transportation.”¹

On October 1, 2020, and again on November 5, 2020, MPC discussed goals for the RTP.^{2, 3}

On December 3, 2020, MPC discussed objectives for the RTP.⁴

On November 4, 2021, MPC held a public hearing on the draft RTP.⁵

Overall, the draft RTP⁶ has good goals and objectives reflecting regional needs:⁷

Goal 1: Transportation Choices—People throughout the region have access to affordable, healthy, active, and shared transportation options that safely and conveniently connect them with their destinations while reducing reliance on driving alone and minimizing transportation related pollution.

Goal 2: Safety, Security and Resiliency—The transportation system is resilient, safe, and secure for people and goods.

Goal 3: Healthy People and Environment—The regional transportation system provides safe and comfortable travel options that support active and healthy living and protect and preserve biological, water, cultural, and historic resources. Lower-polluting transportation options are encouraged, and transportation greenhouse gas emissions are reduced.

Goal 4: Equity—The regional transportation system eliminates transportation-related disparities and barriers and ensures equitable access to destinations.

Goal 5: Economic Vitality—The transportation system is reliable, affordable, and efficient. It supports the prosperity of people and businesses by connecting them to destinations throughout the region and beyond.

Goal 6: Reliability and Efficiency—The region prioritizes a range of travel options to manage and optimize the transportation system and ease congestion so people and goods can reliably and efficiently reach their destinations.

Goal 7: System Asset Preservation—Strategically preserve, maintain, operate, and plan for current and future system assets to maximize transportation investments.

¹ [MPC September 3, 2020, packet](#), item 7.f: Staff Response to Public Comments on Greenhouse Gas Emissions.

² [MPC October 1, 2020, packet](#), item 6.c: 2045 Regional Transportation Plan (RTP) Draft Goals.

³ [MPC November 5, 2020, packet](#), item 6.b: 2045 Regional Transportation Plan (RTP) Draft Goals.

⁴ [MPC December 3, 2020, packet](#), item 6.a: 2045 Regional Transportation Plan (RTP) Draft Objectives.

⁵ [MPC November 4, 2021, packet](#), item 6.b: Draft Regional Transportation Plan (RTP) & Congestion Management Process (CMP).

⁶ See the draft RTP and its appendices presented in [Public Comment Opportunities](#).

⁷ See Chapter 2: Goals, Objectives, and Performance Measures.

It is unclear how projects advance those goals

The plan lists numerous projects totaling \$1.65 billion in the financially constrained list anticipated to be built over the next 20 years and another \$1.28 billion in the illustrative list not expected to be built until beyond that time.^{8, 9, 10}

It is unclear why these specific projects are included in the plan and others are not. The plan doesn't explicitly link projects to goals, forcing policy makers and the public alike to guess the justifications for each.

The projects include ones that are good, bad and ugly. Some of these projects do appear to advance goals. Others that have been planned since the 1990s might have made sense then but no longer do today. Below we call attention to some of the more questionable projects.

Given federal requirements for adopting an updated RTP, realistically we don't have time just now to sort out which projects make sense in light of the goals.

Scores for performance measures are mixed at best

On February 4, 2021, and again on April 1, 2021, MPC discussed performance measures.^{11, 12}

The draft plan attempts to estimate how well constructing projects will advance the listed goals. But it is not clear how much implementing the draft plan would benefit our region.¹³

By its own admission, the draft plan fails for (“plan doesn't meet intent” of) five regionally important performance measures:

- **PM 1: Miles Traveled.** Vehicle miles traveled *per person* is projected to *increase* by 6%.
- **PM 2: Travel Time.** Travel times are projected to increase by:
 - 25% for I-5,
 - 16% for Northwest Expressway,
 - 15% for Highway 126 / Interstate-105,
 - 9% for Highway 99 / West 6th & 7th / Franklin Boulevard,
 - 9% for Coburg Road,
 - 7% for Pioneer Parkway,
 - 6% for Beltline, and
 - 6% for West 11th.
- **PM 3: Congested Miles of Travel Network.** Number of miles of several congested roads is projected to increase 69% from 13 miles to 22 miles.

⁸ For totals, see “Revenue Forecast Estimate for RTP Projects and Program Investments 2020 to 2045” on pages 99–100 of the draft RTP.

⁹ For projects in the financially constrained list, see Chapter 5: Regional Projects.

¹⁰ For projects in the illustrative list, see [Appendix J: Illustrative Project List](#).

¹¹ [MPC February 4, 2021, packet](#), item 7.d: Draft Regional Transportation Plan (RTP) Performance Measures (PMs).

¹² [MPC April 1, 2021, packet](#), item 6.a: Regional Transportation Plan Performance Measures Update.

¹³ See Chapter 6: Measuring Plan Outcomes.

- **PM 4: Vehicle Hours of Delay (VHD).** VHD during peak afternoon travel times is projected to increase 77% for all vehicles.
- **PM 5: Congestion.** Congestion is predicted to increase in several places throughout the region, notably:
 - I-5 between Coburg and Eugene/Springfield,
 - Beltline Highway between Coburg Road and Delta Highway,
 - Highway 99 and surrounding roadways near the Eugene Airport,
 - Highway 126 near the intersection with Beltline Highway,
 - The western end of downtown Eugene, specifically where Highway 99 transitions to the West 6th/7th Avenue couplet, and
 - I-5 and Franklin Boulevard east of the Glenwood area and south of Lane Community College (East 30th Avenue).

Although the plan claims to succeed for (“plan meets intent” of) eight other measures, we question some of these estimates:

- **PM 6: Mode Share.** The percentage of trips with a single-occupant vehicle, a shared vehicle, by public transit, on a bicycle, or walking are essentially unchanged over the life of the plan.
- **PM 7: System Completeness.** Due to data limitations, a quantitative estimate of the completeness of regional sidewalks and bikeways is not provided.
- **PM 8: Access to Jobs.** The draft plan indicates a significant increase in the percentage of jobs accessible within 20 minutes by transit, from 82% to 92%, but we have questions about what these figures actually mean. For people bicycling or walking, there is no significant increase in access to jobs, but we suggest that a more useful measure is *safe* access.
- **PM 9: Access to Services.** Results for access to services are comparable to access to jobs.
- **PM 10: Access to Transit.** Due to data limitations, a quantitative estimate of access to transit is not provided.
- **PM 11: Access to High-Capacity Transit.** Again, due to data limitations, a quantitative estimate of access to high-capacity transit is not provided.
- **PM 12: Safety.** The draft plan indicates that future safety is difficult to project.
- **PM 13: Transportation Related Greenhouse Gas Emissions.** Although the draft plan claims to meet the intent of this performance measure, as noted above vehicle miles traveled are projected to increase and no significant change in mode share is expected.

Overall, we deem the draft RTP as failing to advance regional goals.

To satisfy Feds, provisionally adopt RTP—but restrain MTIP and rethink RTP

Although the draft plan is not the one that advances regional goals, the federal government is requiring us to adopt some plan—or else be barred from seeking federal funding for some new projects.

Fortunately, the solution is simple:

1. **Provisionally Adopt RTP:** MPC should adopt the draft RTP now in order to satisfy the letter of federal requirements and to be eligible for new federal funding.
2. **Restrain MTIP:** Nevertheless, MPC should also commit to waiting to pursue funding for any questionable projects until such time as these are clearly deemed to advance regional goals. MPC can do so simply by declining to approve any MTIP amendments for such projects.
3. **Rethink RTP:** Policy makers and stakeholders, with the support of staff, should work together in a continuing, cooperative, and comprehensive process to determine what projects and programs will do the most to advance regional goals.
4. **Community Workshop:** To help start rethinking the plan, BEST and our partners are exploring hosting a community workshop.

1. Provisionally Adopt RTP

As it is just a blueprint, MPC should go ahead and adopt a version of the draft RTP.

2. Restrain MTIP

But where the rubber meets the road is not in what we plan but in how we actually invest (program).

Until we have a rethought and revised RTP aligned with our region's goals, MPC should decline to approve any MTIP amendments to fund major new projects in these categories:

- **Roadway: New Arterial Link or Interchange** (\$209 million). Put on hold projects not planned until 2025, including a new local arterial bridge over the Willamette River parallel to Beltline in Eugene, and new interchanges on Highway 126 at 52nd Street and Main Street in Springfield.
- **Roadway: Added Freeway Lanes or Major Interchange Improvements** (\$50 million). Proceed with safety improvements already underway for the Beltline / Delta Highway interchange in Eugene. Put on hold projects not planned until 2030, including adding lanes to Beltline in Eugene and Highway 126 in Springfield.
- **Roadway: Arterial Capacity Improvements** (\$193 million). Proceed with three projects along 42nd Street in Springfield planned for construction in the next five years. But put on hold other projects not planned for construction until 2025.
- **Transit: Frequent Transit Network** (\$360 million). No EmX or Enhanced Corridor projects should advance to funding until the region's plans for frequent transit are better defined, in particular, until the completion of the MovingAhead effort.

But smaller projects in these other categories can proceed on a case-by-case basis:

- **Roadway: New Collectors** (\$239 million).
- **Roadway: Urban Standards** (\$136 million).
- **Roadway: Study** (\$10 million).
- **Roadway: Transit Oriented Development Implementation** (\$6 million).

- **Transit: Bus and Bus Maintenance** (\$264 million).
- **Transit: General Stops and Stations** (\$83 million).
- **Bike / Ped: Multi-Use Paths Without Road Project** (\$70 million).
- **Bike / Ped: Multi-Use Paths With Road Project** (\$9 million).
- **Bike / Ped: On-street Lanes or Routes With Road Project** (parts of larger projects).
- **Bike / Ped: On-street Lanes or Routes Without Road Project** (\$30 million).

3. Rethink RTP

As soon as possible (starting in January 2022), policy makers and stakeholders, with the support of staff, should work together in a continuing, cooperative, and comprehensive process to determine what projects and programs will do the most to advance regional goals, and re-adopt a revised RTP as soon as practical:¹⁴

- **Continuing:** A plan is never finished but always a work in progress, evolving in response to changing challenges and opportunities.
- **Cooperative:** MPC is the policy body for the Central Lane MPO. Above you, federal requirements generally mandate a process but not decisions, whereas state requirements such as Oregon's land use planning laws do require advancing state goals. Below you, each of you represents your own jurisdictions, which have their own transportation system plans, comprehensive plans, long-range transit plans, highway facility plans, etc. But collectively you are in charge and have the power to decide what is in the best interests of the region. The federal requirement is for you to cooperate with each other, with other partners, and with the public to do so.
- **Comprehensive:** The federal requirement is to think not only regionally but also comprehensively. Transportation is not something separate from concerns around economic development, housing, health, equity, or climate change. In planning to spend an estimated \$1.65 billion on transportation, you need to also bring to the table your other priorities and knowledge.

4. Community Workshop

To assist in rethinking the RTP, BEST is exploring hosting a community workshop in early 2022 for policy makers and other key stakeholders. We are thinking that this could be a half-day virtual event, say, on a Saturday, aimed at better understanding desired goals, planned projects, and the connections between them. Using Zoom breakout groups, we hope to connect policy makers with their own constituents to look more closely at planned projects in their areas. BEST and our partners would look to your staff to provide technical support, and ideally to the University of Oregon to help design and facilitate the workshop.

¹⁴ By federal statute, the process to develop RTPs and MTIPs "shall provide for consideration of all modes of transportation and shall be continuing, cooperative, and comprehensive to the degree appropriate." [23 U.S. Code § 134: Metropolitan transportation planning.](#)



November 23, 2021

To: Metropolitan Policy Committee
From: Paul Thompson
Subject: Item 6.b: Infrastructure Investment and Jobs Act – Implications for Oregon

Action Recommended: Presentation; provide feedback to ODOT; consider formal input to OTC

Background and Discussion

After the passage of the federal Infrastructure Investment and Jobs Act (IIJA), which includes reauthorization of the federal transportation bill, the Oregon Transportation Commission (OTC) has initiated discussions and outreach around priorities for allocation of flexible funds resulting from the legislation. Travis Brouwer, ODOT Assistant Director for Revenue, Finance and Compliance, will provide MPC with information on the IIJA, the resulting dedicated and flexible transportation funding coming to Oregon, and options for use of the flexible funding. A current copy of his planned presentation is included with this memo as Attachment 1.

IIJA transportation funding is almost immediately available to Oregon, beginning with the current federal fiscal year that started this past October 1st. As a result, funding decisions must be made soon, and will build on funding decisions already made during the development of the 2021-2024 and 2024-2027 Statewide Transportation Improvement Programs (STIPs).

In 2020 and early 2021 the MPC engaged in discussions and input to the OTC on funding priorities for the 2024-2027 STIP. At that time, MPC's priorities were increased funding for the Non-Highway funding category, emphasis in the use of ODOT Fix-It funds on seismic resilience and GHG adaptation, and increased transparency in funding decisions. As the OTC discussion at that time neared its conclusion, I delivered the testimony included as Attachment 2 to this memo at the December 2020 OTC meeting. Attachment 3 to this memo shows "slide #8" referenced in my testimony and may serve to remind MPC members of the scenarios and tradeoffs under discussion at that time.

The last slide in Mr. Brouwer's upcoming December 2nd presentation asks several "questions for advisory committees and stakeholders." One of those asks "Do the priorities expressed in 2020 – particularly strong support for public and active transportation [the Non-Highway funding category supported by MPC] and Fix-It – remain? Or have these priorities changed in some ways?"

Action Recommended: Presentation; provide feedback to ODOT; consider formal input to OTC

Attachments

1. Draft ODOT presentation
2. December 2020 STIP Funding Testimony
3. 2024-2027 STIP Funding Scenario Summary

Infrastructure Investment and Jobs Act

Implications for Oregon

November 2021

Travis Brouwer, ODOT Assistant Director
For Revenue, Finance and Compliance



IIJA Basics

- \$1 TRILLION for infrastructure
- \$567 billion for transportation
- Surface transportation portion includes:
 - Reauthorization of surface transportation programs
 - New programs for resilience and climate
 - Special funding for bridges and EV charging
 - Huge amount of discretionary grants
 - All over five years (2022-2026)

Discretionary Grant Opportunities

Over ***\$100 billion*** in discretionary grant opportunities for roads, transit, rail, airports, ports and other modes to be awarded by US DOT





Major Projects

Several large-scale grant programs that could help fund major projects such as the Interstate Bridge Replacement and the Rose Quarter

Passenger Rail

Significant discretionary grants for passenger rail that could improve the Cascades Amtrak service



Oregon Transportation Funding Under IIJA



Highways/Special Programs

\$1 billion in additional funding over 5 years – a 38% increase

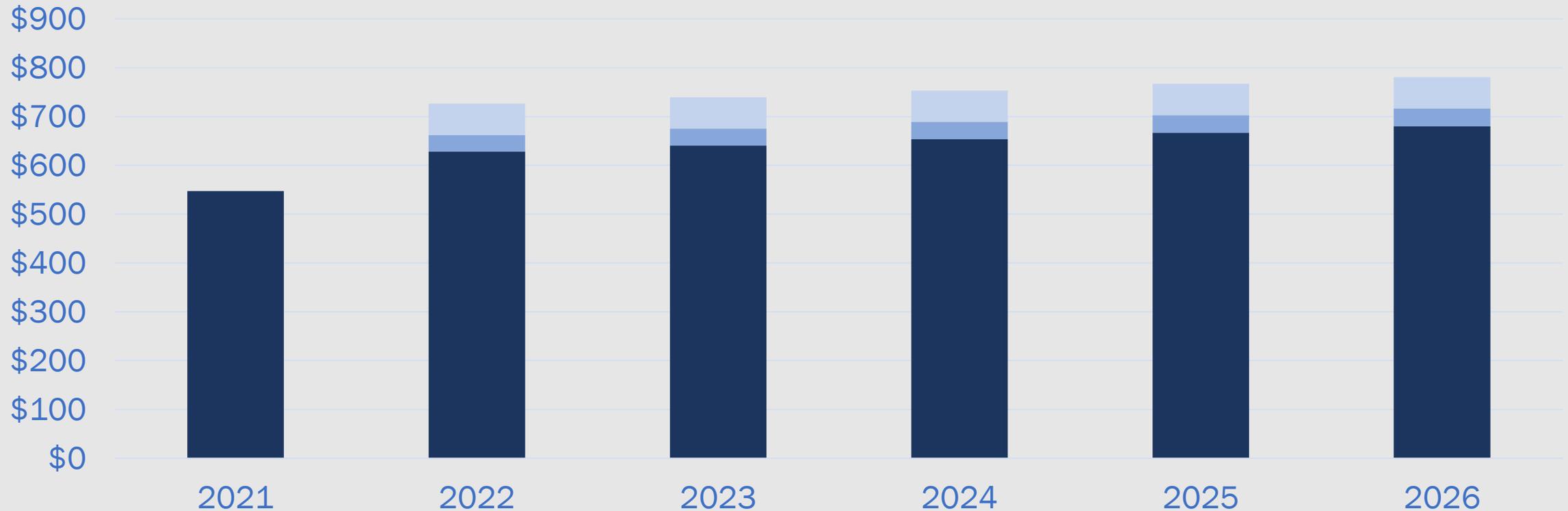


Public Transportation

\$200 million in additional funding over 5 years – a 35% increase

Oregon Highway and Special Programs Funding

In millions of dollars



**Oregon
Department
of Transportation**

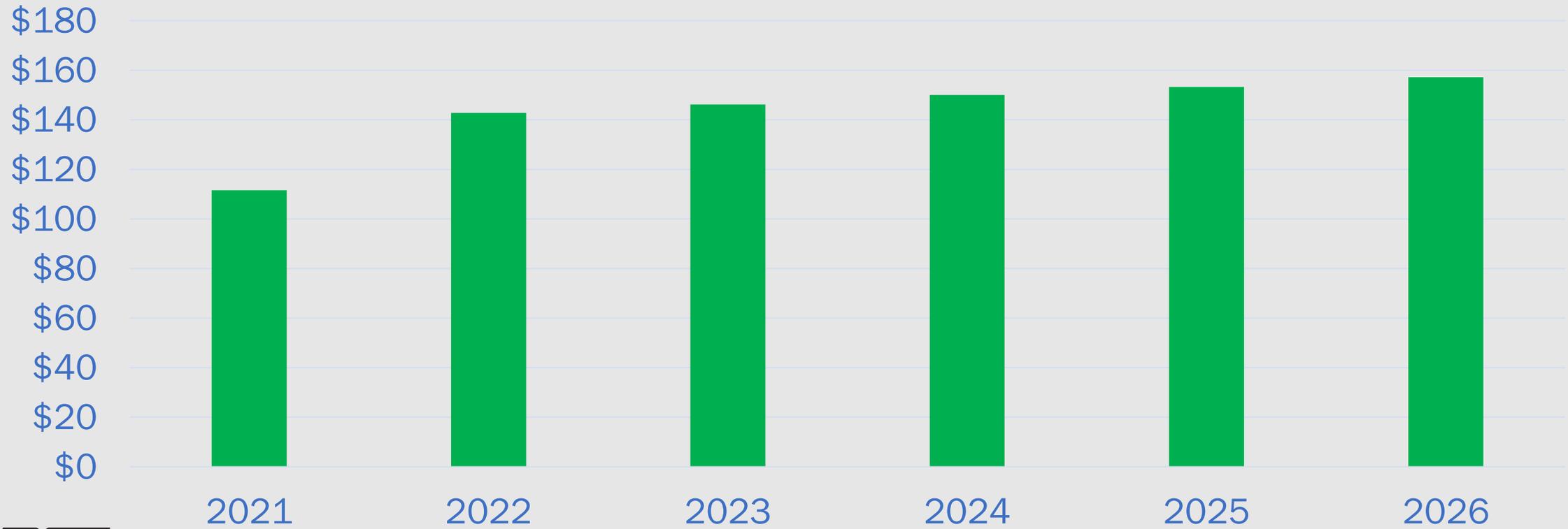
■ Base Apportionments

■ New Apportioned Programs

■ Special Appropriations

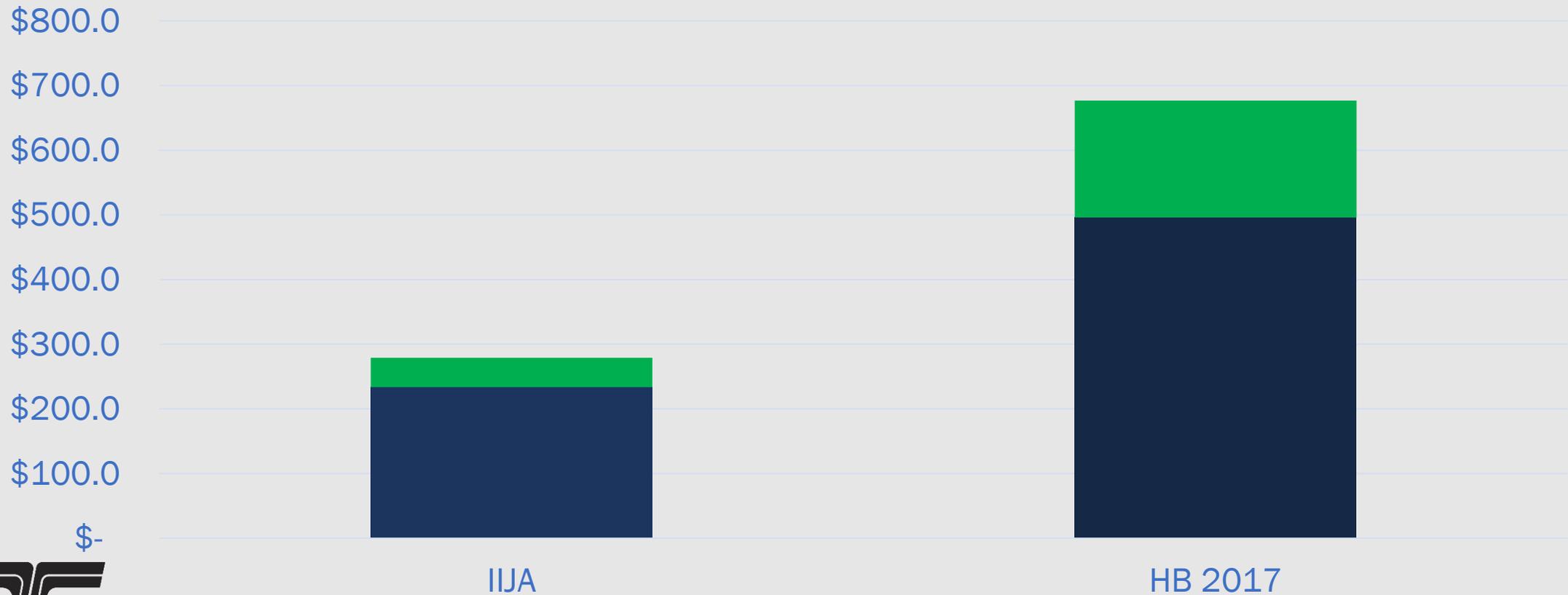
Oregon Public Transportation Funding

In millions of dollars



IIJA Funding Compared to HB 2017

In millions of dollars in state and federal FY 2026





Mitigating Climate Change

\$52 million to expand availability of electric vehicle charging stations

\$82 million for a new Carbon Reduction Program to help achieve our climate commitments



Resilience

\$94 million for a new PROTECT Program to enhance the transportation system's resilience to disasters, including adapting to climate change

Bridges

More than a quarter billion dollars in additional direct investment in repairing and replacing Oregon's bridges



Safety

\$45 million in additional funding for the All Roads Transportation Safety (ARTS) Program to make state and local roads safer for all users



Improving Active Transportation

\$30 million in additional direct funding for bicycle and pedestrian programs



Public Transportation

Nearly \$200 million in additional funding for public transportation in rural and urban communities





Local Programs

\$200 million in additional funding for cities, counties, and metropolitan planning organizations for safety, bicycle/pedestrian, bridge, and other community priorities

Local Programs Breakdown

Additional Total Funding Over 5 Years

Statewide Programs

- ARTS: \$20m
- Local Bridge: \$34m
- Community Paths: \$20m
- CMAQ: \$8m
- MPO planning: \$6m
- STBG fund share with cities/counties/small MPOs: \$32m

Transportation Management Areas

- Surface Transportation Block Grants: \$30m
- Transportation Alternatives: \$11m
- Carbon Reduction: \$27m

All numbers are early rough estimates and subject to change



Funding for Urban Areas

Additional Total Funding Over 5 Years

	Roads/Flexible Funding		Public Transportation	
	Total	Increase	Total	Increase
Portland	\$214m	\$53m	\$504m	\$121m
Salem	\$34m	\$8m	\$33m	\$8m
Eugene	\$35m	\$8m	\$67m	\$17m



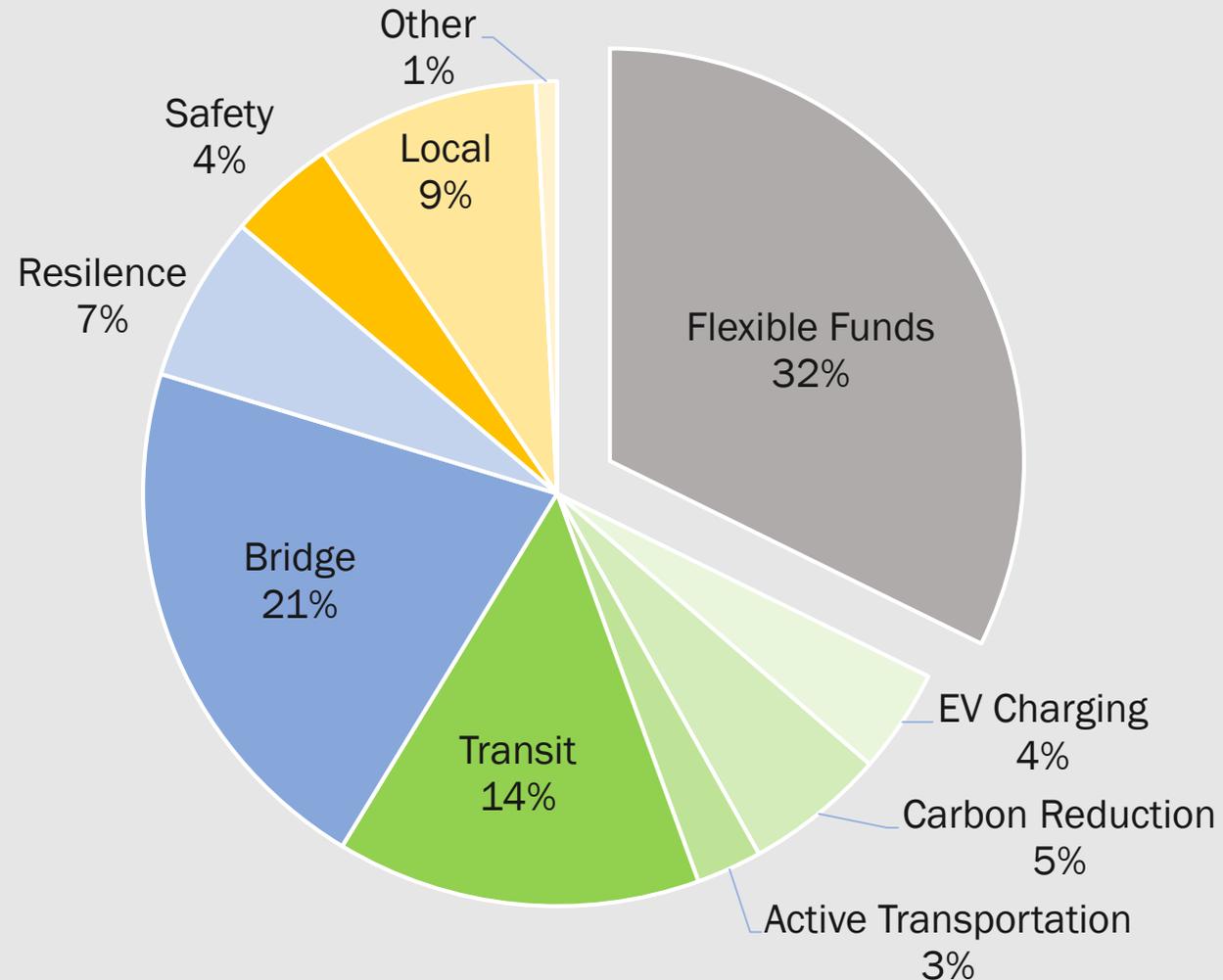
Additional Flexible Funding

While most funding is dedicated by Congress to specific programs, some resources are flexible and can be used by ODOT for a variety of purposes



IIJA Additional Funding for Oregon

\$1.2 billion total





Updating the Statewide Transportation Improvement Program

Timeline & Public Engagement Approach

	November	December	January	February	March
OTC	Briefing at November 18 meeting	Background briefings to answer additional questions	Present initial public input, present draft scenarios and seek feedback		Receive public input/comment, approve final funding scenario
Stakeholder Engagement	Seek feedback on priorities for allocation of flexible funds to guide development of scenarios through advisory committee presentations, webinar, public comment submission		Public comment period on scenarios after OTC meeting, including advisory committee presentations and online open house		Public comment on scenarios at OTC meeting

OTC/ODOT Strategic Action Plan Priorities



Equity

Prioritize diversity, equity, and inclusion by identifying and addressing systemic barriers to ensure all Oregonians benefit from transportation services and investments.



Modern Transportation System

Build, maintain, and operate a modern, multimodal transportation system to serve all Oregonians, address climate change, and help Oregon communities and economies thrive.



Sufficient and Reliable Funding

Seek sufficient and reliable funding to support a modern transportation system and a fiscally sound ODOT.



Modern Transportation System

Build, maintain, and operate a modern, multimodal transportation system to serve all Oregonians, address climate change, and help Oregon communities and economies thrive.

- **Preservation and Stewardship:** Preserve, maintain, and operate Oregon's multimodal transportation system and achieve a cleaner environment.
- **Safety:** Prevent traffic fatalities and serious injuries and ensure the safety of system users and transportation workers.
- **Accessibility, Mobility and Climate Change:** Provide greater transportation access and a broader range of mobility options for Oregonians and address climate change.
- **Congestion Relief:** Invest in a comprehensive congestion management strategy for the Portland metropolitan region to benefit all Oregonians. Implement system and operational innovations to reduce traffic congestion throughout Oregon.
- **Project Delivery:** Develop practical solutions to transportation problems in order to address community needs and ensure system reliability and resiliency.
- **Innovative Technologies:** Invest in and integrate technologies to improve transportation services and operations throughout Oregon.

Themes of Public Input on the 2024-2027 STIP

- Support to increase funding for Public and Active Transportation to advance equity, address climate, and enhance accessibility and mobility for all
- Support for Fix-It investments and reluctance to cut spending on bridge and pavement preservation to avoid accelerating system deterioration
- Support for Enhance Highway investments to reduce congestion and facilitate economic development



STIP Funding Allocations

Selected Funding Categories

Category	21-24 STIP	24-27 STIP
Fix-It	\$850m	\$800m
Public and Active Transportation	\$158m	\$255m
Enhance Highway	\$687m	\$175m
Safety	\$147m	\$147m
Local Programs	\$406m	\$405m
ADA Curb Ramps	\$316m	\$170m



Active Transportation Investments

Program	Amount
Off-Road Bicycle and Pedestrian Paths	\$36m
Safe Routes to School Infrastructure	\$55m
Safe Routes to School Education	\$4m
Bicycle/Pedestrian Strategic	\$45m
State Highway Fund 1% Setaside	\$25.5m



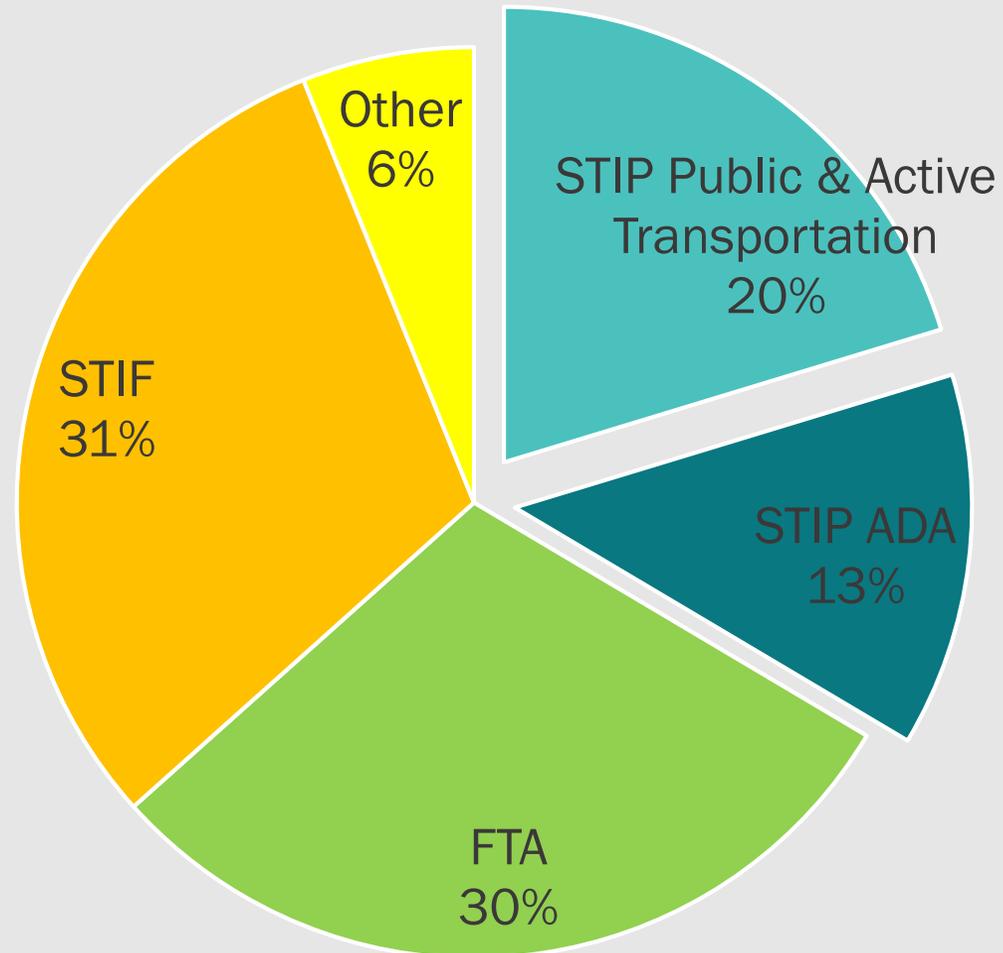
Public Transportation/ Transportation Options

Program	Amount
Transit Vehicle Replacement	\$15m
Mass Transit Vehicles	\$12m
Elderly & Disabled Transit	\$50m
Transportation Options	\$7.5m



Public & Active Transportation Spending

State and Federal Sources, 2025-2027



Questions for Advisory Committees and Stakeholders

To inform development of funding scenarios for the OTC

- Given the investments already made in the STIP and the federal infrastructure bill, how should the OTC allocate flexible funding to best advance the OTC/ODOT Strategic Action Plan and the state's transportation goals?
- Do the priorities expressed in 2020– particularly strong support for public and active transportation and Fix-It– remain? Or have these priorities changed in some ways?
- What are the specific priorities for investment of funds in public and active transportation?



Chair Van Brocklin & Commissioners -

Good evening, and thank you for the opportunity to testify. I'm Paul Thompson, Manager of the Central Lane Metropolitan Planning Organization, or MPO. Today I'm representing the Central Lane MPO Policy Board, which asked me to testify on their behalf.

The Central Lane MPO represents the second largest City, second largest MPO, and second largest Transit provider in Oregon. I'm testifying today to reaffirm the MPO's commitment to funding the Non-Highway category as the number one priority.

The Central Lane MPO was pleased in September to see the original Non-Highway scenario #2 receive a significant boost in proposed Non-Highway funding compared to the Baseline scenario. Additional information presented in October supported investing in the Non-Highway scenario and realizing significant improvements in mitigating greenhouse gas emissions, social equity, and multimodal mobility.

Moving forward into the two December OTC meetings, and the narrowing of the possible funding scenarios to Hybrids 2A, 2B, and 3B, the Central Lane MPO would first like to ask you to continue considering, and prioritize, the original Scenario 2. Scenario 2 provides by far the most funding for Non-Highway projects and programs, and will result in the most improvements in mitigating greenhouse gas emissions, improving social equity, and expanding and improving multimodal mobility. As just one example, Scenario 2, which provided \$321 million for Non-Highway, was projected to allow for completion of the state's bicycle-pedestrian network in 50 years, as compared to 150 years under the Baseline scenario. Now, the proposed Non-Highway funding in Scenarios 2A, 2B, and 3B would complete that network in some 60-100 years. Do we really want to wait beyond our lifetimes, up to a full century, to accomplish that?

If Scenario 2 has truly been removed from further consideration, the Central Lane MPO supports Hybrid scenario 3B, as it provides the most funding among the three Hybrid scenarios for Non-Highway investments. However, scenario 3B provides \$51 million less in Non-Highway funding than Scenario 2, and the MPO is disappointed to see the scenarios remaining under consideration move in that direction. It is our belief that, on the margin, \$51 million will accomplish a LOT more in the Non-Highway funding category than it could possibly accomplish in the Enhance category.

Finally, and perhaps most importantly, slide #8 in tonight's PowerPoint presentation illustrates not only how Non-Highway funding has been reduced compared to Scenario 2, but how the outcomes have shifted as a result. We understand that one goal of the OTC, as stated in earlier meetings, may be to "eliminate the red" in the outcome analysis . . . but that is essentially the peanut butter approach, and does little to make truly significant, or "Notable," improvements in any of the outcomes. Unfortunately, Scenario 3B accomplishes exactly zero "Notable" outcomes, according to the staff analysis. And across all three of the Hybrid scenarios still under consideration, only one "Notable Improvement" outcome is achieved – under Scenario 2A for Congestion Relief outcomes. Congestion Relief is far from the priority of the Central Lane MPO, and many others who have testified. In fact, all three of Hybrid Scenarios 2A, 2B, and 3B completely remove the "Notable" improvements that could be achieved under the original Scenario 2. This seems to be moving in the wrong direction. We ask that you reach for Notable Improvements by selecting Scenario 2.

Thank you for your time.

	2021-2024 STIP *	S1 ENHANCE	S2 NON-HIGHWAY	S3 SAFETY/ NON-HIGHWAY	S4 FIX-IT	HYBRID 2A NON-HIGHWAY / ENHANCE	HYBRID 2B NON-HIGHWAY / ENHANCE	HYBRID 3A NON-HIGHWAY/ ENHANCE/ SAFETY	HYBRID 3B NON-HIGHWAY/ ENHANCE/ SAFETY
FIX-IT*	\$850	\$719	\$728	\$719	\$972	\$805	\$805	\$579	\$770
ENHANCE	\$24	\$89	\$24	\$50	\$24	\$90	\$70	\$120	\$70
NON-HIGHWAY	\$158	\$214	\$321	\$224	\$77	\$225	\$245	\$294	\$270
SAFETY	\$147	\$199	\$147	\$228	\$147	\$147	\$147	\$228	\$157
CLIMATE CHANGE - GHG MITIGATION	D-		Notable improvement	Modest improvement	Notable decline		Modest improvement	Modest improvement	Modest improvement
CLIMATE CHANGE - ADAPTATION/ RESILIENCE	C-	Notable decline	Notable decline	Notable decline				Notable decline	Modest decline
CONGESTION RELIEF	B-	Notable improvement		Modest improvement		Notable improvement	Modest improvement	Notable improvement	Modest improvement
SOCIAL EQUITY	C-	Modest improvement	Notable improvement	Modest improvement	Notable decline	Modest improvement	Notable improvement	Notable improvement	Modest improvement
MULTIMODAL MOBILITY	D	Modest improvement	Notable improvement	Modest improvement	Notable decline	Modest improvement	Notable improvement	Notable improvement	Modest improvement
SAFETY	B			Modest improvement				Modest improvement	Modest improvement
STATE OF GOOD REPAIR	C	Notable decline	Notable decline	Notable decline				Notable decline	Modest decline

KEY

-  Notable improvement
-  Modest improvement

-  Same as baseline (no change)
-  Modest decline

-  Notable decline

MPC 6.c.2
MTIP Amendments
Transportation Planning Committee – Central Lane MPO
November 18, 2021

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

22254 – LCOG

TA allocation FFY22, 23 and 24 – Eugene

Description: Transportation Alternatives - Urban (TAP-U) funding for the Eugene TMA to use on projects to be determined through their project selection process. Includes 2022, 2023, and 2024 funding.

Funding: \$573,602.37 (Urban TA)

Amendment: Increase the project estimate by \$30,622.98, adding funds to match allocation

Public review complete November 5, 2021

22343 - Eugene

Division Ave intersection efficiencies (Eugene)

Description: Safety improvements along Division Avenue to improve safety for all modes including roundabouts, reduction of travel lanes, marked crossings for bike/ped, turn diverters, traffic calming, buffered and protected bike lanes.

Funding: \$334,336.35 (Urban STBG)

Amendment: Cancel construction and “other” phase; full funding amount (\$334,336.35) to be re-allocated to planning phase (\$300,000) and preliminary engineering phase (\$34,336.35); slip preliminary engineering phase from 2022 to 2023.

Public review complete November 11, 2021

22344 - Eugene

18th Ave at Hilyard St (Eugene)

Description: Intersection improvements including adding a bicycle-only signal phase, replacing ADA ramps, and striping improvements to promote safer travel for all modes

Funding: \$780,118.13 (Urban STBG)

Amendment: Cancel \$5,000 planning phase and add those funds to the 2024 construction phase.

Public review complete November 11, 2021

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

21383 - Eugene

Chambers St seismic bridge retrofits (Eugene)

Description: Seismic strengthening of bridges in the event of a seismic event. Bridge 39C184

Funding: \$2,000,445.76 (Urban STBG)

Amendment: Slip 2022 construction phase to 2023

Public review complete November 11, 2021

21567 - Eugene

Lincoln St: 5th Ave. - 13th Ave. (Eugene)

Description: Construct protected two-way cycle-track; add bicycle specific signal heads and phasing to existing traffic signals various other intersection improvements to increase safety of motorists, cyclists and pedestrians

Funding: \$1,288,139.05 (HSIP, CMAQ)

Amendment: Slip preliminary engineering phase from 2022 to 2023.

Public review complete November 11, 2021

21393 – Springfield

Mill Street: S. A Street to Centennial Boulevard (Springfield)

Description: Repave roadway to create a smoother driving surface and make ADA upgrades.

Funding: \$9,101,000 (Local, Urban STBG)

Amendment: Slip right of way acquisition phase from 2022 to 2023.

Public review complete November 12, 2021

21174 – Springfield

S. 28th Street dust mitigation (Springfield)

Description: Repave the road to create a smoother driving surface and extend its useful life.

Funding: \$1,915,029.12 (CMAQ, Local)

Amendment: Slip construction phase from 2022 to 2023.

Public review complete November 12, 2021

22347 – Lane County

Coburg Rd and Game Farm Rd

Description: Pavement preservation to slow structural decline, restriping road surface and bringing curb ramps to ADA compliance to enhance safe transportation facilities and operations.

Funding: \$1,126,999.89 (Urban STBG)

Amendment: Slip construction phase from 2022 to 2023

Note: There is a full amendment pending for this project to add \$1,055,000.56 local funds to the construction phase. This will take place in January 2022 upon federal confirmation of CLMPO's Regional Transportation Plan Air Quality Conformity Determination.

Public review complete November 12, 2021

21261 – ODOT

OR569: Green Hill Rd. - Coburg Rd. (Eugene)

Description: Paving, median barrier, ADA upgrades, rail and deck strengthening at Prairie Rd bridge structure, bus pullout at Green Hill Rd. Install cameras and traffic sensors at various locations in Eugene to increase efficiency, safety and reduce maintenance costs.

Funding: \$15,606,600 (NHPP)

Amendment: Move \$490,300 from construction phase into preliminary engineering phase to complete the design. New PE total \$1,863,000. Note: Construction phase remains fully funded.

Public review complete November 17, 2021

[[this amendment to 21261 was canceled by ODOT on November 22, 2021]]

15560 – LTD

Passenger Boarding Improvements

Description: Shelters, passenger information and other passenger/station improvements

Funding: \$410,000 (FTA – FF30)

Amendment: Cancel project

Note: This is a historic project from the 2012-2015 TIP that was not showing an obligation. LTD confirmed that they are not utilizing federal funds for this project.

Public review complete November 22, 2021

18061 – LTD

Bus Support and Equipment Facilities – 2015

Description: Improvements in support of transit

Funding: \$3,690,000 (FTA – FF91)

Amendment: Cancel project

Note: This is a historic project from the 2015-2018 TIP that was not showing an obligation. LTD confirmed that they are not utilizing federal funds for this project. The federal funds were used as part of K21056 (Glenwood facility building and parking lot).

Public review complete November 22, 2021