



MEETING NOTICE

MEETING:	METROPOLITAN POLICY COMMITTEE
DATE:	Thursday, May 5, 2022
TIME:	11:30 AM - 1:30 PM
LOCATION:	VIRTUAL: https://us06web.zoom.us/j/82201932634?pwd=SjVScJpnSmIrbk9OcTJqUkJRlWdxUT09 Passcode: 304197 One tap mobile: +17207072699,,82201932634#,,,,*304197# Telephone: 1-720-707-2699 Webinar ID: 822 0193 2634 Passcode: 304197 Webcast: http://metrotv.ompnetwork.org/
CONTACT PERSON:	Paul Thompson, 541-682-4405, pthompson@lcog.org

A G E N D A

1. WELCOME & INTRODUCTIONS
2. CALL TO ORDER
3. APPROVE MARCH 3, 2022 MPC MEETING MINUTES
4. ADJUSTMENTS TO THE AGENDA/ANNOUNCEMENTS FROM MPC MEMBERS
5. COMMENTS FROM THE AUDIENCE *(Please see notes at the end of the agenda.)*
 - a. See attached public comment, requested for inclusion in meeting packet
6. METROPOLITAN PLANNING ORGANIZATION (MPO) ISSUES
 - a. Addendum to MPO Unified Planning Work Program (UPWP) (15 min)
Staff Contact & Presenter: Ellen Currier, LCOG
Action Requested: Conduct Public Hearing; Approve Resolution 2022-05 adopting UPWP Addendum and programing funding.
 - b. Regional Primary Funding Considerations (20 min)
Staff Contact & Presenter: Dan Callister, LCOG
Action Requested: Information & discussion; provide direction to staff.

-OVER-

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

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- c. Coronavirus Response and Relief Supplemental Appropriation Act (CRRSAA) Funding (20 min)
 Staff Contact: Paul Thompson, LCOG
 Presenters: Brenda Wilson, Paul Thompson, LCOG
Action Requested: Approve distribution of CRRSSA funds.
- d. Safe Routes to School (SRTS) 2021-2025 Strategic Plan (20 min)
 Staff Contact: Ellen Currier, LCOG
 Presenter: Sarah Mazze, Eugene School District 4J
Action Requested: None, information and discussion only.
- e. MovingAhead Locally Preferred Alternative (20 min)
 Staff Contacts & Presenters: Rob Inerfeld, Eugene; Andrew Martin, LTD
Action Requested: Adopt Locally Preferred Alternative.
- f. 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:

- June 2 Virtual
- July 7 Virtual
- August 4 Virtual

PLEASE NOTE:

The meeting will be conducted via Zoom Webinar, allowing public access to the Zoom meeting as an “attende.” Anyone wishing to comment in general or during a public hearing will be asked to raise their Zoom virtual “hand” when prompted by the Chair at the beginning of each public comment opportunity. Speakers will be moved to “panelist” status and asked to speak on a first come basis. A limit of 3 minutes per person is requested.



LCOG is now posting meetings on its website at <https://www.lcog.org/bc-mpc>. 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 <https://www.lcog.org/bc-mpc>.

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

March 3, 2022
11:30 a.m.

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

Brenda Wilson, Paul Thompson, Kelly Clarke, Dan Callister, Ellen Currier, Drew Pfefferle, Rachel Dorfman, Syd Shoaf (Lane Council of Governments); Emma Newman (City of Springfield); Rob Inerfeld (City of Eugene); Sasha Vartanian (Lane County); John Marshall, Megan Winner (City of Coburg); Tom Schwetz, Andrew Martin, Mark Johnson (Lane Transit District); Bill Johnston (Oregon Department of Transportation); Rob Zako, (Better Eugene-Springfield Transportation), Metro Television.

WELCOME, CALL TO ORDER AND INTRODUCTIONS

Mr. Groves convened the meeting of the Metropolitan Policy Committee (MPC) and a quorum was established. He thanked Mr. Berney for serving as MPC chair during the past year and expressed appreciation for his leadership.

APPROVE February 3, 2022, MPC MEETING MINUTES

Mr. VanGordon, seconded by Ms. Vinis, moved to approve the February 3, 2022, meeting minutes as presented. The motion passed unanimously, 9:0.

ADJUSTMENTS TO THE AGENDA/ANNOUNCEMENTS FROM MPC MEMBERS

There were no adjustments to the agenda.

Ms. Buch announced that she had provided testimony to the Oregon Transportation Committee (OTC) on behalf of Lane County and thanked other local agencies that also provided testimony.

COMMENTS FROM THE AUDIENCE

Mr. Groves explained procedures for providing testimony during the virtual ZOOM meeting.

Rob Zako, Better Eugene-Springfield Transportation (BEST), presented a resolution for a better Central Lane Regional Transportation Plan (RTP). He listed a number of organizations had already signed the resolution. He said the plan was headed in the right direction, but goals without action were meaningless and the MPC was not seen as a body that had yet discussed how to spend about \$1.6 billion in the future. He recognized there were many technical federal requirements that staff was required to work on, but the MPC was a policy, not a technical committee, and its role was to set policy/priorities. He hoped to see a continuation of that work that could not be finished because of the federal deadline, but remained skeptical.

Mr. VanGordon indicated he had reviewed the resolution and noted that the term "provisional" plan had been used. While the MPC would be working through a number of issues in the future, the RTP was the current plan and not provisional. He said the resolution also raised questions about projects included in the plan and hoped BEST would continue to engage with local jurisdictions when they conducted their project planning work as there were many opportunities to provide input on jurisdictions' transportation priorities. He gave Springfield's Main Street project as an example of a current project that would provide those opportunities for public involvement.

Ms. Vinis thanked Mr. Zako for his testimony and the many organizations that shared the MPC's interest in exploring other ways to think about projects and regional planning.

Mr. Groves also thanked Mr. Zako, BEST and other organizations for their offer of assistance. He agreed with the need to connect goals and objectives with action items and outcomes.

METROPOLITAN PLANNING ORGANIZATION (MPO) ISSUES

Central Lane Planning Through 2026

Mr. Thompson briefly described the agenda materials developed in response to the MPC's desire to be continuously engaged in the RTP and related issues on a monthly basis, as well as receive an overview of regional transportation planning issues at all levels over the next four years. He reviewed a spreadsheet of state and local transportation planning activities on a quarterly basis over the next four years, including those points at which the MPC would be engaged.

Mr. Thompson stated the next federal deadline for an update of the RTP was in four years in the first quarter of January 2026. He said staff did not envision it happening that far in the future. He said in response to the MPC's request staff were planning on initial activities to review and update data. Sufficient time would be available to conduct the review in depth, with public engagement opportunities as appropriate. He noted that one of the most important implementation steps of the new RTP was establishing priorities for use of discretionary funding in competitive grants to local jurisdictions. The MPC would be engaged in that process over the next six to nine months. He asked for feedback and direction from committee members.

Ms. Vinis commented that it would be challenging to create a filter that could be agreed upon for establishing priorities and reviewing projects with respect to issues such as meeting climate and equity goals.

Mr. VanGordon observed that it was difficult to identify a common horizon toward which the MPC was heading with extensive detail included in the spread sheet. He did not object to establishing goals for the MPO's in the RTP and changing project applications to respond to those goals, but expressed concern about the MPC getting in specifics about projects or telling jurisdictions what should be in their transportation system plans (TSP) or rejecting an application because it was not going in the right direction. Those were policy decisions that the respective elected bodies should make.

Mr. Berney concurred with Mr. VanGordon. He said the MPC as a policy body should be able to envision the future without overriding local jurisdictions and instead provide direction and incentives in partnership with communities so local plans could be organized in a way that addressed the MPC's overarching goals.

Mr. Smith echoed Mr. VanGordon and Mr. Berney's comments. He said there was a way to have overarching goals that provided an umbrella for local decisions. He used the example of the amount of work involved in Coburg's efforts to update its TSP in conformance with state mandates as well as taking into consideration the RTP, then feeling as though Coburg had to compete with other jurisdictions and agencies. The citizens of Coburg had also expressed a desire to have more engagement in the TSP update process. He preferred that jurisdictions be able to help each other address regional policies and achieve goals instead of feeling they had to compete against their partners.

Ms. Buch said the many activities reflected in the spreadsheet required MPC members to work collaboratively. She asked how smaller communities with fewer resources could be supported to meet the goal of updating the RTP. She also questioned whether the MPC, as a policy group, could achieve the goals and timelines when it only met periodically.

Ms. Vinis said there were certain federal deadlines that had to be met, but the MPC included very different communities and had to acknowledge their individual unique characteristics, needs and transportation plans while moving forward on significant regional goals. She said there should be a policy conversation about project categories and weighting related to deeper impact on specific goals such as greenhouse gas emissions or accessibility and equity. Such a policy direction might help smaller communities focus their efforts. She said the intent was to change trajectory and build toward the future; not all problems had to be solved in the next four years. It would be easy to become lost in the enormous list of activities and project details and miss the overarching goals of achieving healthier communities.

Mr. Thompson displayed the seven goals set forth in the new RTP and reminded the MPC that also adopted in the plan were objectives and performance measures that supported those goals. He said those could be expanded on in a future meeting to gain an understanding of how projects could be implemented. He noted that the RTP was trying to accomplish local and regional priorities while meeting reporting requirements on federal performance measures such as travel time reliability on the national highway system. That occasionally required balancing competing goals. He said the MPO did provide federal funds to jurisdictions to support their participation in MPO activities. More federal funds could be provided to assist their engagement in the federal process, but unfortunately federal funds could not be used to develop local TSPs or accomplish state requirements and activities. He said after the MPC agenda materials were published staff learned the MPO would be second instead of first to implement new Department of Land Conservation and Development (DLCD) rules, pushing that activity out another year or two.

Mr. Groves suggested it might be appropriate to schedule a joint meeting between the MPC and LaneACT to see if there was a common understanding. He also acknowledged that while there was some turnover among MPC and ACT members, it would be beneficial to have some institutional knowledge of shared mission and goals.

Mr. Smith wanted to see the MPC establish good policies and discuss priorities specific to projects, smaller communities like Coburg had some anxiety about trying to meet new goals and requirements. He hoped new regional policies and goals would help Coburg move forward with its transportation planning efforts by providing clear guidelines.

Mr. VanGordon appreciated the conversation about how to balance multiple needs and the question of regional capacity and vision versus what local jurisdictions could achieve. He hoped the conversation would continue at the next meeting. He felt if a project approved by a local jurisdiction met the goals of the RTP it was not the MPC's role to approve or reject it.

Mr. Thompson said the section of his presentation that set forth each RTP goal and the objectives, performance measures and relevant federal requirements could provide a starting point for a more in depth discussion of priorities.

Regional Primary Funding Considerations

Mr. Callister said the MPO periodically opened a call for discretionary fund project applications and the next cycle would begin in the next few months. Approval of the new RTP and its associated goals in January 2022 would require updating the funding application forms to reflect the seven new RTP goals. He explained how the application would allow jurisdictions to explain how their project would meet a specific goal or goals. This would more firmly establish a connection between the RTP and the Metropolitan Transportation Improvement Program (MTIP), which was required as part of the MPO's federal certification process.

Mr. Thompson reviewed the four funding considerations in the current application and asked for direction to replace those with the seven RTP goals. Staff could provide the updated application form at the next MPC meeting and that could be the basis for further discussion about whether a description of how a project addressed new objectives and performance measures should be included. The MPC could also discuss whether it wished to prioritize any of the goals, objectives and performance measures during this funding cycle.

In response to a question from Mr. Berney, Mr. Thompson said reduction of greenhouse emissions was addressed under the goal related to healthy people and environment, although it was not a standalone goal.

Mr. Berney felt reduction of greenhouse gas emissions should be an independent goal. He said many organizations had entire fleets that ran on clean energy and the Lane County Board of Commissioners was considering a net zero Lane County by 2050 that was business friendly. He did not see that priority in the RTP goals. He pointed out Russia's dirty oil and gas extraction and the amount of methane gas that was emitted and how it put in perspective how small, but important those greenhouse gas emission goals were.

Mr. Groves agreed with Mr. Berney and appreciated that he had raised those issues.

Ms. Vinis also agreed with Mr. Berney and said the issue of climate change and transportation's role as a contributor. She said those conversations could be bolder in addressing a triple bottom line with respect to investment of transportation dollars.

Mr. Smith said funding applications should include more details and justifications in order to inform decisions. Greenhouse gas was an increasingly important consideration. He was not certain it was necessary to prioritize the RTP goals.

Mr. VanGordon supported updating the application and requiring more details about projects. He said there were new state guidelines regarding the nexus of land use and transportation and cautioned that the updated forms should not send applicants in one direction and then have to be revised when those guidelines were issued.

Mr. Thompson summarized that the MPC approved of substituting the seven RTP goals for the current funding considerations in the project application form, with a more in depth discussion at the next meeting about how those would be implemented in the funding application. He asked for clarity in whether there should be a separate climate goal as previous MPC discussion had indicate there should not be one and

climate issues incorporated in a larger goal. Establishing a separate climate goal would result in amending the RTP. It could be called out specifically on the funding application instead of creating a separate goal.

Ms. Vinis said the MPC's scheduled discussion at the objectives level would provide an opportunity to apply a climate filter.

Ms. Buch agreed with Ms. Vinis. This was not the ideal time to change the RTP; however, a discussion at the objectives level could clarify what was meant by the goals and inform applicants about the project information that was being requested.

Mr. Smith said Coburg's update of its TSP had been stalled when extensive planning efforts were concluded and then new requirements arose. He said the RTP goals covered a wide range of issues and requesting greater detail in project applications; applicants should not have to contend with changing requirements for information.

Mr. Berney agreed that the process should not be slowed and the planned discussion of objectives could clarify how applications could demonstrate adherence to RTP goals.

Infrastructure Investment and Jobs Act (IIJA) Flexible Funding - Next Steps

Mr. Thompson provided an update on the MPC's discussions with the Oregon Department of Transportation (ODOT) about the priorities for use of IIJA flexible funding. The MPC had indicated that funding Scenario 2 was its priority. He said no new materials from ODOT regarding the four proposed scenarios would be presented and he assumed the MPC was still supporting Scenario 2. The agenda materials described a proposed public scenario identified as Scenario 2b that built on Scenario 2, but redistributed all of the funds allocated in Scenario 2 for the Enhance, Fix-it, and Maintenance categories (\$148 million total) to a new category titled "Local Transportation Funding." "Local Transportation Funding" dollars would then be directed to local jurisdictions across the state allowing those agencies to determine how to best use the funds to meet their community's specific transportation needs. He asked for direction from the MPC regarding support for Scenario 2b.

Ms. Buch said commissioners around the state through the Oregon Association of Counties had a fundamental priority of local dollars being allocated through local agencies. Mayors had the same priority. She supported Scenario 2b.

Ms. Vargas said Lane Transit District also supported Scenario 2b.

Ms. Vinis and Mr. Groves also supported Scenario 2b.

Mr. Berney agreed that local officials were most in touch with communities' needs and best suited to make decisions about the allocation of funds. He supported Scenario 2b.

Mr. VanGordon and Mr. Smith also supported Scenario 2b.

Mr. Smith, seconded by Mr. Berney, moved to submit a letter from the MPC in support of Scenario 2b. The motion passed unanimously, 9:0.

Follow-up and Next Steps

- **ODOT Update**—Ms. Brindle reported that the LaneACT would discuss vision and strategies at its April meeting, with adoption potentially at the May meeting. She said the ACT would also receive a presentation on ODOT's Beltline project at its May meeting and there would be a discussion of funding opportunities, including for a local arterial and replacing of the overcrossing. She said Region 2 ACT chairs and co-chairs would meet on March 10 to prioritize the region's projects for the statewide OregonConnect funds.

Ms. Brindle said an interim area manager would be in place when she retired at the end of March until a permanent hire was made. She asked MPC members who were interested in being on the interview panel to contact her.

MPC members congratulated Ms. Brindle on her retirement and thanked her for her leadership and support over the past several years.

- **MTIP Administrative Amendments**—There were no questions.
- **Next Meeting/Agenda Build**—April 7 Virtual Meeting, May 5 Virtual Meeting, June 2 Virtual Meeting

Mr. Groves adjourned the meeting at 1 p.m.

(Recorded by Lynn Taylor)



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Cami Thompson
Kari Turner
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Staff

Rob Zako,
executive director
Claire Roth,
safe streets coordinator
Colin Hill,
policy analysis intern

Date: April 20, 2022

From: Better Eugene-Springfield Transportation (BEST)

To: Metropolitan Policy Committee (MPC)

Cc: Transportation Planning Committee (TPC)

Re: Evaluating RTP strategies to better link goals with investments

Dear Metropolitan Policy Committee members,

Thank you for your productive discussion during your March meeting of regional transportation investment priorities.¹

As we noted in our recent Resolution for a Better Central Lane RTP,² federal law calls on you to undertake a process that is not only continuing and comprehensive but also cooperative.³ Different jurisdictions, while each representing their own interests, should also work together to find better ways to advance regional interests, especially when it comes to federal and state funding not earmarked to a particular jurisdiction.

We appreciate that there is tension between the individual interests of cities and regional planning. We see that you are grappling with how to better balance these interests. But as you know from your United Front efforts, cooperation is the pathway to accessing federal and state funding needed for transportation options, traffic safety, and healthy communities that the residents and businesses of our region want and need.

As BEST has noted before, the adopted 2022–2045 RTP⁴ includes good goals (see Chapter 2):

- Goal 1: Transportation Choices
- Goal 2: Safety, Security and Resiliency

¹ MPC March 3, 2020, <https://govhub.ompnetwork.org/sessions/239577/metropolitan-policy-committee-meeting-march-3-2022>.

² BEST, Resolution for a Better Central Lane RTP, <https://www.best-oregon.org/wp-content/uploads/2022/03/Resolution-for-a-Better-Central-Lane-RTP-2022-03-02.pdf>.

³ “The process for developing the plans and TIPs shall provide for consideration of all modes of transportation and shall be continuing, cooperative, and comprehensive to the degree appropriate, based on the complexity of the transportation problems to be addressed.” 23 U.S.C. § 134(c)(3).

⁴ 2022–2045 Central Lane RTP, <https://www.lcog.org/thempo/page/regional-transportation-plan>.

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

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- Goal 3. Healthy People and Environment
- Goal 4. Equity
- Goal 5. Economic Vitality
- Goal 6. Reliability and Efficiency
- Goal 7. System Asset Preservation

We agree with Mayor Vinis in her reluctance to get “into the weeds” of individual projects. But we also believe that the goals and objectives above are too high-level to determine investment priorities. As Mayor Vinis suggested, some middle-level policy that is focused on strategies, rather than individual investments, is where policymakers should concentrate their ongoing discussions.

One easy to implement suggestion is to treat the project categories already in the adopted RTP as strategies (see Chapter 5):

Constrained Projects: Auto

Table 23: New Arterial Link or Interchange	\$208,800,000
Table 24: Added Freeway Lanes or Major Interchange Improvements	\$50,100,000
Table 25: Arterial Capacity Improvements	\$192,920,000
Table 26: New Collectors	\$238,800,000
Table 27: Urban Standards	\$135,618,000
Table 28: Study	\$10,115,000
Table 29: Transit Oriented Development Implementation	\$6,200,000
<i>Auto Subtotal</i>	<i>\$842,553,000</i>

Constrained Projects: Transit

Table 30: Buses and Bus Maintenance	\$264,250,000
Table 31: Frequent Transit Network	\$360,000,000
Table 32: General Stops and Stations	\$83,075,000
<i>Transit Subtotal</i>	<i>\$707,325,000</i>

Constrained Projects: Bike/Ped

Table 33: Multi-Use Paths Without Road Project	\$70,094,825
Table 34: Multi-Use Paths With Road Project	\$9,300,000
Table 35: On-street Lanes or Routes With Road Project*	NA (part of larger project)
Table 36: On-street Lanes or Routes Without Road Project	\$31,797,500
<i>Bike/Ped Subtotal</i>	<i>\$111,192,325</i>

TOTAL

\$1,661,070,325

BEST recommends the MPC work with staff to assess how well each project category does, or does not, advance the strategic goals of the RTP. Just as Commissioner Joe Berney stated at the March MPC, any single project *could* be made to fit these goals.

In more detail, BEST and our partners recommend that MPC consider the following questions:

1. **Impacts of Categories:** How effectively does each project category advance each of the RTP’s seven goals?

Consider developing a matrix of categories vs. goals, assessing on, say, a qualitative 3- or 5-point scale the expected impact of such investments. For example, to what extent would a New Arterial Link or Interchange be expected to advance Goal 3: *Healthy People and Environment* or Goal 4: *Equity*. Alternatively, which project categories do the most to advance each goal?

	Goal 1	Goal 2	Goal 3	Goal 4	Goal 5	Goal 6	Goal 7
Category A	↑	↓	—	↓	—	↑	—
Category B	↓	—	↑	—	↑	↓	—
Category C	—	—	↓	↑	↓	—	↑

Sample matrix for illustrative purposes only.

2. **Investment Priorities:** Noting how much is planned to be invested in each category, do these amounts reflect how effectively each category advances the goals?

Or are the amounts invested in each category determined by external factors, e.g., how much funding is expected for each category? If so, would the MPC advocate for a different allocation of funding?

It was also noted in the March MPC discussion that climate and greenhouse gas emissions are not a separate RTP goal but are included under Goal 3, *Healthy People and Environment*. To cooperate on climate planning amongst cities, Lane County, state, and federal governments, the MPC could also evaluate whether projects are contributing to the region's shared climate goals.

BEST and our partners plan to contribute our independent analysis of planned spending in the 2045 RTP, with the aim of promoting public transparency for how funds are currently being allocated in the Central Lane region.

For BEST,

Colin Hill

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Rob Zako

Rob Zako
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April 26, 2022

To: Metropolitan Policy Committee
From: Ellen Currier
Subject: Item 6.a: *Unified Planning Work Program (UPWP) Addendum*

Action Recommended: Conduct Public Hearing, Approve Resolution 2022-05 adopting Central Lane MPO UPWP Addendum and programming funding

UPWP Background

Each year, the partner agencies of the MPO work with the Oregon Department of Transportation (ODOT), the Federal Highway Administration, and the Federal Transit Administration to update and adopt a Unified Planning Work Program (UPWP) for transportation planning.

In May 2021, the Central Lane MPO adopted a UPWP covering a two-year period. The UPWP for Fiscal Years 2022 and 2023 contains the following:

- Planning tasks in seven program areas authorized over the two-year period;
- Federally funded studies and all relevant state and local planning activities related to integrated transportation planning conducted without federal funds;
- Funding sources for each program area; and
- The agency or agencies responsible for each task or study.

The attached addendum to the adopted 2022 and 2023 Unified Planning Work Program describes changes to action items, additional action items that are anticipated to occur within FY2023, and revisions to estimated timelines, as needed. The remaining work items outlined in the adopted UPWP are proposed to remain as adopted, unless otherwise modified. The adopted UPWP can be found at <http://www.thempo.org/359/Our-Work-Plan>. Although the UPWP is a 2-year work program, funding for MPO planning activities is only available on an annual basis. Therefore the FY2023 Addendum also provides for the funding of those activities in FY2023.

Developing the UPWP

Staff and the partner agencies have been developing the Addendum to the UPWP over the past few months. This work combined the results of ongoing MPO activities and discussions with partner agencies.

Federal Highway Administration, Federal Transit Administration, and ODOT staff provided their annual review of the draft UPWP Addendum on February 25, 2022 at a meeting with local transportation planning staff. From the comments received at this review, staff prepared the final Draft UPWP Addendum included as Attachment 1.

The MPC-approved Public Participation Plan recommends the following public involvement tools be utilized for the expedited adoption of Unified Planning Work Program:

- Notice to interested parties; and
- Web notice; and
- Public Hearing conducted at May 5th MPC meeting.

The public comment period on the draft is open from April 28th through May 5th, 2022. The MPC's advisory Transportation Policy Committee (TPC), at its April 21st, 2022 meeting, unanimously recommended adoption of the FY22/FY23 UPWP Addendum.

Requested Actions

Conduct Public Hearing, Approve Resolution 2022-05 adopting Central Lane MPO UPWP Addendum and programming FY2023 funding.

Attachments

1. Resolution 2022-05
2. Draft Central Lane MPO UPWP Addendum

RESOLUTION 2022-05

**ADOPTING THE CENTRAL LANE METROPOLITAN PLANNING ORGANIZATION
FY22/FY23 UNIFIED PLANNING WORK PROGRAM (UPWP) ADDENDUM
and
PROGRAMMING FY2023 SURFACE TRANSPORTATION BLOCK GRANT FUNDING**

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

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

WHEREAS, the development of a Unified Planning Work Program that delineates the MPO’s planning and programming activities over one or more fiscal years is among the major requirements of the Metropolitan Transportation Planning Process; and

WHEREAS, the Central Lane Metropolitan Planning Organization has developed an FY2022/2023 Unified Planning Work Program, in coordination with the United States Department of Transportation (USDOT) and the Oregon Department of Transportation (ODOT); and

WHEREAS, the Unified Planning Work Program has been reviewed and is found to conform to all federal and state planning regulations and to reflect the priorities, scope of work, and level of effort desired for regional transportation planning for FY2022 and FY2023; and

WHEREAS, the draft UPWP document has been published or otherwise made readily available for public review including in an electronically accessible format on the MPO’s website; and

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

WHEREAS, the proposed funding in the UPWP has been determined to not affect the existing air quality conformity determination or trigger the need for a new air quality conformity determination or affect fiscal constraint of the MTIP;

NOW, THEREFORE, BE IT RESOLVED:

THAT, the Metropolitan Policy Committee adopts the Central Lane MPO Unified Planning Work Program Addendum as set forth in Exhibit A, attached to and incorporated within this resolution by reference.

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

PASSED AND APPROVED THIS 5th DAY OF MAY, 2022, BY THE METROPOLITAN POLICY COMMITTEE.

ATTEST:

Randy Groves, Chair
Metropolitan Policy Committee

Brendalee Wilson, Executive Director
Lane Council of Governments



UPWP

Unified Planning Work Program
Interim Review and Update

ADDENDUM TO THE UPWP

May 2022

Prepared by:
Lane Council of Governments
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541-682-4283
www.lcog.org

May 2022

Acknowledgements

LOCAL AGENCIES

Lane Council of Governments
City of Eugene
City of Springfield
City of Coburg
Lane County
Lane Transit District
Lane Regional Air Protection Agency

STATE AND FEDERAL AGENCIES

Oregon Department of Transportation
Federal Highway Administration
Federal Transit Administration

METROPOLITAN POLICY COMMITTEE (MPC)

Joe Berney, Lane County Commissioner
Heather Buch, Lane County Commissioner
Lucy Vinis, City of Eugene Mayor
Randy Groves, City of Eugene City Councilor
Sean VanGordon, City of Springfield Mayor
Steve Moe, City of Springfield City Councilor
Ray Smith, City of Coburg Mayor
Don Nordin, Lane Transit District Board Member
Caitlin Vargas, Lane Transit District Board Member
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INTRODUCTION

The Unified Planning Work Program (UPWP) is a federally required document describing the transportation planning activities to be undertaken in the Central Lane metropolitan area for a specific fiscal year or years. Development of the UPWP provides local agencies with an opportunity to identify transportation needs, objectives and products. The UPWP sets priorities for regional transportation planning activities that are responsive to the goals set by the Regional Transportation Plan (RTP), and the federal mandates of the current transportation funding bill within the guidelines set by the U.S. Department of Transportation.

In May 2021, the Central Lane Metropolitan Planning Organization (the MPO) adopted a UPWP covering a two-year period. The UPWP for Fiscal Years 2022 and 2023 contains the following:

- Planning tasks in seven program areas authorized over the two-year period;
- Federally funded studies and all relevant state and local planning activities related to integrated transportation planning conducted without federal funds.
- Funding sources for each program area; and
- The agency or agencies responsible for each task or study.

The preparation of this report was financed in part by the U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration. The opinions, findings and conclusions expressed in this report are not necessarily those of the U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration.

UPDATES TO THE ADOPTED UPWP

The following addendum to the adopted 2022 and 2023 UPWP describes changes to action items, additional action items that are anticipated to occur within FY 2023 and revisions to estimated timelines, as needed. The remaining work items outlined in the adopted UPWP are proposed to remain as adopted, unless otherwise modified herein. The adopted UPWP can be found at <http://www.thempo.org/359/Our-Work-Plan>.

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STATUS OF PLANNING DOCUMENTS

LCOG develops and maintains several federally mandated planning documents that guide regional work and investments. The plans, their current status and next update are:

LCOG Planning Documents	Current Status	Next Update
Unified Planning Work Program	Adopted May 2021	Addendum (This document) to FY22-23 UPWP anticipated for adoption April/May 2022
Regional Transportation Plan and Air Quality Conformity Determination	Reviewed by MPC November and December 2021. Adopted January 2022.	2025
Regional ITS Operations and Implementation Plan	Approved July 2021	2025
Title VI Plan	Approved September 6, 2018,	Next update will be in August 2022. Annual report October 2022
Annual Listing of Obligated Projects	Published December 2022	December 2022.
Transportation Safety Action Plan	Approved April 6, 2017,	To be updated in 2022/23
Public Participation Plan	Approved October 1, 2015,	To be updated in 2022/23
Metropolitan Transportation Improvement Program and Air Quality Conformity Determination	FY21-24 MTIP adopted May 5, 2020. AQCD adopted January 2022 and approved TBD.	FY24-27 MTIP adoption anticipated May 2023. AQCD adoption anticipated 2023.
Regional Transportation Options Plan	Approved November 6, 2014,	This plan has been integrated into the RTP and CMP and will be retired. RTP/CMP Adopted January 2022.
Transportation Management Association Certification Review	Final Report received October 30, 2019,	FHWA and FTA review and findings will need to be complete by October 30, 2023,

Federal Certification

The MPO received its 2019 MPO Certification Review Final Report in October 2019. This certification will remain in effect for a period of four years. The MPO, ODOT, and FHWA will be incorporating these corrections and recommendations into the CLMPO program. The following table lists corrective actions and recommendations from the 2019 report.

Topic	Finding	Proposed Actions
CLMPO and ODOT Action to Resolve Findings	<p>Recommendation 1: Certification Action Team</p> <p>The Certification Review Team recommends CLMPO create a certification action team, composed of local, state, and Federal partners, to assist in the successful resolution of corrective actions.</p>	<p>The action team met three times in 2021 and will continue to meet quarterly in 2022 and 2023.</p>
MPO Structure & Air Quality Status	<p>Recommendation 2: MPO By-Laws</p> <p>It is recommended CLMPO update the Metropolitan Policy Committee (MPC) and Transportation Planning committee (TPC) by-laws to reflect current metropolitan planning processes including committee memberships, voting structures, accurately outlining roles and responsibilities of the MPC and TPC core function, capture FHWA and FTA required documents and amendment procedures, general information on meeting times and location. In addition, By-Laws should be updated on a cycle that aligns with changes to the MPO boundaries and/or urban growth boundaries.</p>	<p>CLMPO staff will work with MPC and TPC to update bylaws to meet stated requirements in 2022.</p>
	<p>Recommendation 3: MPO By-Laws</p> <p>It is recommended CLMPO post their TPC By-Laws and meeting materials on the CLMPO website to provide the public access to these documents.</p>	<p>Current meeting materials and bylaws are posted on the website. Changes to bylaws will be uploaded when complete.</p>
	<p>Recommendation 4: MPO By-Laws</p> <p>It is recommended CLMPO separate the MPO core function from other MPC functions in the MPC By-Laws to provide clarity on the roles</p>	<p>Roles and functions of MPC will be clarified in updated bylaws.</p>

	<p>and responsibilities of the MPC.</p>	
	<p>Commendation 1: Policy Board Meeting Broadcast</p> <p>The CLMPO is commended for making live and archive broadcasts of MPC meetings accessible online.</p>	
<p>Metropolitan Transportation Plan (MTP)</p>	<p>Corrective Action 1: MTP Latest Available Estimates and Assumptions</p> <p>To meet the requirements set forth in 23 CFR 450.324, CLMPO must:</p> <p>a. Base the MTP on the latest available estimates and assumptions for population, land use, travel, employment, congestion, and economic activity and include associated supporting/technical analysis.</p> <p>b. Document an analysis of current and projected transportation demand of persons and goods in the metropolitan area over the full period of the MTP.</p> <p>c. The MPO, the State(s), and the public transportation operator(s) shall validate data used in preparing other existing modal plans for providing input to the transportation plan.</p>	<p>a. Base the MTP on the latest available estimates and assumptions for population, land use, travel, employment, congestion, and economic activity and include associated supporting/technical analysis.</p> <p>CA 1.a. Has Been Met: CLMPO developed new land use allocation and travel demand models in preparation for the 2045 RTP, CMP, and AQCD. The RTP Appendices K and L include the technical documentation for these two models. Both models have a 2018/2019 base year for data and 2045 horizon year. The land use application model is Urbansim. The travel demand model is developed by Metro and is based on the Metro model’s Kate framework; a four-step travel model.</p> <p>CLMPO accessed the latest available estimates and assumptions (base and horizon) for population, land use, travel, employment, congestion, and economic activity as follows:</p> <ul style="list-style-type: none"> The population estimate and forecast is from Portland State University’s Population

	<p style="text-align: center; font-size: 48px; opacity: 0.3; font-weight: normal;">DRAFT</p>	<p><i>Research Center.</i></p> <ul style="list-style-type: none"> • <i>Land use is based upon CLMPO’s partner jurisdictions adopted Comprehensive Plans, and existing conditions.</i> • <i>Travel is based upon available data including but not limited to modal counts, existing and planned transportation networks, the most recent Oregon Household Activity Survey, RITIS, StreetLight, and transit ridership.</i> • <i>Employment data is from the Oregon Department of Employment. DOE releases aggregated employment data every other even year. The latest available for use in this RTP was 2018. LCOG receives this data and disaggregates it to a parcel level.</i> • <i>The travel demand model identifies network congestion.</i> • <i>Economic activity is based upon the existing land use, particularly activity centers, key destinations, and job centers coded into the land use allocation model.</i> <p>b. Document an analysis of current and projected transportation demand of persons and goods in the metropolitan area over the full period of the MTP.</p> <p>CA 1.b. Has Been Met: <i>The RTP’s Chapters 3 Regional Assessment and 6 Measuring Plan Outcomes provide documentation and analysis of current and projected transportation demand of persons and goods through the 2045 horizon date. The RTP and CMP have a people first approach with a</i></p>
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		<p><i>focus on safety and efficient movement for people within, through, to, and from the CLMPO area. This is shown in the goals, objectives, assessment, analysis, performance measures, and projects. Similarly, economic vitality and movement of freight and goods is also reflected in the goals, objectives, assessment, analysis, performance measures, and projects.</i></p> <p>c. The MPO, the State(s), and the public transportation operator(s) shall validate data used in preparing other existing modal plans for providing input to the transportation plan.</p> <p>CA 1.c. Has Been Met: <i>CLMPO conferred with State partners, particularly in the Departments of Transportation and Employment, and with the Lane Transit District for the latest data inputs. As other modal and transportation plans are updated and developed, CLMPO will coordinate to provide analysis and data as needed.</i></p>
	<p>Corrective Action 2: MTP Existing and Proposed Facilities</p> <p>To meet the requirements set forth in 23 CFR 450.324, CLMPO must:</p> <p>a. Document existing and proposed facilities, intermodal connectors, and emphasize facilities that serve important national and regional transportations functions over the period of the transportation plan and determine the need for proposed facilities and link to MTP goals, objectives, and policies.</p>	<p>a. Document existing and proposed facilities, intermodal connectors, and emphasize facilities that serve important national and regional transportations functions over the period of the transportation plan and determine the need for proposed facilities and link to MTP goals, objectives, and policies.</p> <p>CA 2.a. Has Been Met: <i>Chapter 3 provides documentation of existing facilities and their functions. Proposed</i></p>

	<p>b. Document the current system and future needs for pedestrian/ADA infrastructure and bicycle transportation facilities.</p> <p>c. Document actions and short- and long-range strategies that provide for the integration of multimodal systems including accessible pedestrian walkways and bicycle transportation facilities to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand.</p> <p>d. Document transportation and transit enhancement activities. The documentation should include consideration of the role that intercity buses may play in reducing congestion, pollution, and energy consumption in a cost-effective manner and strategies and investments that preserve and enhance the intercity bus system.</p> <p>e. Document a link to the public transit human services transportation plan in the MTP.</p>	<p><i>facilities (Chapter 6) are included to meet the goals and objectives (Chapter 2) of an efficient, economically vital, and safe transportation network.</i></p> <p>b. Document the current system and future needs for pedestrian/ADA infrastructure and bicycle transportation facilities.</p> <p>CA 2.b. Has Been Met: <i>Chapter 3 provides documentation of the current pedestrian/ADA and bicycle infrastructure and facilities. Proposed infrastructure and facilities (Chapter 6) are included to meet the goals (Chapter 2) of an efficient, economically vital, and safe transportation network.</i></p> <p>c. Document actions and short- and long-range strategies that provide for the integration of multimodal systems including accessible pedestrian walkways and bicycle transportation facilities to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand.</p> <p>CA 2.c. Has Been Met: <i>Chapter 6 includes a detailed description of strategies, projects, programs, and plans identified to achieve the regional multimodal transportation system.</i></p> <p>d. Document transportation and transit enhancement activities. The documentation should include consideration of the role that intercity buses may play in reducing congestion, pollution, and energy</p>
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		<p>consumption in a cost-effective manner and strategies and investments that preserve and enhance the intercity bus system.</p> <p>CA 2.d. Has Been Met: <i>Benefits of investment in intracity and intercity transit is documented in Chapter 1. Chapter 5 includes discussion of supporting investments that preserve and enhance the intercity bus system.</i></p> <p>e. Document a link to the public transit human services transportation plan in the MTP.</p> <p>CA 2.e. Has Been Met: <i>Chapter 1 references the Lane Transit District Coordinated Public Transit-Human Services Transportation Plan. Findings and strategies from this plan influence Land Transit Districts planning and project programming and are reflected in the RTP project list.</i></p>
	<p>Corrective Action 3: Goals, Objectives, and Project Selection</p> <p>CLMPO must fully address the following required MTP elements to meet the requirements set forth in 23 CFR 450.324:</p> <ul style="list-style-type: none"> a. Document a clear linkage between MTP Goals, objectives, and policies to project selection in the MTP. b. Document an assessment of capital investment and identify other strategies to preserve the existing and projected future metropolitan transportation infrastructure. c. Document multimodal capacity increases are based on regional priorities and needs. 	<p>These requirements will be included in the next MTP. Preliminary work has been done on performance-based planning that will be incorporated into new planning documents. 2045 MTP goals will be linked to objectives and project selection. Previous safety planning work will be incorporated and updated as necessary as it is incorporated into 2045 MTP.</p> <ul style="list-style-type: none"> a. Document a clear linkage between MTP Goals, objectives, and policies to project selection in the MTP. <p>CA 3.a. Has Been Met: <i>Chapters 3 and 6 provide the RTP’s regional and federal performance measures and analysis of performance measures respectively. Goals and objectives are</i></p>

	<p>d. Document vulnerabilities to existing transportation infrastructure to natural disasters.</p> <p>e. Document how all the federal planning factors were considered.</p> <p>f. Document a clear linkage to CLMPO’s Safety Action plan, ODOT Transportation Safety Action Plan, and Public Transportation Safety Action Plans.</p>	<p><i>supported by regional measures to add nuance to the federal measures. All are intended as a package to provide ongoing monitoring and evaluation system wide. Project selection in the RTP reflects the goals and objectives and support the region’s priority towards enhancing the bicycle, pedestrian, and transit networks to achieve the RTP goals.</i></p> <p>b. Document an assessment of capital investment and identify other strategies to preserve the existing and projected future metropolitan transportation infrastructure.</p> <p>CA 3.b. Has Been Met: <i>Chapter 3 Regional Assessment assesses capital investment. Chapter 5 Regional Projects identifies system maintenance, operations, and preservation as regional priorities through 2045. Chapter 4 Financial Framework includes funding system maintenance, operations, and preservation.</i></p> <p>c. Document multimodal capacity increases are based on regional priorities and needs.</p> <p>CA 3.c. Has Been Met: <i>Chapter 5 Regional Projects contains multiple multimodal capacity increasing projects, each of which will work towards meeting regional goals and needs; and the majority will work toward achieving multiple goals and needs. The CLMPO region has prioritized adding capacity for bicycle, pedestrian, and transit modes over</i></p>
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	<p><i>adding capacity for vehicular travel, especially for single occupancy vehicular travel. The project list reflects this priority, and the majority of projects address priorities for safety and bicycle, pedestrian and transit travel. Most arterial capacity improvement projects will address safety and congestion issues and will also contribute to a vibrant economy by making the movement of goods and services more efficient.</i></p> <p>d. Document vulnerabilities to existing transportation infrastructure to natural disasters.</p> <p>CA 3.d. Has Been Met: <i>Appendix D Factor 10 White Paper provides an extensive analysis Federal Planning Factor 9 “improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation. It identifies system level vulnerabilities to the existing transportation infrastructure to natural disasters and provides strategies to mitigate vulnerabilities. The work from this analysis has informed the RTP and is integrated throughout, from goals and objectives to assessment of existing infrastructure, to strategies and projects.</i></p> <p>e. Document how all the federal planning factors were considered.</p> <p>CA 3.e. Has Been Met: <i>The RTP’s goals and objectives are presented in Chapter 2 Goals, Objectives, and Performance Measures. Each of the</i></p>
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	<p><i>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. All 10 federal planning factors are aligned with at least one goal. Appendix C and Appendix D are thorough analysis of planning factors 9 and 10; what they mean to an RTP and strategies to integrate them.</i></p> <p>f. Document a clear linkage to CLMPO’s Safety Action plan, ODOT Transportation Safety Action Plan, and Public Transportation Safety Action Plans.</p> <p>CA 3.f. Has Been Met: <i>Safety is a priority for the CLMPO region and is Goal 2 Safety, Security and Resiliency (goals are not presented in order of importance since each is important) and its associated objectives and performance measures. Chapter 4 Regional Projects discusses the Safe Lane Transportation Coalition: LCOG’s programmatic commitment to actualizing the Safety Action Plan. It also contains several capital projects that will address infrastructure related safety issues. The RTP integrates the safety measures and targets established by ODOT (supporting the ODOT Transportation Safety Action Plan) and Lane Transit District and reinforces the region’s commitment to contributing towards meeting the targets (supporting local safety action plans).</i></p>
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	<p style="text-align: center;">Corrective Action 4: MTP Financial Plan</p> <p>CLMPO must fully address the following required MTP elements to meet the requirements set forth in 23 CFR 450.324:</p> <ul style="list-style-type: none"> a. Document a financial plan that demonstrates how the adopted transportation plan can be implemented. Specifically, address system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain the Federal-aid highways, bike/pedestrian networks, and public transportation. b. Document how cost estimates were developed for proposed improvements. 	<ul style="list-style-type: none"> a. Document a financial plan that demonstrates how the adopted transportation plan can be implemented. Specifically, address system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain the Federal-aid highways, bike/pedestrian networks, and public transportation. <p>CA 4.a. Has Been Met: Chapter 4 Financial Framework addresses system level estimates of cost and revenue sources reasonably expected to be available to operate and maintain the Federal-aid highways, bike/pedestrian networks, and public transportation.</p> <ul style="list-style-type: none"> b. Document how cost estimates were developed for proposed improvements. <p>CA 4.b. Has Been Met: Chapter 5 Project List provides a cost estimate for each project identified on the fiscally constrained project list. Cost estimates are linked to the estimates provided from partnering agencies' planning document and are planning level estimates. Chapter 4 Financial Framework states explains that project cost estimates for year of expenditure are calculated with an inflation rate of 3.1% from current cost estimate to implementation year band.</p>
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	<p>Corrective Action 5: MTP Public Involvement</p> <p>To meet the requirements set forth in 23 CFR 450.316 and 23 CFR 450.324, CLMPO must conduct and document its outreach efforts consistent with the public participation plan, document a summary of public comments received, and include a disposition of comments in the MTP. CLMPO must include a signed version of the signed MPC resolution documenting the adoption process of the final MTP and make it publicly available.</p>	<p>CA 5 Has Been Met: <i>Public participation is documented in Chapter 1 Setting the State, Appendix E RTP Public Involvement Plan, Appendix F RTP Public Outreach Summary, Appendix G 2020 Travel Barriers Survey Report, and is consistent with the CLMPO Public Participation Plan. The Public Outreach Summary and Travel Barriers Survey Report document a summary of public comments received. The RTP reflects public comments received throughout: goals, objectives, needs assessment, projects, strategies, and performance measures. CLMPO included a signed version of the signed MPC resolution documenting the adoption process of the final RTP and has made it publicly available.</i></p>
	<p>Corrective Action 6: MTP Consultation</p> <p>To meet the requirements set forth in 23 CFR 450.324, CLMPO must conduct and document the applicable Tribal consultation processes and consultation with local, state, environmental, and historic agencies, and document comments received and disposition of comments in the MTP.</p>	<p>CA 6 Has Been Met: <i>Appendix A Consultation and Cooperation documents CLMPO’s Tribal consultation processes and consultation with local, state, environmental, and historic agencies. Appendix H Environmental Analysis provides a planning-level environmental analysis of the RTP’s potential impacts on environmental justice populations, cultural resources, air quality, water quality, sensitive habitat, and hazard mitigation. CLMPO conducted interagency consultation with local, state, and federal agencies representing airport operators, disaster mitigation, environmental protection, freight management,</i></p>

		<p><i>historic preservation, land use management, natural resources, and tribes. Feedback is reflected in the document and documented in Appendix F RTP Public Outreach Summary</i></p>
	<p>Recommendation 5: MTP Environmental Justice (EJ) Analysis</p> <p>It is recommended CLMPO document EJ analysis in the MTP and document disproportionately high and adverse effects on minority populations and low-income populations, including the distribution of benefits and burdens of Federally funded transportation projects in the region.</p>	<p>Recommendation 5 Has Been Met: <i>CLMPO analyzes and documents populations that have been historically excluded (EJ populations) to ensure public funds are not spent in a way that encourages, subsidizes, or results in discrimination and to distribute benefits and burdens of Federally funded projects in the region in our Title VI Plan and Annual Report. The analysis is furthered in Appendix H Environmental Analysis and integrated throughout the RTP. The CLMPO region is committed to equity and Goal 4 Equity states: The regional transportation system eliminates transportation-related disparities and barriers and ensures equitable access to destinations. Objectives and performance measures support this Goal and are tied to federal planning factors #4 and #6. Chapter 3 Regional Assessment provides discussion of historically excluded communities in the region and will inform future public outreach and transportation projects, programs, and activities.</i></p>
	<p>Recommendation 6: Emergency and Security</p> <p>It is recommended CLMPO document emergency and disaster preparedness strategies and policies that support homeland security.</p>	<p>Recommendation 6 Has Been Met. <i>Appendix C Factor 9 White Paper contains analysis, documentation, and recommendations of and for emergency and disaster preparedness and actions/strategies that support homeland security. The analysis, documentation, and recommendations have been integrated into the RTP. Goal 2 Safety, Security, and Resiliency states “The transportation system is resilient, safe, and secure for people and goods.” Associated objectives include reducing the transportation system’s vulnerability to natural disasters, climate change, crime, and terrorism. Chapter 5 Regional Projects contains discussion and actions from the White Paper analysis. CLMPO updated its regional Intelligent Transportation Systems Plan (adopted July 2021), and it</i></p>

		<p><i>contains projects that support emergency and disaster preparedness and homeland security. The ITS Plan projects are also in the RTP.</i></p>
	<p>Recommendation 7: MTP Formatting and General Documentation</p> <p>It is recommended CLMPO consider the following items when updating the MTP to make the document easier to read:</p> <ul style="list-style-type: none"> a. Specify the 20-year planning horizon year within and on the cover of the MTP. b. b. Ensure headings and page numbers are consistent between the table of contents and body of the document. c. More clearly differentiate the list of projects and illustrative list with corresponding funded and unfunded headings. 	<p>Recommendation 7.a.b.c. Have Been Met: <i>The RTP’s planning horizon year is on the cover. Headings and page numbers are consistent between table of contents and the body of the document. The fiscally constrained project list is in Chapter 5 Regional Projects and the Illustrative project list is in Appendix J.</i></p>
<p>Congestion Management Process (CMP)</p>	<p>Corrective Action 7: Congestion Management Process (CMP) Objectives</p> <p>To meet the requirements set forth in 23 CFR 450.322, and to be used in the next MTP/TIP update, CLMPO must develop regional objectives for congestion management that clearly define and support the region’s goals for congestion management. Objectives can be the same or in addition to the MTP objectives and should have “SMART” characteristics (specific, measurable, agreed, realistic, and time-bound).</p>	<p>CA 7 Has Been Met: <i>CLMPO’s updated Congestion Management Process is Appendix B of the RTP. The CMP includes Objectives from the RTP that define and support the region’s goals for congestion management as well as two additional objectives.</i></p>
	<p>Corrective Action 8: CMP Data Collection, System Monitoring, and Analysis</p> <p>To meet the requirements set forth in 23 CFR 450.322, and to be used in the next MTP/TIP update, CLMPO must:</p> <ul style="list-style-type: none"> a. Develop a CMP data collection and system monitoring program/plan to ensure data is available to support each performance 	<ul style="list-style-type: none"> a. Develop a CMP data collection and system monitoring program/plan to ensure data is available to support each performance measure. The plan should include where the data is collected, data sources, how often it will be collected, and by whom, data accuracy levels, data formats, and any other information needed to ensure data is being routinely collected for use in the CMP and to ensure ongoing system monitoring is occurring.

	<p>measure. The plan should include where the data is collected, data sources, how often it will be collected, and by whom, data accuracy levels, data formats, and any other information needed to ensure data is being routinely collected for use in the CMP and to ensure ongoing system monitoring is occurring. To the extent practicable, data collection should be coordinated with existing data sources and coordinated with transportation operators in the region.</p> <p>b. Develop a process, using current data, to identify congested areas using CMP performance measures, to identify underlying causes of the recurring and nonrecurring congestion, and document analysis and results in a format that can be used in the strategy evaluation and identification process.</p>	<p>To the extent practicable, data collection should be coordinated with existing data sources and coordinated with transportation operators in the region.</p> <p>CA 8.a. Has Been Met: Step 4 of the CMP contains a data collection and system monitoring program/plan that identifies available data to support each performance measure. The CMP lists where the data is collected, data sources, how often it will be collected, and by whom. To the extent practicable, CLMPO will coordinate with existing data sources and with transportation operators in the region.</p> <p>b. Develop a process, using current data, to identify congested areas using CMP performance measures, to identify underlying causes of the recurring and nonrecurring congestion, and document analysis and results in a format that can be used in the strategy evaluation and identification process.</p> <p>CA 8.b. Has Been Met: Step 5 of the CMP contains this process.</p>
	<p>Corrective Action 9: CMP Strategies</p> <p>To meet the requirements set forth in 23 CFR 450.322, and to be used in the next MTP/TIP update, CLMPO must:</p> <p>a. Develop and use a process for identifying, evaluating, and selecting strategies for congested CMP corridors to help the region meet congestion objectives. This process should build off data and information collected in previous CMP steps.</p> <p>b. Document an implementation schedule for selected CMP strategies on congested corridors and link to the MTP and TIP project prioritization process.</p> <p>c. Develop a periodic or ongoing process to evaluate system-level effectiveness and strategy effectiveness to ensure implemented</p>	<p>a. Develop and use a process for identifying, evaluating, and selecting strategies for congested CMP corridors to help the region meet congestion objectives. This process should build off data and information collected in previous CMP steps.</p> <p>CA 9.a. Has Been Met: Step 6 of the CMP contains this process.</p> <p>b. Document an implementation schedule for selected CMP strategies on congested corridors and link to the MTP and TIP project prioritization process.</p> <p>CA 9.b. Has Been Met: Step 7 of the CMP documents this schedule.</p> <p>c. Develop a periodic or ongoing process to evaluate system-level effectiveness and strategy effectiveness to ensure implemented strategies are addressing</p>

	<p>strategies are addressing congestion as intended. This information will be used to inform the MTP and TIP and to identify and assess strategies in the CMP</p>	<p>congestion as intended. This information will be used to inform the MTP and TIP and to identify and assess strategies in the CMP</p> <p>CA 9.c. Has Been Met: Step 8 of the CMP contains this process.</p>
	<p>Recommendation 8: CMP Network Evaluation</p> <p>It is recommended CLMPO evaluate the identified CMP corridors with current data and information to ensure the CMP network is still appropriate for the current transportation system, travel patterns, and development/traffic generators in the region. The CLMPO should also consider an interconnected multimodal network which also includes transit services, bicycle networks, and pedestrian networks.</p>	<p>Recommendation 8 Has Been Met: CLMPO has evaluated the CMP corridors with current data and information and presented CMP network that is appropriate for the current transportation system, travel patterns, and regional development/traffic generators. CLMPO prioritizes an interconnected multimodal network with priority towards transit service, bicycle, and pedestrian networks as well as demand management programs over adding vehicular capacity.</p>
	<p>Recommendation 9: CMP Multimodal Performance Measures and Data Development Plan</p> <p>It is recommended CLMPO consider a wider array of performance measures (PMs) to include bicycle, pedestrian, freight, accessibility, land use, or non-recurring congestion PMs, and ensure the four existing PMs are still relevant. CLMPO can consider regional and/or corridor, segment, or intersection level performance measures. CLMPO should consider PMs that for which data can be collected and that can be used to assess the extent of congestion, identify locations experiencing congestion, select and evaluate the effectiveness of congestion reduction and mobility enhancement strategies, and monitoring progress to meeting congestion objectives.</p>	<p>Recommendation 9 Has Been Met: CLMPO prioritizes an interconnected multimodal network with priority towards transit service, bicycle, and pedestrian networks as well as demand management programs over adding vehicular capacity and have identified associated Performance Measures to evaluate progress and effectiveness over time. Selected measures from the RTP are in Step 3 of the CMP as they are more directly related to measuring and evaluating the effectiveness of congestion reduction and mobility enhancement strategies.</p>
	<p>Recommendation 10: CMP Strategies</p> <p>It is recommended CLMPO include a comprehensive list of strategies that fall under each of the six existing broad groups of strategies to further clarify the focus of the CMP. For example: Traffic Operation Strategies should be expanded to include</p>	<p>Recommendation 10 Has Been Met: Step 6 of the CMP contains a strategy toolbox with strategies for each of the six broad groups of categories.</p>

	<p>types of highway operations strategies (i.e., reversible commuter lanes, access management) and Arterial operations strategies (i.e., traffic signal optimization, road diets).</p>	
	<p style="text-align: center;">Recommendation 11: ITS Plan</p> <p>It is recommended CLMPO review and update the ITS Architecture and Plan and determine an appropriate update cycle and strategy so that it complements the MTP planning and TIP and programming.</p>	<p>Recommendation 11 Has Been Met: CLMPO updated the ITS Plan. The Metropolitan Policy Committee adopted it July 1, 2021. CLMPO intends to update the Plan with a regular cycle consistent with the RTP and TIP. ITS strategies and projects are included in the RTP and the RTP’s goals and objectives provided direction for the ITS Plan.</p>
<p>Transportation Improvement Program (TIP)</p>	<p style="text-align: center;">Corrective Action 10: TIP Financial Plan</p> <p>To meet the requirements set forth in 23 CFR 450.326(j), the 2021-2024 TIP must include a financial plan that includes clear documentation of:</p> <ul style="list-style-type: none"> a. A cooperative revenue estimation process, b. Adequate funding availability by year to operate and maintain the transportation system (highway, transit, other), c. Adequate revenue availability to deliver projects on the schedule proposed in the TIP, d. Year of expenditure rate and the development and application process, e. Resources from public and private sources that are reasonably expected to be made available to carry out the TIP, f. Recommendations of additional financing strategies for needed projects and programs, and g. Strategies for ensuring the availability of new funding sources. 	<p>The TIP financial plan was updated and include the required documentation. This corrective action has been resolved.</p>

	<p>Corrective Action 11: TIP Air Quality Conformity Determination</p> <p>To meet the requirements set forth in 23 CFR 450.326(a), the 2021-2024 TIP must include documentation of the CLMPO’s air quality conformity determination and supporting documentation. Key elements include interagency consultation, public involvement, developed from latest planning assumptions, timely implementation of transportation control measures (if applicable), and a demonstration of financial constraint. Projects of regional significance should also clearly be noted and the definition of regionally significant included.</p>	<p>Required elements for Air Quality Conformity are included in the CLMPO’s adopted MTP. This corrective action has been resolved.</p>
	<p>Corrective Action 12: TIP Project Prioritization, Monitoring, and Amendment</p> <p>To meet the requirements set forth in 23 CFR 450.326 and 23 CFR 450.328, the 2021-2024 TIP must:</p> <ul style="list-style-type: none"> a. Include documentation of the criteria and process for prioritizing projects or programs, including multimodal tradeoffs, any changes in priorities from the 2018-2021 TIP, major projects that were implemented in the 2018-2021 TIP, and any significant delays in planned implementation of major projects from the 2018-2021 TIP. b. Include amendment procedures which clearly define the thresholds for project changes that trigger an amendment and clearly define what minor changes can be done administratively that do not need Federal approval. <p>ODOT and CLMPO should work with local agencies to identify causes of project delays, identify solutions, and provide the oversight necessary to ensure that project implementation schedules and cost estimates are realistic and that projects are delivered on</p>	<p>Criteria and process for project selection are now included in the MTIP (page 7, Development and Modification of the MTIP). This corrective action has been resolved.</p>

	<p>schedule.</p>	
	<p>Recommendation 12: TIP Environmental (EJ) Analysis</p> <p>It is recommended CLMPO document EJ analysis in the TIP and document disproportionately high and adverse effects on minority populations and low-income populations, including the distribution of benefits and burdens of Federally funded transportation projects in the region.</p>	<p>EJ will be added to 24-27 MTIP. Online MTIP project map now included Title VI and EJ mapping.</p>
	<p>Recommendation 13: TIP Financial Plan format</p> <p>It is recommended ODOT work with all Oregon MPOs to cooperatively create a consistent statewide TIP financial planning process and format to demonstrate financial constraint by year.</p>	<p>CLMPO continues to work with ODOT on financial planning</p>
	<p>Recommendation 14: TIP - MTP Connection</p> <p>It is recommended CLMPO provide consistent and clear language in the TIP on how the short-range programming process is consistent with the MTP, as well as other plans or programs.</p>	<p>Connection from programming funds to broader planning goals will be updated with the next MTIP.</p>
<p>Performance-Based Planning and Programming (PBPP)</p>	<p>Recommendation 15: MTP Performance-Based Planning</p> <p>It is recommended CLMPO identify and document in the 2045 MTP a process for establishing performance measures and targets in the long-range planning process, including the linkage to the goals, objectives, performance measures, and targets from other performance-based plans and processes to meet the requirements set forth in 23 CFR 450.306.</p>	<p>Recommendation 15 Has Been Met: <i>Chapter 2 Goals, Objectives, and Performance Measures of the RTP contains the RTP's goals and associated objectives and performance measures identified to measure progress. Local level performance measures included are intended to measure efficacy of plans and projects towards achieving the RTP's goals. The federal performance measures are of value to the CLMPO region and CLMPO will continue to coordinate with ODOT and support state targets</i></p>

	<p>Recommendation 16: MTP System Performance Report</p> <p>It is recommended CLMPO determine process and format for a system performance report that conveys baseline data/condition, performance measures and targets used in assessing the performance of the transportation system in the 2045 MTP, and document progress achieved in meeting performance targets in comparison with system performance to meet the requirements set forth in 23 CFR 450.324(f)(4).</p>	<p>Recommendation 16 Has Been Met: The RTP’s Chapter 2 Goals, Objectives, and Performance Measures and Chapter 6 Measuring Plan Outcomes contain baseline and future conditions for each performance measure. CLMPO reports much of the data through its Data Portal and intends to evolve this repository of data to reflect performance measures</p>
	<p>Recommendation 17: TIP Performance-based Programming</p> <p>It is recommended CLMPO review short-range programming processes to ensure they support a performance-based programming process that will make progress toward achieving performance targets and is documented in the 2021-2024 TIP to meet the requirements set forth in 23 CFR 450.326(c).</p>	<p>CLMPO will review short-range programming process to support progress on targets. The process will be documented in 24-27 TIP and posted online.</p>
	<p>Recommendation 18: TIP Linking Performance Targets to Investment Priorities</p> <p>It is recommended CLMPO work with ODOT, LTD, and member agencies to develop a process to determine and describe the anticipated effect of the 2021-2024 TIP toward achieving performance targets adopted, linking performance targets with investment priorities to meet the requirements set forth in 23 CFR 450.326(d).</p>	<p>CLMPO will work with member agencies to link the TIP to adopted targets and performance measures.</p>
	<p>Recommendation 19: CMP and PBPP</p> <p>It is recommended that the CLMPO address FHWA's performance measures for traffic congestion, travel time reliability, and freight reliability in their congestion management processes to maximize resources (e.g. funding, staff time, data, etc.) and avoid unnecessary duplication and redundancy to meet requirements set forth in 23 CFR 450.322.</p>	<p>Recommendation 19 Has Been Met: CLMPO included the FHWA performance measures in the RTP and CMP. CLMPO supports the state targets for each measure and will continue to coordinate and collaborate with ODOT.</p>

	<p style="text-align: center;">Recommendation 20: PBPP Activities in the UPWP</p> <p>It is recommended that the CLMPO allocate sufficient resources in the UPWP to ensure the 2045 MTP and 2021-2024 TIP meet all PBPP requirements.</p>	<p>CLMPO will allocate sufficient funds for 2045 MTP and TIP requirements.</p>
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UPWP WORK ELEMENTS

A. Regional Transportation Plan and Long-Range Planning

Action Items

1. RTP

Update of the RTP began 2018 with model development. The MPO contracted with DKS to support development of the RTP during FY 20 and 21. The plan was adopted at the January 2022 Metropolitan Policy Committee meeting. CLMPO will begin implementation during FY23, including:

- Assist local agencies in implementation of the RTP.
- Monitor and report on RTP performance measures.
- Develop refinements to plan policy/project elements consistent with direction from elected officials, regional staff, and input from the public.
- Conduct public engagement per the Public Participation Plan.
- Assess environmental justice in the RTP and project selection.
- Continue to implement the CMP in discrete regional processes, plans, and products as appropriate. Utilize the results of CMP analysis as part of the regional prioritization of projects for the MTIP and STIP.
- Participate in local, regional, and statewide public-private committees representing various transportation related interests.

2. Regional Intelligent Transportation System (ITS) Plan

The Regional ITS plan was adopted in July 2021. The MPO will begin implementation of this plan during FY23.

3. Performance Based Planning and Programming (no change from adopted UPWP)

4. Safety Planning (no change from adopted UPWP)

5. Major Facility Studies (no change from adopted UPWP)**6. Active Transportation Plan (New)**

- Draft scope for Active Transportation Plan as identified in adopted RTP.
- Begin Data Collection Phase for Active Transportation Plan

B. Programming and Implementation**Action Items****1. State Transportation Improvement Program (STIP) (No change from Adopted UPWP)****2. Metropolitan Transportation Improvement Program (MTIP)**

- Implementation of updates from RTP into future MTIP processes.
- Implementation of eTIP platform

3. Surface Transportation Block Grant Program Sub-allocation for Urbanized Areas (STBG-U) and other federal funds

- Work with local agencies and ODOT to program the IIJA funds, incorporate project amendments as necessary into the MTIP including public involvement as described in Public Participation Plan.

4. Unified Planning Work Program (UPWP) (No change from Adopted UPWP)**5. Planning Emphasis Area Updates**

- Work to incorporate updated 2021 Planning Emphasis Areas into appropriate plans and programs.
 - Tackling the Climate Crisis, Transition to a Clean Energy Resilient Future
 - Equity and Justice40 in Transportation Planning
 - Complete Streets
 - Public Involvement
 - Strategic High Network (STRAHNET)/US Department of Defense Coordination
 - Federal Land Management Agency (FLMA) Coordination
 - Planning and Environmental Linkages
 - Data in Transportation Planning

C. Public Participation**1. Public Participation Program Refinement****Tasks Year 2**

- Begin update to the Public Participation Plan.
- Continue recruitment for youth Advisory Council.
- Appoint youth position from Advisory Committee to MPC.

2. Americans with Disabilities Act (ADA) of 1990 (No change to this section)

3. Title VI Program

Tasks Year 2

- Begin update to Title VI Plan
- Work to incorporate Planning Emphasis area Equity and Justice40

Products

4. Updated Title VI plan (Q3 FY 2023)
5. Title VI complaints documentation.
6. Title VI data plan and summary maps and figures.
7. Annual report of Title VI accomplishments and goals.
8. Program to review subrecipients Title VI compliance.
9. Title VI training program and resource materials.
10. Guide detailing how to assist Limited English Proficiency individuals in person or on a telephone call.
11. List of Spanish-speaking interpreters.
12. List of other non-English interpretation services.
13. DBE Goals.

D. Air Quality Planning (No change from adopted UPWP)

E. Transportation System Modeling and Data Maintenance

Revised Action Items:

- Support the ongoing development of LCOG’s Enterprise GIS systems and regional datasets. Specifically, it will help advance development of an integrated structures dataset, which, for the first time in our region, will create a sub-tax lot data element containing attributes describing every building in our region. This will allow for land use modeling at a high level of detail, enhancing travel demand models for our region in the future. Also supported will be the on-going data creation and maintenance of administrative boundaries, addresses, and roadway characteristics data in GIS, also important in the planning and modeling of transportation systems. All these regional datasets will be incorporated into the newly redesigned RLID database model, which will serve as a foundational dataset for transportation and regional planning in our area for years to come.
1. RTP TRAVEL MODEL UPDATE AND IMPLEMENTATION
 - The MPO will work with ODOT and other MPOS to develop an Activity Based Travel Model. MPO staff are working with ODOT staff of RFP development during FY23.
 - The MPO will issue a Request for Proposal (RFP) for modeling services support in FY 2023.

F. Transportation Options

Year 1 and 2 Products

- Grant writing, then securing of funds for pilot program ideas or projects.
- E-bike pilot program, partner with Cascade Mobility and Affordable housing sites
- GetThere campaign marketing materials and database maintenance
- Begin planning for Eco Rule deployment
- Continue Regional SRTS coordination

G. Intergovernmental Coordination

NOTE: No changes to this section.

DRAFT

Appendices

Appendix A: Special Projects

The list contains changes to special projects listed in the adopted UPWP.

Mobility Management Strategy

New technologies and trends are changing the way that residents of the region travel. These include transportation network companies, dockless bike share, dockless scooters, microtransit, and other micromobility solutions. The Mobility Management Strategy will allow LTD to better understand how it can provide mobility to district residents as these technologies continue to develop and emerge. LTD will be able to determine its role as a mobility manager in the region and which technologies and modes make sense for LTD to pursue.

Lead Agency: LTD

Partner Agencies: Lane County, City of Eugene, City of Springfield, ODOT, LCOG

Current Status: Underway

Estimated Completion: 2022

Estimated Project Cost: \$350,000

Funding Source: STIF

Comprehensive Operations Analysis (COA)

The COA will involve a comprehensive assessment of LTD's range of mobility services. The primary objective of the project is to conduct a detailed assessment of transit performance across a range of factors (e.g., ridership, passenger miles traveled, on time performance). In addition, the analysis will consider changes in local and regional travel demand patterns, strategies to increase ridership and improve farebox recovery, and identify opportunities and challenges offered by new mobility options.

Lead Agency: LTD

Partner Agencies: ODOT, City of Springfield, City of Eugene, Lane County, ODOT, LCOG

Current Status: Project initiates in September 2022

Estimated Completion: 2024

Estimated Project Cost: \$300,000

Funding Source: STBG, Local

RideSource Operations Analysis

The RideSource Call Center (RSCC) has experienced significant changes in programs and models over the past 10 years. This comprehensive look includes a cost/benefit analysis, and recommendations of how LTD can best use its resources to provide value to our community to ensure we are moving forward strategically and intentionally.

Lead Agency: LTD
 Partner Agencies: ODOT, Cities of Springfield, Eugene, Florence Lane County, LCOG
 Current Status: Scoping
 Estimated Completion: 2024
 Estimated Project Cost: \$200,000
 Funding Source: Local

Moving Ahead

This project is a partnership between the City of Eugene and Lane Transit District to make five major corridors safer and more accessible for people walking, biking, using a mobility device and/or riding the bus. Enhanced bus service is under consideration on all five corridors and four corridors also include an EmX option. The LTD Board and Eugene City Council are expected to decide on a preferred investment package including a build option on each corridor in 2022. Depending on the policy decisions, work could proceed on further corridor design refinement and community engagement.

Lead Agencies: City of Eugene, LTD
 Partner Agencies: ODOT, Lane County, LCOG
 Current Status: In progress
 Estimated Completion: 2023
 Estimated Project Cost: uncertain
 Funding Source: STP-U

Lane Transit District FY2025-FY2027 Strategic Business Plan

LTD's Strategic Business Plan (SBP) bridges LTD's mission, vision, and values to our day-to-day operations. This agency-wide collaborative effort will help us focus on the most important outcomes to deliver and guide the agency over a three-year period. The SBP is updated on a 3-year cycle.

Lead Agency: Lane Transit District
 Partner Agencies: Partner Agencies within the district
 Current Status: Currently in Scoping.
 Estimated Completion: 2024
 Estimated Project Cost: \$200,000
 Funding Source: Local

Franklin Boulevard Transformation (Eugene)

The Eugene City Council adopted the Walnut Station Special Area Plan in July 2010. One of the major elements of the plan is the transformation of Franklin Boulevard from an auto-oriented arterial to a multimodal boulevard that safely and comfortably accommodates all modes and encourages compact mixed-use development along adjacent properties. The final product will be a refined and more detailed conceptual design and cost estimate. In 2021, the City of Eugene will complete the conceptual design of Franklin Boulevard and initiate the NEPA phase of the project.

Lead Agency: City of Eugene

Partner Agencies: LTD, ODOT, University of Oregon, City of Springfield

Current Status: Design process started in December 2018; public involvement began in January 2019

Estimated Completion: 2021

Estimated Project Cost: \$650,000

Funding Source: STP-U and CMAQ

Eugene Street Design Standards

The document guiding the design of street features in the City of Eugene is currently the 1999 Design Standards and Guidelines for Eugene Streets, Sidewalks, Bikeways and Accessways. It provides specific direction on transportation policies as they apply to Eugene's major streets and clarifies the process for making decisions that affect existing arterial and collector streets. The focus of the Design Standards and Guidelines has been to create a comprehensive multimodal street network that accommodates bicyclists, pedestrians, transit vehicles, automobiles, and trucks. Eugene Street Design Standards is focused on updating policies and defining guidelines for street features in Eugene that address advances in geometric design and effective accommodation of all transportation modes within the right-of-way.

Lead Agencies: City of Eugene

Partner Agencies: ODOT, Lane County, LTD

Current Status: Scoping

Estimated Completion: 2021

Estimated Project Cost: \$112,000

Funding Source: STP-U

South Bank Path Rehabilitation and Lighting

The City of Eugene is rehabilitating the South Bank Path from the redeveloping Downtown Riverfront (where the path is being replaced and widened with local funding) to the

Frohnmayr Bicycle and Pedestrian Bridge. Sections of the path are being realigned and moved further away from the riverbank. Lighting is also being added to the path which will mean that the city’s entire South Bank Path from the Greenway Bridge to the Frohnmayr Bridge will have path lighting once this project is complete.

Lead Agency: City of Eugene

Partner Agencies: University of Oregon

Current Status: construction will begin in summer 2021

Estimated Project Cost: \$1,224,174

Funding Source: CMAQ, local parks bond funds, active transportation component of city street bond

8th Avenue Two-Way Conversion and Protected Bike Lanes

From High Street to Lincoln Street, 8th Avenue is currently a one-way westbound street with a striped bike lane. This project will convert 8th Avenue to two-way and add protected bike lanes from Lincoln Street to Mill Street (one block east of High Street).

riverfront (where the path is being replaced with local funding) to the Frohnmayr Bicycle and Pedestrian Bridge. Sections of the path are being realigned and moved further away from the riverbank. Lighting is also being added to the path which will mean that the city’s entire South Bank Path from the Greenway Bridge to the Frohnmayr Bridge will have path lighting once this project is complete.

Lead Agency: City of Eugene

Current Status: construction will begin 2022.

Estimated Project Cost: \$4.1 million

Funding Source: CMAQ, STBG, Transportation SDCs, local street bond, local share of state gas tax revenue

High Street Protected Bikeway

This project will construct a two-way protected bikeway on High Street from 5th Avenue to 19th Avenue. At the north end, the project will connect to the City of Eugene’s Downtown Riverfront and at the south end, the bikeway will connect to the Amazon Path. This is the last phase in completing Eugene’s Ridgeline to Riverfront Bikeway. This project will also connect to protected bikeways on 8th Avenue and 13th Avenue.

Lead Agency: City of Eugene

Current Status: project is in design phase with construction expected in early 2022.
Estimated Project Cost: \$1,679,000
Funding Source: CMAQ, Transportation SDCs

City of Eugene Transportation Demand Management Program

The recently adopted Eugene 2035 TSP calls for the development of a TDM regulatory program in Eugene. This project will develop a regulatory structure for City Council adoption that covers both employers and developers. The funding will also be used to develop a proposed staffing and technical assistance model and to provide technical assistance to employers and developers.

Lead Agency: City of Eugene
Partner Agencies: Point2Point, LCOG
Current Status: Project scoping and estimating in progress.
Estimated Completion: TBD
Estimated Project Cost: \$400,000
Funding Source: STBG and TGM grant program.

Franklin Boulevard Project, Phase 2 Design and Construction

As funding becomes available the City of Springfield intends to complete construction of the remaining phase(s) of Franklin Blvd improvements. This will involve completing design, acquiring right of way, and constructing improvements from Mississippi Ave to Glenwood Blvd. The City received funding to complete the 60% design of Phase 2 (Mississippi Ave to Henderson Ave), which is currently in design.

Lead Agency: City of Springfield
Partner Agencies: ODOT, LTD
Current Status: 15% design complete, NEPA complete, Phase 2 design started winter 2020.
Estimated Completion: TBD
Estimated Project Cost: \$827,000 Phase 2 60% design
Funding Source: STBG-U for Phase 2 Design; remainder TBD – potentially BUILD grant.

North 42nd St Improvements

In early 2022 the City of Springfield anticipates receipt of \$12 million as identified in the 2017 Keep Oregon Moving statewide transportation funding package (HB2017) for key urban standards improvements on north 42nd St. between the entrance to International Paper and Marcola Rd. Project intent is to improve turn movement options, bicycle and pedestrian facilities, drainage, and as possible address improvements to the eastbound and westbound Oregon 126 freeway ramp terminals. Project must also interface with needed improvements to the 42nd Street Flood Control Levee.

Lead Agency: City of Springfield

Partner Agencies: ODOT

Current Status: Awaiting funding. Project concept planning anticipated in 2022 - 2023

Estimated Completion: TBD

Estimated Project Cost: \$12,000,000

Funding Source: State transportation earmark dollars identified in HB 2017 and potentially federal funding

Springfield Downtown Demonstration Project

This catalytic project will install pedestrian scale decorative streetlights with LED light fixtures in Springfield's downtown. Decorative lights have been installed in portions of Springfield's downtown to improve safety, visibility, and aesthetics in the area and additional phases are planned as funding becomes available.

Lead Agency: City of Springfield

Partner Agencies: ODOT and SUB

Current Status: Phase 1 and Phase 2 completed. Phase 3 in feasibility analysis and scope of work refinement.

Estimated Completion: TBD

Estimated Project Cost: TBD

Funding Source: Urban Renewal

Gateway/Kruse – Hutton/Beltline

The City of Springfield anticipates studying near and long-term solutions to congestion and safety issues at the Gateway/Kruse and Hutton/Beltline intersections. The 2003 I-5/Beltline Revised Environmental Assessment (REA) anticipates future signalization of

Hutton/Beltline. Detailed system analysis must occur to support that project and to better understand benefits and impacts to nearby intersections. Currently the City is working on a safety project at the Gateway/Kruse intersection. The intersection has had a significant number of crashes as well as the inside northbound lane backing up on a regular basis at Gateway/Beltline blocking the intersection of Gateway/Kruse. The project design for Gateway/Kruse improvements has started.

Lead Agency: City of Springfield

Partner Agencies: ODOT, LTD

Current Status: Starting design process.

Estimated Completion: Gateway/Kruse safety project 2022, Further Study TBD

Estimated Project Cost: \$238,000; study TBD

Funding Source: All Roads Transportation Safety (ARTS) and local funds

Main Street Safety Project

The City of Springfield and ODOT are collaborating to develop a facility plan for the 4.9-mile-long segment of Main Street (OR 126) between S. 20th Street (M.P. 2.98) and 72nd Street (M.P. 7.88). The draft Main Street Facility Plan is available for review and adoption hearings are anticipated to start in winter/spring 2022. The project has assessed existing and future transportation safety and mobility conditions within the study area for all modes of travel and identified a draft solution toolbox for adoption into state and local plans. The project has analyzed the need, technical viability, and public support for alternative solutions to improve safety, including the incorporation of raised median treatments, roundabouts, and cross-section upgrades to improve walking and biking conditions. The plan is coordinating with Main-McVay Transit Study to consider and incorporate current bus service and future transit improvements along the corridor.

Lead Agencies: City of Springfield and ODOT

Partner Agencies: LTD

Current Status: Work began in 2018. The following tasks have been completed: (1) Inventory existing conditions. (2) Identify community priorities, goals, and objectives. (3) Develop and evaluate alternative solutions. (4) Endorse preferred solution. Remaining tasks: (5) Prepare and adopt facility plan.

Estimated Completion: 2022

Estimated Project Cost: \$913,000 (includes \$200,000 for a portion of City's expenses)

Funding Source: ODOT ARTS (All Roads Transportation Safety), ODOT SPR (State Planning Research)

Main Street/McVay Transit Study

The purpose of the Main-McVay Transit Study is to evaluate the most promising transit options for the Main Street – McVay Highway Corridor as potential solutions to address growing concerns about safety, congestion, and quality of life that could be improved through transportation improvements.

Local Agency: LTD

Partner Agencies: City of Springfield, ODOT

Current Status: Coordinating with Springfield and the Main Street Safety Project to select a transit mode choice and transit alignment for Main Street. A transit recommendation of Enhanced Corridor and using the existing Route 11 alignment has been incorporated into the draft Main Street Facility Plan.

Estimated Completion: 2023

Estimated Project Cost: \$1,500,000

Funding Source: FTA-5339

Virginia-Daisy Bikeway Project

The City of Springfield engaged the community in developing a design concept for Virginia Avenue and Daisy Street between S. 32nd St and Bob Straub Parkway, which was approved by City Council in November 2016. The project goal is to provide a safe and comfortable bicycle corridor that can be used by people of all ages and abilities. The corridor will serve as an east-west bike network option that will provide an alternative to Main Street. The project also strives to enhance the overall appeal of the corridor for all users and residents, improve pedestrian safety and usage, and provide traffic calming to emphasize safety and active transportation along the street.

Lead Agencies: City of Springfield

Partner Agencies: ODOT

Current Status: Improvements from S.42nd Pl. to S.51st Pl. were completed in 2020. S. 42nd St/Daisy St single-lane roundabout intersection horizontal design is complete and will move toward 30% design. Secured funding for flashing crossing at S. 32nd St/Virginia Ave. Seeking funding through the All Roads Transportation Safety (ARTS) program for funds to complete the remainder of the project.

S. 42nd St/Daisy St intersection construction estimated completion 2023. S. 32nd/Virginia flashing crossing construction estimated completion 2023. Remainder of project 2024-2027 if ARTS funds are secured.

Estimated Project Cost: S. 42nd Pl to S. 51st Pl cost \$1,300,000. Remaining phases \$3,000,000

Funding Source: ODOT Bike/Ped Enhance Program, STP-U (Surface Transportation Planning – Urban), local funds.

Springfield Street Design Standards

Springfield’s street design standards are outdated. Based on the policies and implementation actions in the 2035 Transportation System Plan, this project will modernize the city’s street standards, moving to a complete street approach that will include water quality facilities, multiple modes, and a context sensitive approach that can be scaled to topographic and built environment conditions.

Lead Agencies: City of Springfield
 Partner Agencies: ODOT, Lane County
 Current Status: TBD
 Estimated Completion: Unprogrammed
 Estimated Project Cost: \$100,000
 Funding Source: TBD

Springfield Bicycle and Pedestrian Master Plan

One of the recommendations in the 2035 Springfield Transportation System Plan (TSP) is to complete a Bicycle and Pedestrian Master Plan that builds off the TSP policy set and project list and further refines the implementation strategy to enhance walking and biking in Springfield.

Lead Agency: City of Springfield
 Partner Agencies: LTD
 Current Status: Unprogrammed
 Estimated Completion: TBD
 Estimated Project Cost: TBD
 Funding Source: TBD

Gateway Refinement Plan Update

In December 2016, the City of Springfield and Lane County adopted a modest urban growth boundary expansion for employment lands in north Gateway. This Metro Plan amendment also included adoption of Economic and Urbanization elements for the City's 2030 Comprehensive Plan to replace those in the Metro Plan. The Land Conservation and Development Commission acknowledged the amendments in the spring of 2019. The City will need to amend the Gateway Refinement Plan; update the Transportation System Plan and Public Facilities and Services Plan; and inventory, assess, and adopt protections for locally significant wetlands, riparian corridors (including water quality limited watercourses), and wildlife habitat to plan for the appropriate siting of urban land uses and infrastructure. In December 2019 and November 2021, the Oregon Department of Land Conservation and Development (DLCD) awarded Technical Assistance grants to undertake the natural resource work. The City contracted with Kittelson & Associates to write a memo that outlines transportation considerations as the City prepares for urbanization of these properties. As time and resources allow, the City will continue the inventory and planning work for future plan amendments as part of an overall update of the Gateway Refinement Plan.

Lead Agency: City of Springfield
 Partner Agencies: ODOT, DLCD, LTD, Springfield Utility Board (SUB), LCOG, Willamalane Park and Recreation District

Current Status: Wetland, riparian, and wildlife inventories in progress. Springfield Natural Resources Study to begin in 2021. Remainder TBD.

Estimated Completion: Adopt amendments to the Natural Resources Study in 2023. Remainder TBD.

Estimated Project Cost: \$380,000 for wetland, riparian, and wildlife and Springfield Natural Resources Study. Remainder TBD.

Funding Source: DLCD, SUB, and local for natural resources work. Remainder TBD.

SRTS School Crossings Project (Springfield)

This project will design and construct rectangular rapid flashing beacons on Jasper Road near Dondea Street and Filbert Lane in Springfield. These two pedestrian crossings will serve Douglas Gardens and Mt Vernon Elementary schools respectively.

Lead Agency: City of Springfield

Partner Agencies: ODOT

Current Status: Completing design, construction anticipated 2022

Estimated Completion: 2022

Estimated Project Cost: \$445,200

Funding Source: STBG, OR SRTS Infrastructure, local school district funds

Franklin Blvd (OR 225): Franklin Blvd (OR 126) to End of City Jurisdiction Design

Franklin Boulevard (OR 225) is a primary north-south connection between I-5 and Franklin Blvd (OR 126). This project will develop a design concept that identifies right-of-way width, various elements such as bicycle, pedestrian, and stormwater needs, intersection layout, and potential realignment of an intersecting street. The project aims to improve connections, provide bike, pedestrian, and stormwater facilities, provide a safer facility for all modes, and help make the Glenwood area a vibrant place to live, work, and visit. Lane County is supporting the City of Springfield with delivering this federal aid design project.

Lead Agency: City of Springfield

Partner Agencies: Lane County

Current Status: IGA in process.

Estimated Completion: 2022

Estimated Project Cost: \$800,000

Funding Source: STBG, local funds

Mill Street Reconstruct

This project will design and reconstruct Mill Street from S. A Street to Centennial Boulevard in Springfield. The final project will replace the existing pot-hole laden street with a smooth pavement surface, make ADA ramp upgrades, incorporate modern storm water treatment, and complete the Springfield Transportation System Plan project PB-20 by restriping for bicycle facilities.

Lead Agency: City of Springfield

Partner Agencies: ODOT

Current Status: Awaiting notice to proceed on preliminary engineering phase

Estimated Completion: 2024
 Estimated Project Cost: \$9,101,000
 Funding Source: STBG, local funds

S. 28th Street Dust Mitigation

The existing gravel road will be paved, and a multi-use path will be added on one side of the street to more safely accommodate people walking and biking. The sewer line is also being extended as part of this project to help serve a recently expanded area of Springfield’s urban growth boundary to accommodate future development.

Lead Agency: City of Springfield
 Partner Agencies: ODOT, Lane County
 Current Status: 30% design complete
 Estimated Completion: 2023
 Estimated Project Cost: \$1,915,000
 Funding Source: CMAQ, local funds

Walking and Biking Network Improvements (Springfield)

This project will help complete connections and improve safety for all users by addressing the highest need locations and fill in gaps in the walking and biking networks in Springfield.

Lead Agency: City of Springfield
 Partner Agencies: ODOT
 Current Status: Starting IGA process
 Estimated Completion: TBD
 Estimated Project Cost: \$557,000
 Funding Source: HIP, local funds

Q Street Reconstruct

Q Street from Pioneer Parkway East to 5th Street is a major urban collector in Springfield that requires reconstruction. This section of street has the highest needs in Springfield based on recent surface condition analyses. It serves busy commercial establishments including two grocery stores, restaurant businesses, and retail stores as well as provides access to a residential zone. This project also feeds into the onramp onto Hwy 126 Expressway. All facilities will be brought up to current standards including making ADA improvements and renewing bike lane striping.

Lead Agency: City of Springfield
 Partner Agencies: ODOT
 Current Status: Anticipate starting design in 2023
 Estimated Completion: 2025
 Estimated Project Cost: \$4,710,000
 Funding Source: STBG, local funds

Beltline Highway: Delta Highway to River Road Project

ODOT completed the Beltline Highway: Coburg Road to River Road Facility Plan in 2014. In 2018 ODOT began developing preliminary designs for the conceptual improvements recommended in the facility plan. The scope includes additional public involvement, identifying preferred and priority projects, and preparing environmental documentation. The limits and name of the project were changed because improvements to the Coburg Rd interchange have already been completed.

Lead Agency: ODOT

Partner Agencies: ODOT, Lane County, City of Eugene, LTD

Current Status: The planning phase is almost complete. The consultant is preparing environmental documentation. Funding has not been identified for final design or construction.

Estimated Completion: 2021

Estimated Project Cost: \$4 M

Funding Source: Various state and federal funds.

OR126: Eugene to Veneta NEPA study

ODOT prepared the Highway 126 Fern Ridge Corridor Plan in 2012 to identify improvements to address congestion and safety concerns along this 8-mile corridor, a portion of which (1 mile) is within the MPO boundary. Alternative solutions identified in the plan included turn lanes, bus pullouts, and widening the roadway to four lanes. Phase 2 of the planning process began in 2020. This includes refining design concepts, evaluating potential impacts, selecting a locally preferred alternative, and preparing environmental documentation.

Lead Agency: ODOT

Partner Agencies: Eugene, Lane County, and Veneta will be consulted.

Current Status: Field work and the first phase of public involvement were completed in 2020. Design concepts will be further developed and evaluated in 2021. Funding has not been identified for final design or construction.

Estimated Completion: 2022

Estimated Project Cost: \$3 M

Funding Source: State and federal funds specified in Oregon HB 2017.

Safe Lane Coalition

The regional Safe Lane Coalition Program is a project that will focus on implementing recent regional safety planning efforts across jurisdictions. This collaborative program will focus on reducing fatal and severe injuries because of traffic collisions in Lane County.

Lead Agency: LCOG, Lane County

Partner Agencies: ODOT, City of Springfield, City of Eugene, LTD, Lane County Public Health, BEST, Oregon Technology Association.

Current Status: Ongoing
 Estimated Completion: Ongoing
 Estimated Project Cost: \$150,000
 Funding Source: ODOT TSD Funds, STBG

Regional Safety Enhancements

The Safe Lane Coalition is a partnership of local governments, nonprofits, and safety advocates that works to reduce fatal and severe crashes within the Central Lane Metropolitan Planning Organization. The Safe Lane Coalition has built a strong network of collaboration and this project will expand these efforts with funding for implementation. This project funds the following projects, increased safety data analysis in the City of Springfield, educational marketing and outreach, tactical urbanism/ temporary safety installations and speed monitoring equipment, and continued support for the Safe Lane Coalition coordination.

Lead Agency: LCOG, City of Eugene, City of Springfield.
 Partner Agencies: ODOT, LTD, Lane County, BEST
 Current Status: Contracting
 Estimated Completion: 2024
 Estimated Project Costs: \$450,000
 Funding Source: STBG

LinkLane Transit Service

Link Lane provides bus routes that connect communities within and beyond Lane County. The service is provided by Lane Council of Governments (LCOG) in partnership with the Confederated Tribes of Coos, Lower Umpqua and Siuslaw Indians and is funded by Oregon's Statewide Transportation Improvement Fund.

Lead Agency: LCOG, Confederated Tribes of Coos, Lower Umpqua, and Siuslaw Indians
 Partner Agencies: ODOT,
 Current Status: Ongoing
 Estimated Completion: Ongoing
 Estimated Project Cost:
 Funding Source: ODOT STIF Funds, FTA 5339

Regional Bike Enhancements

The Central Lane Metropolitan Planning Organization (CLMPO) Regional Bicycle Enhancement project supports regional bicycle improvements and provide more bicycle education in the CLMPO area. The project supports the Safe Routes to School program, secure bike locking, and community wide bike education. The project will be implemented through contracts with the City of Eugene, City of Springfield, and the school districts (Eugene 4J, Bethel, and Springfield School Districts).

Lead Agency: LCOG, City of Eugene, City of Springfield, Eugene, 4J, Bethel, and Springfield School Districts
 Partner Agencies: ODOT
 Current Status: Contracting

Estimated Completion: FY23
 Estimated Project Cost: \$219,973
 Funding Source: STBG

Lane County Rural Safe Routes to School

A partnership between Lane County and Lane Council of Governments to develop a Safe Routes to School program to serve school districts in rural Lane County. The program works to improve safety for students to walking and biking to school and encourage more walking and biking where safety is not a barrier. Traditionally underserved communities deserve particular attention, in part because they tend to have more pedestrian and bicyclist injuries.

Lead Agency: Lane County, LCOG
 Partner Agencies: ODOT,
 Current Status: Pilot (3 years of funding available)
 Estimated Completion: Ongoing
 Estimated Project Cost: \$300,000
 Funding Source: ODOT Transportation Safety Division Funds

Beaver Hunsaker Corridor Plan – Design Completion

This area is relevant to several current planning processes including the Beltline Facility Plan. Lane County recently completed the Beaver-Hunsaker Corridor Plan and now has design funding allocated to develop the recommendations into a shovel-ready project. The corridor plan addressed the need for improved bicycle/pedestrian access along the Hunsaker Lane Beaver Street corridor, from Division Avenue to River Road and from Beaver Street extending north to Wilkes Drive.

Lead Agency: City of Eugene
 Partner Agencies: Lane County, ODOT, LTD, and LCOG
 Current Status: The corridor plan was adopted by the Board of County Commissioners in 2017.
 Estimated Completion: 2023
 Estimated Project Cost: \$1,199,844
 Funding Source: STBG-U

30th Avenue Corridor Active Transportation Plan

This project will develop a corridor plan to support active transportation on 30th Avenue, between Hilyard Street and McVay Highway. This plan is expected to identify specific

improvements on and adjacent to 30th Avenue to improve conditions for people walking and biking. The plan will explore alternatives that would create additional bicycle and pedestrian connectivity to the Lane Community College 30th Avenue campus.

Lead Agency: Lane County

Partner Agencies: City of Eugene, City of Springfield, ODOT, LTD, and Lane Community College

Current Status: Consultant and staff are currently developing design concepts for the corridor.

Estimated Completion: 2022

Estimated Project Cost: \$250,000

Funding Source: CMAQ

Coburg Road and Game Farm Rd

This project is focused on pavement preservation along sections of Coburg Road (MP 4.84 - 6.60) and Game Farm Road (MP 0.59 - 1.69) to slow structural decline, restriping road surface and bringing curb ramps to ADA compliance to enhance safe transportation facilities and operations.

Lead Agency: Lane County

Partner Agencies: City of Eugene

Current Status: Project is currently being designed.

Estimated Completion: 2023

Estimated Project Cost: \$2,182,000

Funding Source: STBG-U, Lane County

Gilham Road Sidewalk and Safety Improvements

Gilham Road, between Ayres Road and Sterling Park Place, was built as a rural roadway in the County with no sidewalks; however, the road is within the City of Eugene's UGB. The lack of sidewalks creates a safety issue for people, especially school children, walking on Gilham Road. This project will build sidewalks, bike lane, stormwater facilities, and improve the walkability of the neighborhood.

Lead Agency: Lane County

Partner Agencies: City of Eugene

Current Status: Project has been phased due to the elevated construction cost estimate. Design for first phase of project is being completed.

Estimated Completion: 2023

Estimated Project Cost: \$1,849,322

Funding Source: CMAQ, STBG-U

Howard Elementary - Maxwell Road and North Park Avenue

The project objective is to improve the safety and comfort of school children crossing Maxwell Road and walking and biking on North Park Avenue to and from Collin Kelly Middle and Howard Elementary. This project is for a pedestrian-activated crossing at the east leg of the Maxwell Road and North Park Avenue intersection and sidewalk infill along the east side of North Park Avenue, between Maxwell Road and Howard Avenue. The schools are located east of North Park Avenue and south of Howard Avenue. Currently, Maxwell Road only has a striped crosswalk and there are no sidewalks on the east side of North Park Avenue.

Lead Agency: Lane County

Partner Agencies: City of Eugene

Current Status: Project is anticipated to be constructed in spring/summer of 2022

Estimated Completion: 2022

Estimated Project Cost: \$1,003,461

Funding Source: STBG-U, Lane County

Laura Street: MP 0.12 to 0.34, Urban Standards

Laura Street, between the Monta Loma Park and southern entrance of Oregon Neurology located on Hayden Bridge Way, is under Lane County jurisdiction. The road is located within the City of Springfield's Urban Growth Boundary, and the remaining segments of road are under City jurisdiction. The segment of Laura Street under County jurisdiction needs to be upgraded to urban standards to 1) create a road that provides safe facilities for all users of the road including those who walk and bike, 2) to improve pavement condition and avoid further costly pavement treatments, and 3) to facilitate the transfer of this segment of road from Lane County to the City of Springfield. Improvements that would bring this segment of Laura Street up to urban standards include sidewalks, curbs, stormwater treatment, and bike lanes. In addition to making this segment of road safer and more accessible to all users of the road, these improvements would allow for jurisdictional transfer from the County to the City, better aligning the needs and interests of residents with the resources of the City.

Lead Agency: Lane County

Partner Agencies: City of Springfield
 Current Status: Not started
 Estimated Completion: 2025
 Estimated Project Cost: \$3,137,000
 Funding Source: STBG-U

Traffic Communications Plan

The Lane County Traffic Communications Master Plan will establish the planning framework for implementing state-of-the-art communications technology and Intelligent Transportation Systems (ITS) to meet the area’s immediate and long-term traffic operation’s needs. Lane County has placed great emphasis on immediate and long-range planning with the goal of maintaining quality of life along with growth. The Traffic Communications Master Plan within the Central Lane MPO will establish a proactive approach to better serve the public through state-of-the-art traffic systems technology.

Lead Agency: Lane County
 Partner Agencies: LCOG, City of Eugene, City of Springfield, ODOT
 Current Status: Consultant has been selected and study is under way
 Estimated Completion: 2022
 Estimated Project Cost: \$175,000
 Funding Source: STBG-U

Lane County Americans with Disabilities Act Transition Plan for the Public Right of Way

The ADA Transition Plan provides direction for Lane County Public Works (LCPW) to remove accessibility barriers from pedestrian facilities within the County public right-of-way, including curb ramps, street crossings, and pedestrian-activated traffic signal systems. Lane County Public Works is committed to providing safe and equal access for persons with disabilities in our community. Many of these barriers have been identified within the MPO Boundary. Lane County works to identify a project every year to remove accessibility barriers from pedestrian facilities.

Lead Agency: Lane County
 Partner Agencies: City of Eugene, City of Springfield, ODOT, LTD, and LCOG
 Current Status: In progress
 Estimated Completion: Annual program
 Estimated Project Cost: ~ \$250,000 annually
 Funding Source: Lane County

Lane County Bicycle Master Plan

Lane County is creating its first Bicycle Master Plan for rural roads and paved paths outside of the Eugene-Springfield urban area. As an amendment to the Lane County Transportation System Plan, the bicycle master plan will go before the Lane County Commissioners for adoption with recommendations to improve the: safety and comfort for people who bike and all roadway users; connectivity of regional bicycling between rural communities and the urban area; equity of access to convenient, safe, and affordable means of transportation; economic development opportunities for bicycle tourism related businesses; and public health benefits from expanded active transportation.

Lead Agency: Lane County
Partner Agencies: City of Eugene, City of Springfield, ODOT, LTD, and LCOG
Current Status: In progress
Estimated Completion: 2022
Estimated Project Cost: \$150,000
Funding Source: Lane County

Lane County Transportation Safety Action Plan (TSAP) Implementation

The objective of this plan is to help reduce traffic fatalities and serious injuries on County roads, bridges, and paths. The plan identifies a wide range of safety challenges and strategies. Strategies include but are not limited to installing APS signals and other infrastructure improvements, to traffic calming and safety campaigns.

Lead Agency: Lane County
Current Status: The plan has been completed and Lane County is working on implementing strategies.
Estimated Completion: TBD
Estimated Project Cost: TBD
Funding Source: TBD

Other Accomplishments of Note

Special Projects

Several significant local and regional projects have been completed over the last several years, including the following highlights:

- Completed construction Amazon Active Transportation Corridor in south Eugene which includes a two-way protected bikeway, three pedestrian and bicycle bridges, a bike signal, and the southward extension of the Amazon Path.
 - Completed construction on 13th Avenue protected bikeway.
 - Maintained Eugene bike share system PeaceHealth Rides through a transition in management and COVID-19 impacts.
 - Springfield City Council and Lane County Commissioners jointly adopted the Springfield Transportation System Plan Implementation Project in early 2020, which included an amendment to the Springfield 2035 Transportation System Plan Project List and Figures and amendments to the Springfield Development Code.
 - Springfield completed construction of Phase 1 of the Virginia-Daisy Bikeway Project.
 - Seven flashing pedestrian crossings with refuge islands were installed along OR126B Main Street by the City of Springfield in partnership with the Oregon Department of Transportation.
 - Springfield completed construction of two new enhanced crosswalks near schools and community activity centers (21st at H St rapid flashing beacon near Maple Elementary School and G St raised crossing in front of Two Rivers – Dos Rios Elementary School).
 - The ODOT Beltline at Delta Highway interchange improvement project is under construction. It will be completed in 2021.
 - The ODOT I-105 Bridge Preservation Project will be completed in early 2021.
- Lane Transit District FY2022-FY2024 Strategic Business Plan adopted by LTD Board on July 21, 2021.

FY 2023 FUNDING

**Central Lane MPO
Unified Planning Work Program
FY 2023 Funding**

	SOURCE OF FUNDS						
	1	2	3a	3b	4	5	
	FTA Sec 5303	LTD 5303 Match	FHWA PL	ODOT match for FHWA PL	Central Lane MPO STBG/TA	Local Match	UPWP Total
Core Work Elements							
A Regional Transportation Plan (RTP) and Long-Range Planning	\$ 16,471	\$ 1,885	\$ 90,457	\$ 10,353	\$ 105,000	\$ 12,020	\$ 236,185
B Programming and Implementation	\$ 19,765	\$ 2,262	\$ 34,791	\$ 3,982	\$ 90,000	\$ 10,301	\$ 161,101
C Public Participation	\$ 19,765	\$ 2,262	\$ 62,624	\$ 7,168	\$ 50,000	\$ 5,723	\$ 147,541
D Air Quality Planning	\$ 9,882	\$ 1,131	\$ 13,916	\$ 1,593	\$ 25,000	\$ 2,861	\$ 54,384
E Transportation System Modeling and Data Maintenance	\$ 16,471	\$ 1,885	\$ 139,164	\$ 15,928	\$ 125,000	\$ 14,307	\$ 312,755
F Transportation Options	\$ 10,989	\$ 1,258	\$ 27,833	\$ 3,186	\$ 100,000	\$ 11,445	\$ 154,711
G Intergovernmental Coordination	\$ 24,706	\$ 2,828	\$ 142,504	\$ 16,310	\$ 167,083	\$ 19,123	\$ 372,554
H Direct Costs			\$ 22,433	\$ 2,568	\$ 75,000	\$ 8,584	\$ 108,584
Regional Funds							
I MPO Partner Regional Transportation Planning					\$ 230,000	\$ 26,324	\$ 256,324
J Regional Transportation Options Funding					\$ 300,000	\$ 34,336	\$ 334,336
K Regional Safe Routes to School					\$ 251,795	\$ 28,819	\$ 280,614
Discrete Projects							
L Intelligent Transportation Systems (ITS) Plan							\$ -
M Land Use Model					\$ 30,000	\$ 3,434	\$ 33,434
N Traffic Counts					\$ 30,000	\$ 3,434	\$ 33,434
O LTD Data	\$ 50,000	\$ 5,723					\$ 55,723
P Member Services (minimum) ¹	\$ 20,000	\$ 2,289	\$ 17,946	\$ 2,054	\$ 30,000	\$ 3,434	\$ 75,723
TOTALS	\$ 188,049	\$ 21,523	\$ 551,668	\$ 63,141	\$ 1,608,878	\$ 184,143	\$ 2,617,402

Funding amounts are estimates only, based on anticipated amounts.

* Tentative

1. These costs are for anticipated one-time requests from MPO partners for additional planning assistance from MPO staff.



April 26, 2022

To: Metropolitan Policy Committee
From: Daniel Callister
Subject: Item 6.b: Regional Primary Funding Considerations

Action Recommended: Approve regional primary funding considerations to direct Central Lane MPO's project selection process

Issue Statement

Preparatory to the upcoming MPO project selection and funding process, MPC directed staff to prepare draft primary funding considerations that reflect the goals and objectives of the recently adopted 2045 Regional Transportation Plan (RTP).

Discussion

The MPO's discretionary federal funds are typically programmed on a regular schedule following a formal call for projects. The next call for projects will take place during Spring-Summer 2022. Applications for funding are reviewed and considered by TPC (a committee of staff representing the MPO's partner agencies), resulting in a funding recommendation for the public to review and for MPC to consider.

With the adoption of the new 2045 RTP, MPC has discussed placing emphasis on funding projects that support the updated goals and objectives of the recently adopted long-range plan (the RTP). The MPO's call for projects, and funding priorities from those applications, is one of the most significant ways that an MPO implements its long-range plan. MPC in March directed staff to prepare a draft list of primary funding considerations from the RTP goals and objectives to present and discuss.

Attachment 1 presents the primary funding considerations recommended by TPC at their April 21st meeting. The eight considerations represent a subset of the 28 objectives (Attachment 2) from the 2045 RTP. Some of these objectives support multiple RTP goals, and the attachments illustrate which goals are supported by each objective. All seven RTP goals are supported by at least one of the recommended primary funding considerations. The proposed primary funding considerations were drawn from the objectives identified in the RTP because their specificity is seen as more directly helpful in relating to actual projects than the goals, which are general in nature.

An approved set of primary funding considerations taken directly from the 2045 RTP will provide a framework for implementing the Regional Transportation Plan through a consistent and strategic project selection process. The application form (Attachment 3) has been revised to reflect TPC's recommendation and has otherwise been updated to be more efficient and useful for purposes of review.

Action Recommended: Approve regional primary funding considerations to direct Central Lane MPO's project selection process

Attachments:

- 1 – Recommended Primary Funding Considerations
- 2 – 2045 RTP Objectives
- 3 – CLMPO Funding Application Form (revised April 21, 2022)

Recommended Primary Funding Considerations for CLMPO
listed in no particular order

		RTP Goals Supported:						
		Transportation Choices	Safety, Security, and Resiliency	Healthy People and Environment	Equity	Economic Vitality	Reliability and Efficiency	System Asset Preservation
a	Eliminate fatal and serious injury crashes for all modes of travel.	■	■		■			
b	Preserve and maintain transportation system assets to maximize their useful life and minimize project construction and maintenance costs.							■
c	Eliminate barriers that people of color, low-income people, youth, older adults, people with disabilities and other historically excluded communities face meeting their travel needs.		■	■	■			
d	Reduce the transportation system's vulnerability to natural disasters and climate change.		■					■
e	Improve public health by providing safe, comfortable, and convenient transportation options that support active living and physical activity for all ages and abilities to meet daily needs and access services.	■	■	■				
f	Increase the percentage of trips made using active and low carbon transportation modes while reducing vehicle miles traveled within our region.	■		■	■		■	■
g	Strive to reduce vehicle-related greenhouse gas emissions and congestion through more sustainable street, bike, pedestrian, transit, and rail network design, location, and management.		■	■		■	■	
h	Complete gaps in the regional bicycle and pedestrian networks, including paths.	■		■	■		■	



FUNDING APPLICATION

for Discretionary Federal Funds through CLMPO

The *Application Instructions* is a companion document to this application and provides section-by-section instructions, additional details, and helpful hyperlinks to assist applicants as they complete the application.

Section 1: Applicant Information			
Date:			
Sponsoring Organization:			
Contact Person & Title:			
Contact e-mail:		Phone:	

Section 2: Project Information <i>(see instructions)</i>			
Project Title:			
Project Benefit:			
Location:			
Project Limits:			
Length in Feet:			
Functional Class:			
Traffic Volume (yr):			
Bike/Ped Volumes (yr):		STIP Key Number:	
On the NHS? (yes/no):		Project includes bike/ped facility? (yes/no):	
State Senate District(s):	<input type="checkbox"/> 4 <input type="checkbox"/> 6 <input type="checkbox"/> 7	State Rep. District(s):	<input type="checkbox"/> 7 <input type="checkbox"/> 8 <input type="checkbox"/> 11 <input type="checkbox"/> 12 <input type="checkbox"/> 13 <input type="checkbox"/> 14
Project Description:			

Section 3: Eligibility		Yes	No	N/A
Is the project within the Central Lane MPO boundaries? See Instructions if uncertain.				
General Federal Aid Eligibility: Does the project meet the general requirements for federal aid projects as outlined in Title 23, U.S.C.?				
RTP: Is the project listed in, consistent with, or able to be added to the financially constrained Regional Transportation Plan (RTP) during project time frame?				
RTP project number:				
State/Local Plans: Is the project identified in an adopted state or local plan?				
Describe:				
Sufficient Funding: Is the total of requested funds plus local match and other committed funds sufficient to complete the project?				
Provide information if the answer is "No" or "N/A" for any of the above eligibility questions:				
<p>This application does not require applicants to identify a specific funding program for their proposed project. Due to the numerous funding programs, each with its own set of eligibility criteria, each application that meets the general eligibility criteria will be prioritized according to its merits. A staff committee will work in consultation with project sponsors to identify a suitable funding program or combination of programs for successful projects.</p>				

Section 4: Project Budget and Funding Request Summary: -All amounts must reflect year of expenditure dollars (correcting for inflation) -Federal funds require 10.27% match from non-federal sources.					
Estimated Total Project Cost		\$			
Project Phase	Estimated FFY to Obligate	Federal Funds Requested	Required Match (10.27%)	Additional Committed Funding (incl. Fed.)	Estimated Total Cost
<i>Planning*</i>		\$	\$	\$	\$
<i>Design/Prelim. Engineering</i>		\$	\$	\$	\$
<i>Right of Way</i>		\$	\$	\$	\$
<i>Utility Relocation</i>		\$	\$	\$	\$
<i>Construction</i>		\$	\$	\$	\$
<i>Other</i>		\$	\$	\$	\$
Total request of federal funds:		\$	\$	\$	\$
Enter amounts and sources of "Additional Committed" funding:		\$	Source:		
		\$	Source:		
		\$	Source:		
		\$	Source:		
*State and Federal agencies will not typically approve a project with both a Planning and a Design/Engineering phase under a single Key Number. If your project includes funding for both phases, please explain why.					
Provide other funding information, as relevant:					

Section 5: Regional Primary Funding Considerations

The 2045 RTP identifies 7 general goals and 28 specific objectives to achieve those goals. The following subset of objectives was identified by the MPO as the primary funding considerations for this call for projects:

- Eliminate fatal and serious injury crashes for all modes of travel.
- Preserve and maintain transportation system assets to maximize their useful life and minimize project construction and maintenance costs.
- Eliminate barriers that people of color, low-income people, youth, older adults, people with disabilities and other historically excluded communities face meeting their travel needs.
- Reduce the transportation system's vulnerability to natural disasters and climate change.
- Improve public health by providing safe, comfortable, and convenient transportation options that support active living and physical activity for all ages and abilities to meet daily needs and access services.
- Increase the percentage of trips made using active and low carbon transportation modes while reducing vehicle miles traveled within our region.
- Strive to reduce vehicle-related greenhouse gas emissions and congestion through more sustainable street, bike, pedestrian, transit, and rail network design, location, and management.
- Complete gaps in the regional bicycle and pedestrian networks, including paths.

Describe how the proposed project supports the primary funding considerations listed above (up to three):

Additional Project Benefits
Describe any other project benefits worth consideration by those reviewing this application.

Section 6: Performance Measures:			
Indicate which performance measure(s) this project supports. See Instructions for more details.			
a. Roadway Safety			
<input type="checkbox"/> Serious Injuries and Fatalities per vehicle-mile traveled	<input type="checkbox"/> Number of Serious Injuries and Fatalities for non-motorized users		
<input type="checkbox"/> Number of Serious Injuries and Fatalities			
b. Pavement and Bridge Condition on the NHS			
<input type="checkbox"/> Condition of Interstate Pavements	<input type="checkbox"/> Condition of NHS Bridges		
<input type="checkbox"/> Condition of Non-Interstate NHS Pavements			
c. Performance of the NHS			
<input type="checkbox"/> Percent of reliable person-miles on Interstate	<input type="checkbox"/> Truck Travel Time Reliability on Interstate		
<input type="checkbox"/> Percent of reliable person-miles on NHS			
d. Transit Asset Management			
<input type="checkbox"/> Percent of vehicles that exceed useful life benchmark	<input type="checkbox"/> Percent of facilities < 3 on the TERM scale		
e. CMAQ Performance Measures			
<input type="checkbox"/> Total Emissions Reductions (PM10)	<input type="checkbox"/> Annual hours of peak hour excessive delay		
<input type="checkbox"/> Percent of non-SOV travel			
Section 7: Air Quality Status		Yes	No
a. Is the project exempt from air quality conformity analysis? see 40 CFR Sec. 93.126			
b. If exempt, under what category is the project exempt? (e.g. Safety – Railroad/Highway Crossing)			

Section 8: Submittal Approval	
Project Sponsor Authority Information	
The Authorizing Authority identified below approved the submittal of this application on behalf of the Project Sponsor. Project sponsors will be required to sign an Intergovernmental Agreement (IGA) with ODOT prior to receiving any project funds. The IGA with the state will detail the requirements for the use and management of requested funds.	
Authorizing Authority Name:	
Authorizing Authority Title: (e.g. Mayor, Executive Director, etc.)	
<input type="checkbox"/> Submittal was approved by the identified authorizing individual.	
Co-Sponsor Authority Information (if applicable)	
Authorizing Authority Name:	
Authorizing Authority Title:	
<input type="checkbox"/> Submittal was approved by the identified authorizing individual.	

Section 9: Project Summary Sheet
Follow the <i>Application Instructions</i> to complete the project summary sheet form and submit it with this completed application.

Applications to be submitted to dcallister@lcog.org



April 25, 2022

To: Metropolitan Policy Committee
From: Brenda Wilson, Paul Thompson
Subject: Item 6.c: Coronavirus Response and Relief Supplemental Appropriation Act (CRRSAA) Funding

Action Recommended: Approve distribution of CRRSSA funds

Issue Statement

At the February, 2022 MPC meeting MPC approved receiving CRRSAA funding as non-federal relief funding. In March 2022 LCOG received the \$2,018,930. This agenda item requests approval for distribution of the funds for the purpose of developing a regional broadband strategy and for direct payments to four metro area jurisdictions.

Discussion

The Coronavirus Response and Relief Supplemental Appropriations Act included in the omnibus package a total of \$45 billion for transportation. Of that amount, \$9.84 billion will be provided to State Departments of Transportation (DOTs) and will be made available under the Surface Transportation Block Grant program (STBG) and be suballocated to areas over 200,000 in population (the large MPOs, or Transportation Management Areas (TMAs)). The purpose of the act is to address COVID-19 impacts.

Oregon will receive \$123,980,570 in CRRSAA funds. LCOG, as the Central Lane MPO, will receive \$2,018,930. One of the provisions within the act allows the MPO (LCOG) to receive the funding as relief funding and to use the funds however it sees fit. This is the provision that MPC supported in February 2022.

Almost from the moment availability of these unconstrained funds was known, the potential for using a portion of the funds to support development of a Lane County regional broadband strategy has been under discussion by the LCOG Executive Committee and regional MPO staff. The Infrastructure Investment and Jobs Act (IIJA) passed in 2021 provides for unprecedented amount of federal broadband grant funding via multiple grant programs over the next several years. However, without a broadband strategy for our region it not possible to understand what funding, and for what purposes, the region should apply for, or to demonstrate this region's readiness for those funds to the federal grant programs.

A proposal is in place to devote \$838,000 of the \$2,018,930 CRRSSA funds to development of a regional broadband strategy, staffing for grant development and

management, and seed money as local match for federal grant funds. In summary, the proposed use of the funds is as follows;

Expense	Amount	Notes
Draft RFP and Go Through RFP Process	\$ 5,000.00	
Broadband strategy	\$ 250,000.00	Consultant
Broadband Coordinator	\$ 170,000.00	2 years
Staff Broadband Consortium	\$ 48,000.00	3 years
Interconnect Site Staff Time	\$ 55,000.00	3 years
Grant Writing	\$ 10,000.00	2 years
Federal Match	\$ 300,000.00	
Total	\$ 838,000.00	

The estimated \$250,000 cost for consultant development of a regional broadband strategy is based on a review of several similar efforts and costs undertaken by other regions around the country. The Table of Contents and Executive Summary from one of those is included as Attachment 1 to this memo. This provides an overview of the product expected for this region.

The investment in developing the Strategy will cover, and benefit, our entire Lane County region, addressing strategies for the metropolitan, small city, and rural areas. The strategy will determine where, how much, and for what benefits should our broadband investment focus. These dollars will not be spent specific to any geography, they will be spent to develop a strategy to address needs throughout Lane County. Benefits identified in the Strategy will also accrue throughout the County, both through specific capital improvements, and through indirect benefits such as economic development, job creation, and more, that strengthens the entire region.

In addition, Lane County is part of a 4-county (Benton, Lane, Lincoln and Linn) federal Economic Development District and is heavily involved in that effort. Being part of the district opens up additional federal funding for our region. We are required to develop a 5-year strategy and submit it to the U.S. Department of Commerce's Economic Development Administration (EDA). Our Comprehensive Economic Development Strategy (CEDS) includes the buildout of broadband throughout the region, but we need to develop a strategy on how – that is the broadband strategy being proposed, and will allow us to leverage the unprecedented amount of federal broadband funding coming over the next several years. The Board for the district is made up of elected officials from all 4 counties and Commissioner Buch is the Chair of this Board.

While the state is developing a broadband investment and deployment strategy for Oregon, and should be focusing on unserved and underserved areas, they have also received a directive from the Governor's office to support and promote local and regional broadband planning. We need to have our regional broadband strategy in place in order to receive that support. Much of the federal funding will go to/through the states, and local and regional efforts will need to work with their state to access those funds to build out broadband in their own regions. We can't wait for the state to develop a strategy for our region. It is very likely that without both a Strategy and

matching funds in place ahead of the opportunity to access the state and federal broadband funds, we will have very limited success, if any, in obtaining those funds.

Currently, many efforts to expand broadband access are primarily focused on extending wired and fixed wireless infrastructure to the last mile: homes and small businesses. While some providers have delivered reliable high-speed internet to people in the urban and suburban areas of our region, Lane County is primarily rural and many rural areas remain underserved or lack a connection. The challenge of closing these last-mile gaps is compounded by geography, demographics, and the numbers and types of entities that provide service in Lane County. In order for our region to get where we need to be in the broadband race, we need to develop our own strategy and begin to build out our system – now. We are already behind. The federal dollars will start to be released this year (right now) and we have no strategy.

The *Broadband Coordinator, Staff Broadband Consortium, Interconnect Site Staff Time, and Grant Writing* expenses above are included to cover the 2-3 year cost of a regional broadband consortium to manage the consultant process, provide technical assistance, ensure grant writing capacity, and then manage and implement the anticipated grant funding. There is no other funding source to cover this staff time.

The \$300,000 of *Federal Match* funding provides local funds to be used as match commitments for federal grant funding.

The second component of the proposed use of the CRRSSA funds distributes the remaining \$1,180,930 to the four metropolitan general purpose governments as follows (in round figures):

Coburg	\$59,047	5%
Eugene	\$590,465	50%
Springfield	\$295,233	25%
Lane Co	\$236,186	20%

Those funds would be free of any local, state, or federal requirements, with the understanding that the funds would be used at the discretion of each jurisdiction for purposes with a transportation nexus.

Finally, any portion of the \$838,000 not ultimately used for the regional broadband effort would be distributed to the four jurisdictions in the proportions above.

MPC's advisory Transportation Planning Committee (TPC) reviewed the proposed distribution of the CRRSSA funding at their March 17, 2022 public meeting and unanimously recommend distribution of the funds as outlined above.

Action Recommended: Approve distribution of CRRSSA funds

Attachment

1. Eastgate Regional Council of Governments *Regional Broadband Feasibility Study* – Table of Contents and Executive Summary



EASTGATE REGIONAL BROADBAND FEASIBILITY STUDY

for Eastgate Regional Council of Governments

Prepared by Ice Miller Whiteboard and ms consultants, inc.

June 4, 2021



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PREPARED FOR:



PREPARED BY:

Ice Miller Whiteboard



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EXECUTIVE SUMMARY

The Eastgate Regional Council of Governments issued a Request for Proposals in September 2020, seeking the services of a consultant or firm to perform a Regional Broadband Feasibility Study focused on providing enhanced and reliable internet service to rural areas lacking appropriate coverage, as well as urban centers that require increased speed and access, for the three-county region encompassing Ashtabula, Mahoning, and Trumbull Counties, Ohio. Ice Miller Whiteboard and ms consultants were awarded the RFP and began work on the Study in November 2020.

“Broadband” is objectively defined by the Federal Communications Commission as speeds of 25 megabits per second for downloads (what a user pulls from the internet) and 3 Mbps for uploads (what a user pushes to the internet), but subjective experiences of reliability at this speed vary and demands for additional speeds continue to augment, especially with the onset of the pandemic. Affordability, both of available service and the devices that connect to the service, has long been a predominant reason why households that have broadband available do not subscribe. Stories of individuals traveling to and from public library facilities in order to apply for jobs and of students completing their homework at fast food restaurants or sitting outside major retailers in order to have access to high-speed connectivity became even more problematic with the onset of the pandemic when such institutions were temporarily or permanently forced to close their doors. We learned through this Study that certain schools in the Region were unable to ever transition to remote learning during COVID due to lack of at-home service and devices among their students.

Additional feedback received during the Needs Assessment/ community engagement portion of the Study consistently identified four overarching needs facing the region:

1. **Regional leadership and cooperation to support broadband deployment;**
2. **Affordable, reliable broadband service for Regional residents and businesses;**
3. **More choices of broadband providers; and**
4. **Creative, new models to address local broadband needs.**

To address these needs, we recommend the following projects, in the order of implementation:

TIMELINE	RECOMMENDATION
SHORT-TERM	1. Identify the Eastgate Regional Council of Governments as the regional broadband convener & coordinator and incorporate additional staff support to implement the projects.
	2. Assist in marketing low-cost offerings currently available through broadband providers, and assist with sign-ups for the FCC’s Emergency Broadband Benefit (EBB) Program.
	3. Maintain a comprehensive regional asset inventory, including digital inclusion programs.
	4. Review and potentially revise or enact municipal Right-of-Way ordinances in order to ensure they are conducive to state-of-the-art ROW management and aligned with state and federal law for the deployment of small cell facilities and wireless support structures.
	5. Adopt a regional Dig-Once Policy in order to encourage conduit be installed when public rights-of-way are excavated or otherwise opened.
	6. Establish partnerships among public entities including affordable housing, education, healthcare, transit, libraries, and Information Technology Centers, to address specific broadband access and digital equity/ inclusion needs.
	7. Encourage build-out by existing providers through applications to Ohio’s Residential Broadband Expansion Grant Program and NTIA’s Broadband Infrastructure Program.
MID-TERM	8. Establish New Broadband Authority to assist in funding additional regional buildout.
	9. Consider launching Innovation Districts in areas with a Historic Building or Historic District, designated at the local, state, or federal level, for connectivity and business incubation.
LONG-TERM	10. Issue a Request for Information and/ or Request for Proposals to support public-private partnership(s) for fiber and wireless expansion, including soliciting ideas for the following:
	10.1 Regional backbone fiber expansion along Route 7 and Route 11, supplemented with East to West Connectivity along the Ohio Turnpike, 88, and 305 to ensure additional service to Townships and building off of the regional backbone(s): <ul style="list-style-type: none"> » Conneaut to Pierpont Township to Kinsman Township to Brookfield to Hubbard to Liberty Township/ Girard to Niles to Warren to Newton Falls to the Turnpike » Conneaut to Pierpont Township to Kinsman Township to Brookfield to Hubbard interconnected at 304 into Youngstown to Boardman » Conneaut to Pierpont Township to Kinsman Township with East-West connections on 88 at Vernon and on 305 at Hartford in order to address Bristol, Mecca, and Johnston Townships on 88 and Champion and Bazetta Townships along 305) » Ashtabula to 224 eastward into Poland Township and westward into Canfield, then connect into conduit along 224 in Canfield
	10.2 Broadband access expansion to agricultural regions in Southern Ashtabula County, South of 90; and Northwest Trumbull County
	10.3 Lateral connections in downtown Warren, Ohio in Trumbull County
	10.4 Network expansion for Smart City implementations and affordability for residents in Youngstown

In developing the recommendations, we considered the following, among others:

- How accessible is broadband by speed and technology type currently? Is current broadband access meeting local needs of residents, businesses, and community groups?
- How many broadband options/ provider are available to end-users in the Region?
- What assets already exist that could support additional fixed and wireless broadband expansion and provider choice in the Region?
- Of those with access, what are the subscription rates in the Region and how do these change among different demographic groups and income levels?
- What programming is available and needed to support digital inclusion within the Region?

The findings throughout this Study in many ways aligned with what we would expect: those areas with lower population density experience lower broadband availability, and lack of choice/ competition among broadband providers further impacts broadband availability and affordability. However, this circumstance is not borne entirely by the rural regions of these Counties – four communities, at least one from each County, are included among Connect Your Community’s “Fifty Worst Connected Communities in Ohio with Populations over 5,000” – Youngstown (2nd); Warren (5th); Ashtabula (20th); and Niles (32nd).

The access and affordability issues plaguing the Region are not new and several efforts have already taken place to address them, including a 2017 Connect Ohio Connected Community Assessment for Youngstown/ Mahoning County; the Ashtabula Broadband Task Force, created to be a forum in which interested parties could provide updates and work collaboratively on the broadband issues facing Ashtabula County; and the specific call-out to broadband in the Eastgate Regional Council of Government’s Comprehensive Economic Development Strategy (CEDS).

Access to high-speed internet is of tremendous importance to the long-term economic viability of the Eastgate region. As technology continues to advance, so does the way in which data is transmitted, and the speed at which that data can reach its end-user. Thus, the need to study and explore the feasibility of installing modern broadband infrastructure is paramount when considering its commercial use to draw in new business investment, while also retaining major employers within the region.

– Eastgate CEDS

You will often hear the project team say that broadband is not Field of Dreams: it isn’t “if you build it, they will come.” However, if you don’t, they will likely leave. Implementing the recommendations in this Study will set a new vision for the Eastgate Region; one in which connectivity and supporting programming is readily available to all who need it, creating new opportunities for community and economic development, and ensuring long-term regional vitality.



Eugene-Springfield Safe Routes to School 2021 - 2025 Strategic Plan

SafeRoutes

Eugene-Springfield Safe Routes to School



Prepared for:



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Date Released: April 2022

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Executive Summary

Safe Routes to School (SRTS) makes it safer and more appealing for students and their guardians to use active and shared transportation for the school commute. The Eugene-Springfield Safe Routes to School program is a regional approach to offering SRTS programming and support for infrastructure improvements in the metropolitan area's three school districts - Eugene School District 4J, Bethel School District and Springfield Public Schools.

This plan is the region's third strategic plan since 2012, during which time the Eugene-Springfield SRTS program has grown quickly and accomplished many of the goals identified in the earlier two plans. Programmatic goals that fall under the six "E's" of SRTS are identified in this plan, along with action items needed to realize each goal.

Impact of Covid-19

Leading up to the shutdown of schools and other in-person activities due to the Covid-19 pandemic, the Eugene-Springfield Safe Routes to School program was at its peak in terms of staffing levels and programming. With a half-time Regional Coordinator, two half-time Program Assistants, as well as interns and volunteers supporting activities in all three districts, there were events planned for spring at multiple schools, a full slate of Bike Safety Education classes, PE teachers prepared to teach Pedestrian Safety and to partner on kindergarten and 1st grade Learn-to-Ride classes. With the shutdown, the team pivoted to providing virtual activities for students to do at home to stay active, learn traffic safety skills, and practice their routes to school using active transportation. In partnership with the City of Eugene, the team developed and shared virtual Bike and Pedestrian Safety curriculum and "Walk and Roll to School... or Anywhere" activities for students of different ages in English and Spanish. Through a partnership with the University of Oregon O-Heroes program, a volunteer program for UO athletes, SRTS created and shared videos with teachers of student athletes reading active transportation themed picture books. As some in-person activities returned, SRTS loaned out bikes from their fleets through the City of Eugene's Outdoor Recreation program and partnered on community learn-to-ride activities. When schools resumed hybrid learning, 4J's SRTS program was able to bring their kinder/1st Learn-to-Ride classes to some schools. At the time of publication of this document, with all districts back to in-person learning, further in-person programming was gradually returning, but most evaluation was still on hold.

The Eugene-Springfield Safe Routes to School program vision is that active and shared transportation are desirable, safe and efficient options for students to access school and other key destinations.



GOALS

EQUITY

Center equity in all SRTS activities with particular attention to ensuring outcomes are fair and increase safety and health for students of color, low-income students, students with disabilities, Native American students, LGBTQIA+ students, students whose families speak a language other than English, students in unstable housing, female students and other demographic groups with disparate outcomes in the areas of active and shared transportation.



EDUCATION

The Pedestrian Safety Education programs grows to reach 85% of elementary schools by 2023, while 100% of eligible schools receive the two week Bicycle Safety Education program, with scheduling preference given to the highest need schools.¹ Learn-to-ride programming expands to serve multiple schools in each district and special events. Transit Education programs are piloted in all districts.

¹ Reaching 100% of students was not seen as possible at the time of writing, due to coordination capacity and because not all students take PE.



ENGAGEMENT

Create new opportunities for community members and organizations, school staff, students and their families to share their ideas, questions, and concerns about SRTS programming and infrastructure.





ENCOURAGEMENT

Every school in the region participates in an annual encouragement activity with high need schools and underserved communities receiving additional support that allows for responsive programming. Formalize and expand programs proven to be effective like walking school buses and standing “Walk+Roll” to school days (e.g. Walking Wednesdays).

ENGINEERING

Advocate for and support efforts to install both temporary and permanent improvements to infrastructure surrounding schools, on school sites and on routes to schools. These efforts should be based on need with safety and equity as the most heavily weighted factors determining need.



EVALUATION

Use and refine previously developed performance measures and collect, analyze and share data that helps answer questions about the effectiveness of programming.



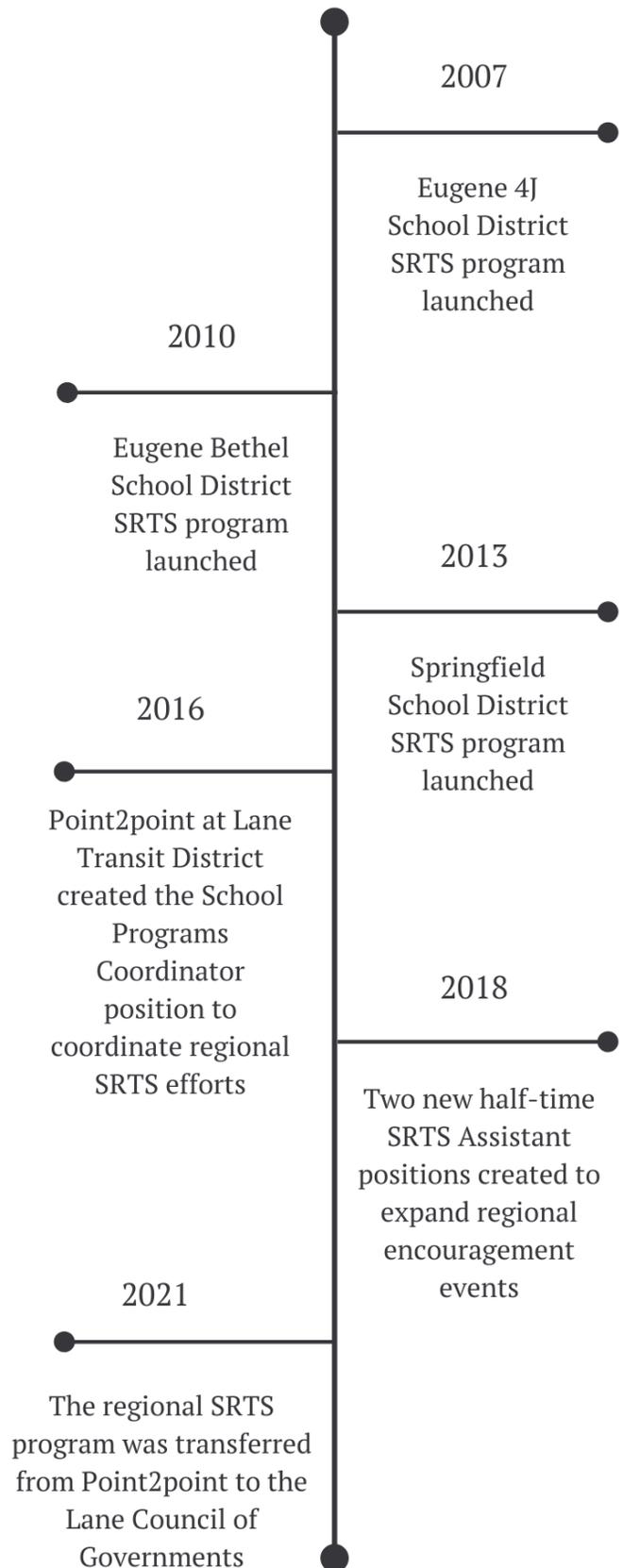
Key Achievements of First Strategic Plan (2012-2017):

- Launched Springfield Public Schools Safe Routes to School Program
- Developed a nationally recognized School Bicycle Parking Assessment Tool (<http://saferoutespartnership.org/resources/report/school-bike-parking-assessment>)
- Expanded bike safety education to all three school districts
- Implemented pedestrian safety education in all three school districts
- Established regionally-coordinated encouragement events and programs
- Completed the Bike Safety Education Fleet for all three school districts including five bike fleets (200 bikes total) with trailers and necessary equipment.
- Created a new staff position to coordinate regional SRTS efforts.

Key Achievements of Second Strategic Plan (2017-2021):

- Began expansion of Bike Safety Education program.
- Launched a kindergarten/1st grade Learn-to-Ride a bike program, including acquisition of equipment for all districts.
- Tenfold expansion of students reached in 4J with Pedestrian Safety Education by shifting program to Physical Education (PE).
- Expanded education capacity by engaging Willamalane to provide Springfield Bike Safety Education and Pedestrian Safety Education.
- Added Program Assistant positions and added Regional Coordinator position.
- With more support staff from interns and Program Assistants, dramatically increased Encouragement activities such as Bike Rodeos, Walk & Roll Challenge activities and School-Wide Walks, including those with school bus rider participation.
- Developed an infrastructure evaluation tool to objectively evaluate and rank infrastructure needs around schools.
- Launched internship program.

Eugene-Springfield SRTS Program History





Goals and Actions

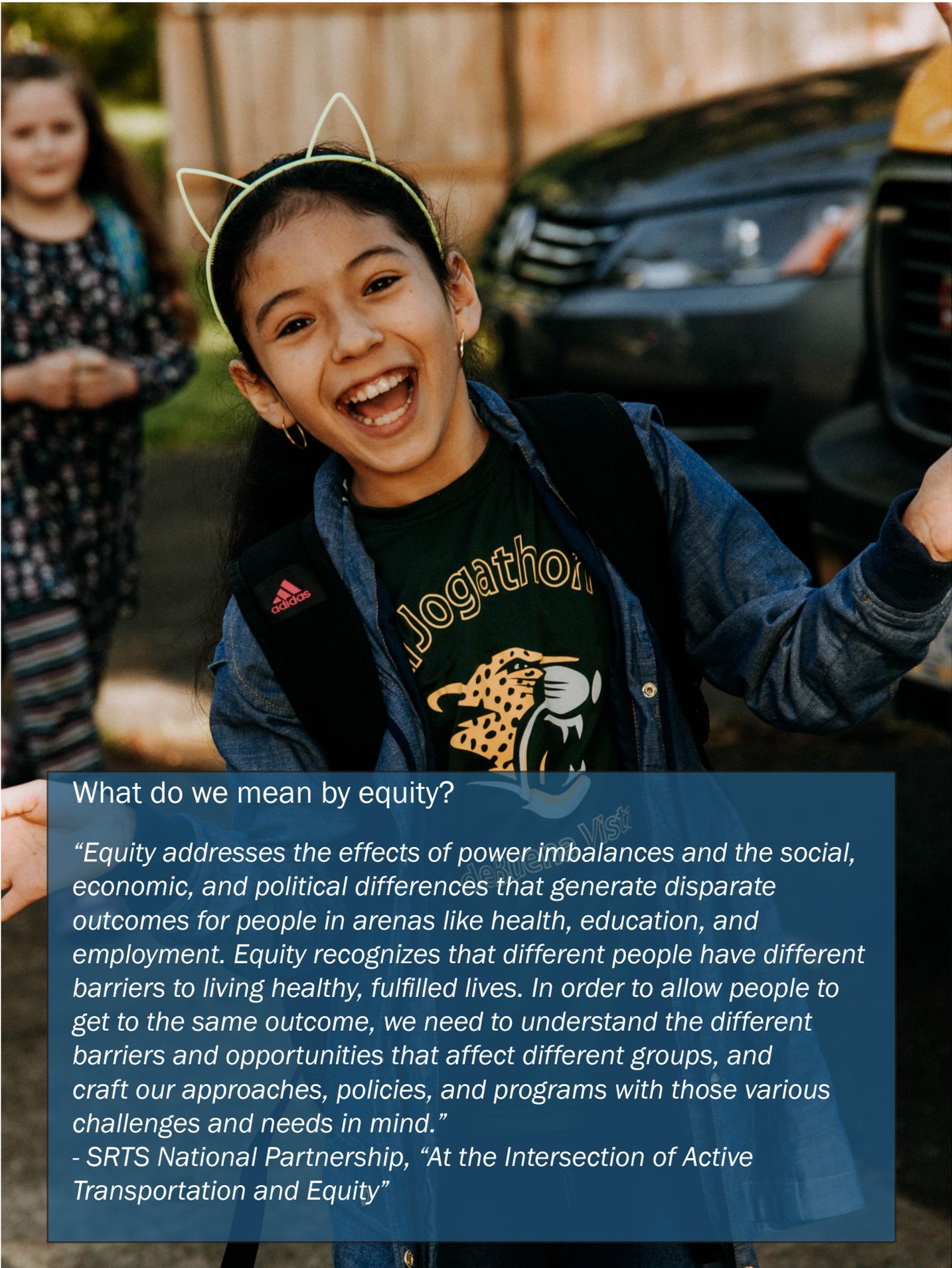
EQUITY

Goal: Center equity in all SRTS activities with particular attention to ensuring outcomes are fair and increase safety and health for students of color, low-income students, students with disabilities, Native American students, LGBTQIA+ students, students whose families speak a language other than English, students in unstable housing, female students and other demographic groups with disparate outcomes in the areas of active and shared transportation. Equity in a transportation and SRTS context is crucial because it pertains not only to students' mobility, sense of safety in public spaces and physical health, but also to their ability to access education.

Action Items:

1. Develop strategy for using an equity lens for:
 - Program development and implementation to ensure that SRTS programs are culturally relevant and are reaching students belonging to the groups listed above.
 - Use of and distribution of resources to ensure that an equitable share is going to students belonging to the groups listed above.
 - Hiring and recruitment of SRTS staff, volunteers and interns that are representative of the diversity of the student body.
2. Direct more SRTS program resources to highest need schools and students and connect them with relevant community resources.
3. Further publicize the commitment to center equity.
4. Measure effectiveness in the above mentioned actions. See evaluation for more details.





What do we mean by equity?

“Equity addresses the effects of power imbalances and the social, economic, and political differences that generate disparate outcomes for people in arenas like health, education, and employment. Equity recognizes that different people have different barriers to living healthy, fulfilled lives. In order to allow people to get to the same outcome, we need to understand the different barriers and opportunities that affect different groups, and craft our approaches, policies, and programs with those various challenges and needs in mind.”

- SRTS National Partnership, “At the Intersection of Active Transportation and Equity”

Engagement

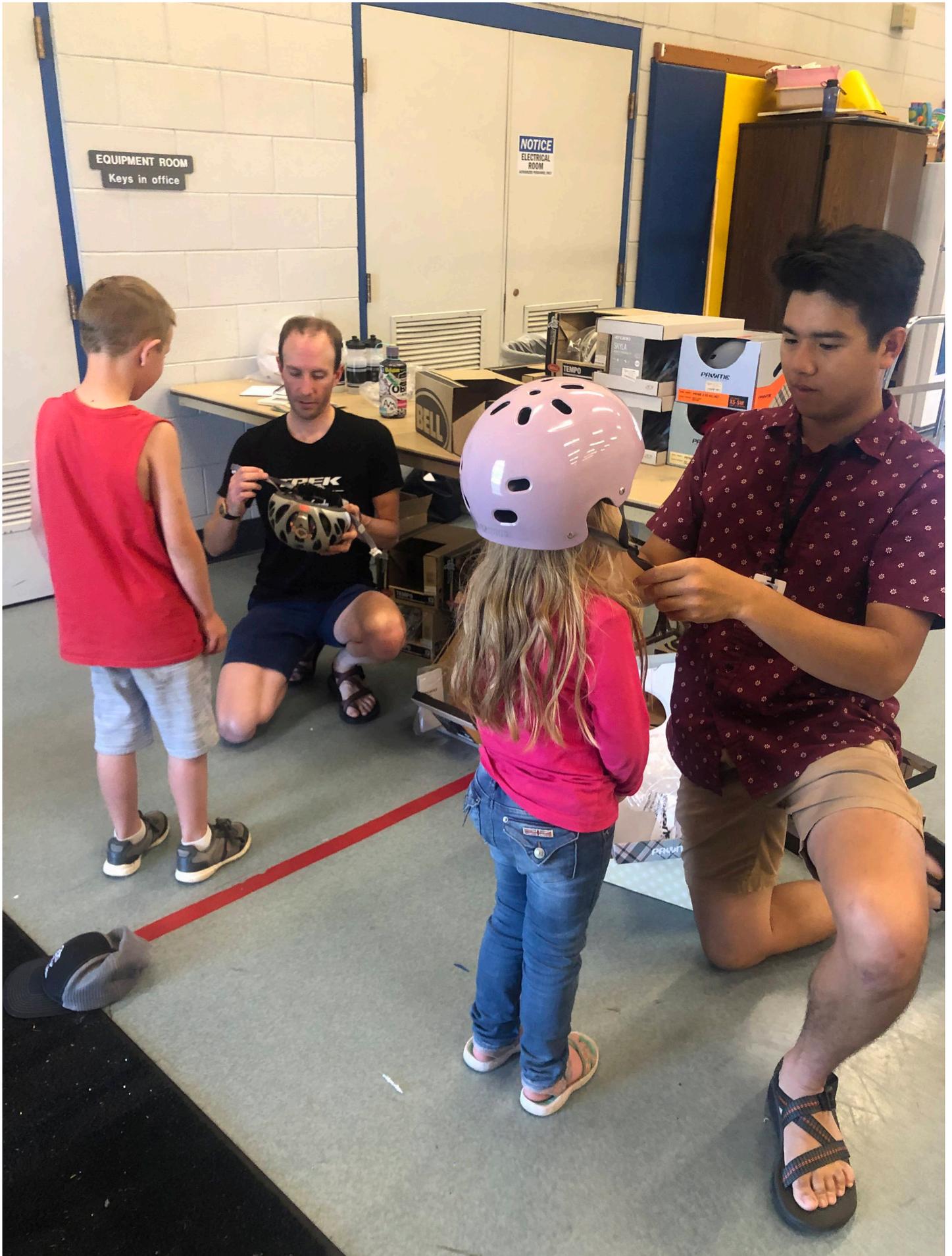
Goal: Create new opportunities for community members and organizations, school staff, students and their families to share their ideas, questions, and concerns about SRTS programming and infrastructure.*

Action Items:

1. Develop Engagement processes and procedures for stakeholder recruitment, event documentation, and follow up efforts, with special attention towards effectively serving BIPOC and other historically underserved communities.
 - Center the voices and needs of students and the support networks for students with disabilities, low-income students, Native American students, students of color, female students, LGBTQIA+ students, students whose families speak a language other than English, students in unstable housing and other demographic groups.
 - Engage with and support underserved communities. Partner with district programs and outside organizations representing and working most closely with those communities
 - Support events that are already in place and develop new programming to meet underserved communities' needs, ensuring that encouragement activities are accessible and appropriate for all students.
 - Capture the critically important perspectives of youth to develop more effective tools for serving their population.
2. Develop Engagement goals and outcomes to measure success in this area.

*This “E” is new for the regional SRTS program and we expect that as we progress in this work, new goals and actions will emerge.





EDUCATION

Goal: The Pedestrian Safety Education programs grows to reach 85% of elementary schools by 2023, while 100% of eligible schools receive the two week Bicycle Safety Education program, with scheduling preference given to the highest need schools.¹ Learn-to-ride programming expands to serve multiple schools in each district and special events. Transit Education programs are piloted in all districts.

Action Items:

1. Expand the Bicycle and Pedestrian Safety Education programs.
2. Continue to build partnerships with schools to increase school participation. Increase student participation within schools.
3. Effectively teach all students by ensuring the educational curriculum is presented effectively to multicultural students and English as a Second Language (ESL) students and continue to work on differentiating instruction for all skill levels.
4. Expand work with underserved and historically marginalized populations.

¹ Reaching 100% of students was not seen as possible at the time of writing, due to coordination capacity and because not all students take PE.





EDUCATION (continued)

5. Hire an instructor pool that reflects the diversity of the region and train instructors on diversity, equity and inclusion.
6. Continue to:
 - Offer adaptive equipment for SRTS education programs.
 - Implement pop-up traffic gardens to help riders develop traffic safety skills and build enthusiasm for biking.
 - Educate community members about driving safely in school zones and school parking lots.
7. Formalize the Learn-to-Ride program to reach hundreds of students each year in all three districts.
8. Pilot transit education program.
9. Participate in the creation of one or more permanent “traffic gardens.”
10. Incorporate personal safety and route selection into traffic safety programs.





What is a traffic garden?

It is an interactive space for children to practice bike skills safely, without the threat of cars. It consists of child-scaled streets and other traffic elements, created in two or three dimensions. In our region, students could access a traffic garden independently and as part of class field trips or as an extracurricular activity.

ENCOURAGEMENT

Goal: Every school in the region participates in an annual encouragement activity with high need schools and underserved communities receiving additional support that allows for responsive programming. Formalize and expand programs proven to be effective like walking school buses and standing “Walk+Roll” to school days (e.g. Walking Wednesdays).

Action Items:

1. Encourage and assist with at least one annual encouragement activity event at all schools.
2. Continue to work towards institutionalizing Walking School Bus (WSB) and potentially Bike Train programs.
3. Expand middle and high school programming.
4. Make programming and materials culturally and linguistically accessible.
5. Work with Lane Transit District (LTD) to get transit passes to as many students as possible and to increase ridership through the Youth Pass program.
6. Identify and support school champions at each school.
7. Encourage connections between families that lead to more carpools; walking, biking and transit buddies; and walking school buses.





The regional SRTS team bases our definition of High Need Schools on the student population. In all three districts, the SRTS team uses the equity score from our infrastructure ranking tool.

These scores are based on percentage of school populations of English-language learners, BIPOC students, and those who qualify for special education and/or free and reduced lunches.

In 4J, a similar, district-designed Needs Index can also be used. The 4J index does not include race and includes student mobility (new enrollments/departures at a given school during the school year).



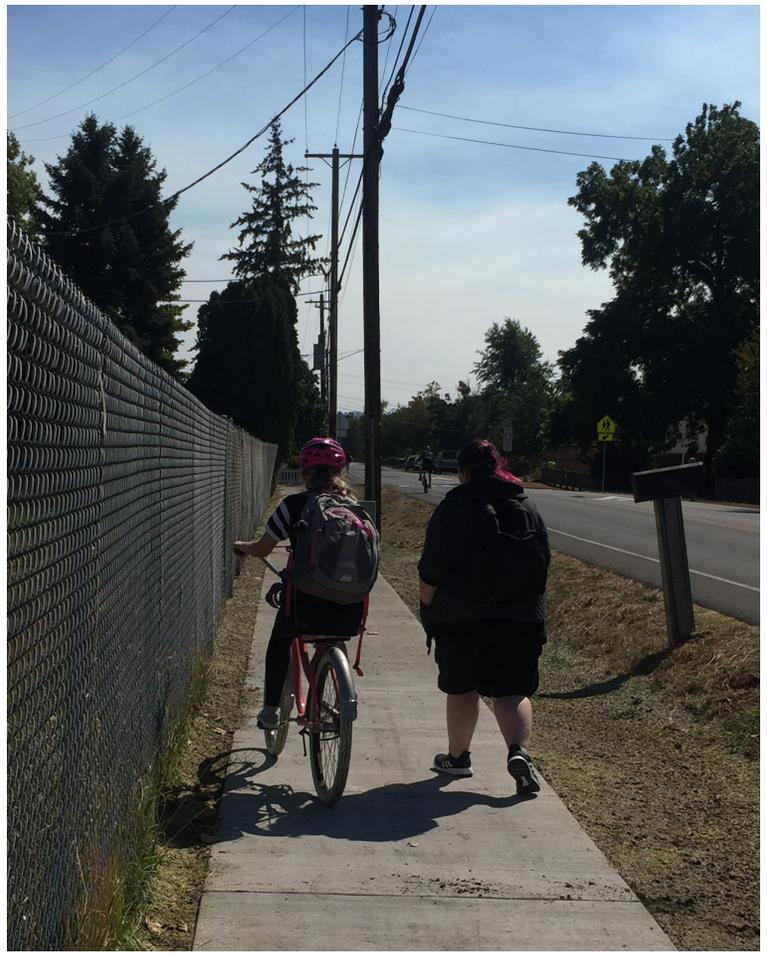
ENGINEERING

Goal: Advocate for and support efforts to install both temporary and permanent improvements to infrastructure surrounding schools, on school sites and on routes to schools. These efforts should be based on need with safety and equity as the most heavily weighted factors determining need, as identified through the SRTS Infrastructure Tool.

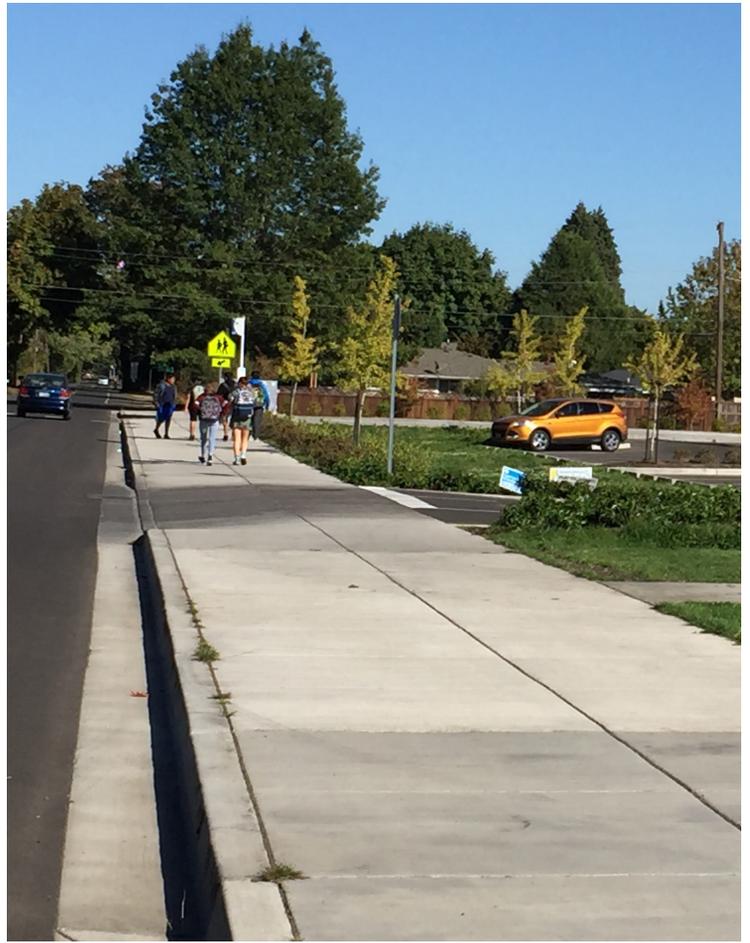
Action Items:

1. Advocate for improvements to address the highest priority infrastructure needs with top consideration for safety and equity.
2. With partners and the public, continue to identify infrastructure needs with the long-term goal of identifying all needs in the walk zones, starting with the highest need schools.
3. Continue to leverage and support key, local and regional safety initiatives.





Photos on the left are from before and on the right are after construction at Howard Elementary in Eugene.



EVALUATION

Goal: Use and refine previously developed performance measures and collect, analyze and share data that helps answer questions about the effectiveness of programming. Develop and use a specific equity tool to measure program delivery and benefits to underserved and historically marginalized populations and high need schools.

Action Items:

1. Improve regional data collection and sharing.
 - Aim for parent surveys in fall every three years and spring classroom tallies at each K-8 school each year.
 - Share tally and other data on SRTS website.
 - Compile data by school and by district to demonstrate changes over time and program impact.
2. If staffing levels allow, prepare and share an annual scorecard.
3. Develop and fine tune an equity scoring tool to compare program delivery in higher need schools to that in lower need schools with the goal of resource distribution proportionate to the level of need.
4. Document process of engagement with underserved communities, acknowledging that building relationships and new programming may not result in immediately measurable program outcomes that would be captured by the equity tool.
5. Use evaluation as a tool for continuous improvement of programming.





GLOSSARY OF TERMS

Bicycle Safety Education (BSE) - A proven program that teaches safe bicycling skills with on-bike experience to students at school during normal class time with a 10-day curriculum. Target age group is fifth or sixth grade students.

Bike Train - An organized group of students, with an adult escort, that travels by bicycling to/from school along a preplanned route for safety and fun.

High Need Schools - The regional SRTS team bases our definition of High Need Schools on the student population. In all three districts, the SRTS team uses the equity score from our infrastructure ranking tool, which provides a numerical score based on percentages of students who qualify for special education services; for free and reduced lunches; who are English language learners; and race/ethnicity. In 4J, a district-designed Needs Index can also be used. That index is based on the same factors with the exception of the inclusion of mobility rates (new enrollments/departures during the school year) and exclusion of race.

Park and Stride - A site that caretakers travel to then drop off their students to walk, bike, skate, scoot or use a mobility device the rest of the way to school. This option helps students participate in SRTS activities even when they live too far to walk or bike from home to school. It relieves parents from navigating through busy school parking lots and it reduces traffic, thereby enhancing safety for students.

Pedestrian Safety Education (PSE) - A program that teaches safe walking skills to elementary students during normal class time at school.

Traffic Garden - an interactive space for children to practice bike skills safely, without the threat of cars. It consists of child-scaled streets and other traffic elements, created in two or three dimensions.

Walking School Bus (WSB) - An organized group of students, with an adult escort, that travels by walking to/from school along a preplanned route for safety and fun.

Appendix 1: Student Household Distance from School

(Source: 2021-2022 School Year - Eugene, Springfield, Bethel School Districts)

School	1/2 mile students	1/2 to 1 mile students	Total within 1 mile radius	Total Students
Eugene 4J Schools				
Adams Elementary School	107	153	260	410
Arts & Technology Academy	69	176	245	427
Awbrey Park Elementary School	121	118	239	441
Buena Vista Spanish Immersion Elementary School	50	101	151	450
Cal Young Middle School	78	174	252	479
Camas Ridge Community School	75	105	180	286
Charlemagne French Immersion Elementary School	23	57	80	334
Chávez Elementary School	81	184	265	342
Chinese Immersion School	2	13	15	114
Edgewood Community Elementary School	141	181	322	406
Edison Elementary School	76	115	191	317
Family School Elementary	5	4	9	111
Gilham Elementary School	212	231	443	580
Holt Elementary School	122	255	377	474
Howard Elementary School	179	182	361	511
Kelly Middle School	89	121	210	428
Kennedy Middle School	90	115	205	336
Madison Middle School	49	108	157	434
McCornack Elementary School	164	138	302	330
Monroe Middle School	102	185	287	550
North Eugene High School	153	291	444	1044
River Road/El Camino del Río Elementary School	53	57	110	381
Roosevelt Middle School	80	205	285	574
Sheldon High School	140	375	515	1503
South Eugene High School	132	283	415	1532
Spencer Butte Middle School	87	170	257	380
Spring Creek Elementary School	76	118	194	304
Twin Oaks Elementary School	4	0	4	204
Willagillespie Elementary School	55	88	143	462
Winston Churchill High School	177	260	437	1134
Yujin Gakuen Japanese Immersion Elementary School	13	42	55	271
Eugene 4J Charter Schools				
Coburg Community Charter School	32	42	74	201
Network Charter School	1	8	9	101
Ridgeline Montessori Public Charter School	25	19	44	232
Twin Rivers Charter School (NWYC)	1	3	4	48
Village School	0	0	0	223
Bethel School District Schools				
Cascade Middle School	99	140	239	389
Clear Lake Elementary School	108	134	242	282
Danebo Elementary School	94	120	214	274
Fairfield Elementary School	130	130	260	358
Irving Elementary School	102	105	207	269

Kalapuya High School	7	27	34	90
Malabon Elementary School	193	118	311	367
Meadow View School	317	107	424	641
Prairie Mountain School	237	164	401	571
Shasta Middle School	63	94	157	377
Willamette High School	188	346	534	1568
Springfield Public Schools				
Academy of Arts and Academics	3	12	15	183
Agnes Stewart Middle School	48	133	181	531
Briggs Middle School	45	106	151	439
Centennial Elementary School	171	83	254	312
Douglas Gardens Elementary School	144	138	282	310
Elizabeth Page Elementary School	110	151	261	314
Gateways High School	4	2	6	48
Guy Lee Elementary School	232	36	268	338
Hamlin Middle School	116	225	341	612
Maple Elementary School	162	62	224	283
Mt. Vernon Elementary School	133	107	240	404
Ridgeview Elementary School	161	96	257	335
Riverbend Elementary School	125	35	160	390
Springfield High School	115	325	440	1383
Thurston Elementary School	117	175	292	407
Thurston High School	112	326	438	1293
Thurston Middle School	72	187	259	538
Two Rivers-Dos Ríos Elementary School	149	192	341	386
Walterville School	10	6	16	139
Yolanda Elementary School	94	135	229	340

Appendix 2: Recent SRTS Activities to Date (2018 to 2021)

	N/A	Activity Not Offered for these grades		
	Y/N	Activity at School/Not at School		
Eugene 4J Schools (K-12)	Infrastructure Assessment	Walk/Bike Events	Bike Education*	Pedestrian Education**
1. Adams Elementary	Y	Y	Y	Y
2. Arts and Technology Academy Middle	Y	Y	Y	N/A
3. Awbrey Park Elementary	Y	N	N	Y
4. Bertha Holt Elementary	Y	Y	Y	Y
5. Buena Vista Elementary	Y	Y	Y	Y
6. Cal Young Middle	Y	N	Y	N/A
7. Camas Ridge Elementary	Y	Y	Y	Y
8. Cesar Chavez Elementary	Y	Y	Y	Y
9. Charlemagne Elementary	Y	Y	N	Y
10. Chinese Immersion Elementary	Y	Y	N	Y
11. Churchill High School	Y	Y	N/A	N/A
12. ECCO High School	N	N	N/A	N/A
13. Edgewood Elementary	Y	Y	N	Y
14. Edison Elementary	Y	Y	Y	Y
15. Family School	Y	Y	N	Y
16. Fox Hollow School	N	N	N	N
17. Gilham Elementary	Y	Y	N	Y
18. Howard Elementary	Y	Y	Y	Y
19. Kelly Middle	Y	Y	Y	N/A
20. Kennedy Middle	Y	Y	N	N/A
21. Madison Middle	Y	N	Y	N/A
22. McCornack Elementary	Y	Y	N	Y

23. Monroe Middle	Y	Y	Y	N/A
24. North Eugene High School	Y	Y	N/A	N/A
25. River Road/EI Camino Elementary	Y	Y	Y	Y
26. Roosevelt Middle	Y	Y	Y	N/A
27. Sheldon High School	Y	Y	N/A	N/A
28. South Eugene High School	Y	N	N/A	N/A
29. Spencer Butte Middle	Y	N	Y	N/A
30. Spring Creek Elementary	Y	Y	N	N
31. Twin Oaks Elementary	Y	N	N	Y
32. Willagillespie Elementary	Y	Y	N	Y
33. Yujin Gakuen Elementary	Y	Y	N	Y
34. Coburg Community Charter – K-8	Y	Y	N	N
35. Network Charter – 6-12	N	N	N	N
36. Ridgeline Montessori – K-8	Y	Y	Y	N
37. Village School – K-8	Y	Y	Y	N

*In 4J, Bike Safety Education (BSE) is taught to 6th graders in middle school PE or Health classes where the teacher agrees to partner. SRTS piloted a kinder/1st grade “learn-to-ride” program in elementary schools in 2020 and is working on expanding the program to more schools in 4J as well as other districts.

**In 4J, PE teachers have been trained to teach Pedestrian Safety, except for those at charter schools. Those marked as receiving PSE are those who reported teaching it.

Bethel School District Schools	Infrastructure Assessment	Walk/Bike Events	Bike Education	Pedestrian Education
1. Cascade Middle	Y	Y	N/A	N/A
2. Clear Lake Elementary	Y	Y	Y	Y
3. Danebo Elementary	Y	Y	Y	Y
4. Fairfield Elementary	Y	Y	Y	Y
5. Irving Elementary	Y	Y	Y	Y
6. Kalapuya High	Y	Y	N/A	N/A
7. Malabon Elementary	Y	Y	Y	Y
8. Meadow View K-8	Y	Y	Y	Y

9. Prairie Mountain K-8	Y	Y	Y	Y
10. Shasta Middle	Y	Y	N/A	N/A
11. Willamette High	Y	Y	N/A	N/A

Springfield Public Schools	Infrastructure Assessment	Walk/Bike Events	Bike Education	Pedestrian Education
1. Academy of Arts and Academics (A3)	Y	N	N/A	N/A
2. Agnes Stewart Middle	Y	Y	Y	N/A
3. Briggs Middle	Y	Y	N	N/A
4. Centennial Elementary	Y	Y	N/A	N
5. Douglas Gardens Elementary	Y	Y	N/A	Y
6. Gateways High School	Y	N	N/A	N/A
7. Guy Lee Elementary	Y	Y	N/A	Y
8. Hamlin Middle	Y	Y	Y	N/A
9. Maple Elementary	Y	Y	N/A	N
10. Mt. Vernon Elementary	Y	Y	N/A	N
11. Page Elementary	Y	Y	N/A	Y
12. Ridgeview Elementary	Y	Y	N/A	N
13. Riverbend Elementary	Y	Y	N/A	N
14. Springfield High School	Y	N	N/A	N/A
15. Thurston Elementary	Y	Y	N/A	N
16. Thurston High	Y	N	N/A	N/A
17. Thurston Middle	Y	Y	N	N/A
18. Two Rivers-Dos Rios Elementary	Y	Y	N/A	N
19. Walterville Elementary	Y	Y	N/A	N
20. Yolanda Elementary	Y	Y	N/A	N

Appendix 3: Goals and Action Items with Timeline

6 months – 1 year 1 – 2 years 3 – 5 years Continuous

EQUITY

Goal: Center equity in all SRTS activities with particular attention to ensuring outcomes are fair and increase safety and health for students of color, low-income students, students with disabilities, Native American students, LGBTQIA+ students, students whose families speak a language other than English, students in unstable housing, female students and other demographic groups with disparate outcomes in the areas of active and shared transportation. Equity in a transportation and SRTS context is crucial because it pertains not only to students’ mobility, sense of safety in public spaces and physical health, but also to their ability to access education.

- | | |
|----|---|
| 1. | Develop strategy for using an equity lens for: <ul style="list-style-type: none"> • Program development and implementation to ensure that SRTS programs are culturally relevant and are reaching students belonging to the groups listed above. • Use of and distribution of resources to ensure that an equitable share is going to students belonging to the groups listed above. • Hiring and recruitment of SRTS staff, volunteers and interns that are representative of the diversity of the student body. |
| 2. | Direct more SRTS program resources to highest need schools and students and connect them with relevant community resources. |
| 3. | Further publicize the commitment to center equity. |
| 4. | Measure effectiveness in the actions mentioned in this table. See evaluation for more details. |

ENGAGEMENT

Goal: Create new opportunities for community members and organizations, school staff, students and their families to share their ideas, questions, and concerns about SRTS programming and infrastructure.*

- | | |
|----|---|
| 1. | Develop Engagement processes and procedures for stakeholder recruitment, event documentation, and follow up efforts, with special attention towards effectively serving BIPOC and other historically underserved communities. <ul style="list-style-type: none"> • Center the voices and needs of students and the support networks for students with disabilities, low-income students, Native American students, students of color, female students, LGBTQIA+ students, students whose families speak a language other than English, students in unstable housing and other demographic groups. • Engage with and support underserved communities. Partner with district programs and outside organizations representing and working most closely with those communities. |
|----|---|

	<ul style="list-style-type: none"> • Support events that are already in place and develop new programming to meet underserved communities’ needs, ensuring that encouragement activities are accessible and appropriate for all students. • Capture the critically important perspectives of youth to develop more effective tools for serving their population.
2.	Develop Engagement goals and outcomes to measure success in this area.
*This “E” is new for the regional SRTS program and we expect that as we progress in this work, new goals and actions will emerge.	

EDUCATION	
<p>Goal: The Pedestrian Safety Education programs grows to reach 85% of elementary schools by 2023, while 100% of eligible schools receive the two week Bicycle Safety Education program, with scheduling preference given to the highest need schools.* Learn-to-ride programming expands to serve multiple schools in each district and special events. Transit Education programs are piloted in all districts.</p>	
1.	Expand the Bicycle and Pedestrian Safety Education programs.
2.	Continue to build partnerships with schools to increase school participation. Increase student participation within schools.
3.	Effectively teach all students by ensuring the educational curriculum is presented effectively to multicultural students and English as a Second Language (ESL) students and continue to work on differentiating instruction for all skill levels.
4.	Expand work with underserved and historically marginalized populations.
5.	Hire an instructor pool that reflects the diversity of the region and train instructors on diversity, equity and inclusion.
6.	Continue to: <ul style="list-style-type: none"> • Offer adaptive equipment for SRTS education programs. • Implement pop-up traffic gardens to help riders develop traffic safety skills and build enthusiasm for biking. • Educate community members about driving safely in school zones and school parking lots.
7.	Formalize the Learn-to-Ride program to reach hundreds of students each year in all three districts.
8.	Pilot transit education program.
9.	Participate in the creation of one or more permanent “traffic gardens.”
10.	Incorporate personal safety and route selection into traffic safety programs.
*Reaching 100% of students was not seen as possible at the time of writing, due to coordination capacity and because not all students take Physical Education (PE).	

ENCOURAGEMENT

Goal: Every school in the region participates in an annual encouragement activity with high need schools and underserved communities receiving additional support that allows for responsive programming. Formalize and expand programs proven to be effective like walking school buses and standing “Walk+Roll” to school days (e.g. Walking Wednesdays).

1. Encourage and assist with at least one annual encouragement event at all schools.
2. Continue to work towards institutionalizing Walking School Bus (WSB) and Bike Train programs.
3. Expand middle and high school programming.
4. Make programming and materials culturally and linguistically accessible.
5. Work with Lane Transit District (LTD) to get transit passes to as many students as possible and to increase ridership through the Youth Pass program.
6. Identify and support school champions at each school.
7. Encourage connections between families that lead to more carpools; walking, biking and transit buddies; and walking school buses.

ENGINEERING

Goal: Advocate for and support efforts to install both temporary and permanent improvements to infrastructure surrounding schools, on school sites and on routes to schools. These efforts should be based on need with safety and equity as the most heavily weighted factors determining need, as identified through the SRTS Infrastructure Tool.

1. Advocate for improvements to address the highest priority infrastructure needs with top consideration for safety and equity.
2. With partners and the public, continue to identify infrastructure needs with the long-term goal of identifying all needs in the walk zones, starting with the highest need schools.
3. Continue to leverage and support key, local and regional safety initiatives.

EVALUATION

Goal: Use and refine previously developed performance measures and collect, analyze and share data that helps answer questions about the effectiveness of programming. Develop and use a specific equity tool to measure program delivery and benefits to underserved and historically marginalized populations and high need schools.

1. Improve regional data collection and sharing.
 - Aim for parent surveys in fall every three years and spring classroom tallies at each K-8 school each year.
 - Share tally and other data on SRTS website.
 - Compile data by school and by district to demonstrate changes over time and program impact.
2. If staffing levels allow, prepare and share annual scorecard.

6 months – 1 year 1 – 2 years 3 – 5 years Continuous

3.	Develop and fine tune an equity scoring tool to compare program delivery in higher need schools to that in lower need schools with the goal of resource distribution proportionate to the level of need.
4.	Document process of engagement with underserved communities, acknowledging that building relationships and new programming may not result in immediately measurable program outcomes that would be captured by the equity tool.
5.	Use evaluation as a tool for continuous improvement of programming.



MEMORANDUM

To: Central Lane MPO Metropolitan Policy Committee
From: Rob Inerfeld, Transportation Planning Manager, City of Eugene
Andrew Martin, Development Planner, Lane Transit District
Date: May 5, 2022
Subject: MovingAhead Locally Preferred Alternative

Staff are seeking adoption by MPC of a Locally Preferred Alternative (LPA) for the MovingAhead project.

Background

MovingAhead is a partnership between the City of Eugene and Lane Transit District. The project is designed to take a system-level look at some of Eugene's major streets with the aim of making investments that support the City's and LTD's goals. Investments are necessary to:

- accommodate growth described in Envision Eugene;
- work towards the safety outcomes of the Vision Zero Action plan;
- lower greenhouse gases to meet goals in the Climate Action Plan;
- provide options that will work towards meeting the Eugene 2035 Transportation System Plan's goal of tripling trips by walking, biking, or transit; and
- implement a frequent transit network as outlined in LTD's Long Range Transit Plan.

The partnership approach recognizes that coordinated investments for people walking, biking, rolling, and riding transit will result in more sustainable, livable, and vibrant corridors. By looking at five corridors at once, the project intended to take a coordinated approach to the system and reduce the time to deliver important transportation services to the community.

In 2015, MovingAhead kicked off with public workshops held along the corridors under consideration. At each workshop, local residents were asked to design their ideal street to accommodate people walking, biking, using mobility devices, driving and using transit. After gathering that public input, the project team developed conceptual designs and performed technical analyses on the concepts. These conceptual designs include Enhanced Corridor and EmX alternatives, as well as a No-Build alternative.

EmX is the version of bus rapid transit that has been developed for the Eugene-Springfield area and it includes specialized articulated buses that can open on either side, high quality bus stations, and dedicated bus lanes where there is the opportunity or need to reallocate street space for buses. Enhanced Corridors would be served by regular buses running at a high frequency of around 15 minutes and stopping at enhanced bus stops; some Enhanced Corridors would also have bus lanes to help buses get through traffic. For the purposes of federal grant programs, Enhanced Corridors may also be considered to be bus rapid transit.

EmX Alternatives are the highest level of investment on each corridor, with the Enhanced Corridors being a moderate level of investment. Both EmX and Enhanced Corridor options include pedestrian and bicycle improvements such as protected bike lanes and safe pedestrian crossings of busy streets.

Through MovingAhead, No Build, Enhanced Corridor, and EmX were considered on:

- Highway 99 Corridor
- River Road Corridor
- Coburg Road Corridor
- 30th Avenue/Lane Community College Corridor

No Build and Enhanced Corridor were also considered on Martin Luther King, Jr. Boulevard.

Using the designs developed collaboratively with the community, staff engaged in technical work that resulted in the publication of an Alternatives Analysis in September 2018. Results from the Alternatives Analysis are included in the Executive Summary (Attachment A) and in full at <http://www.movingahead.org>.

The technical analysis evaluated the different corridor design options according to a wide range of different criteria including the following:

- Potential ridership gains on both the individual corridor and overall LTD system;
- Travel time savings on each corridor;
- Potential land use changes due to MovingAhead implementation;
- Impacts to public and private properties along the corridor; and
- Impacts to street trees and trees outside of the right of way.

When the technical analysis was complete, the project shifted into a more intense period of public involvement, comprised of two distinct engagement phases. In the first phase in 2018, staff asked for corridor-specific feedback. This phase included four large open houses, a month-long online open house, listening sessions with under-represented groups, mailings to residents and property owners along the corridors, and staff presentations or tabling at 27 events.

The second phase of public engagement kicked off in early 2019. Staff used feedback from the previous phase to develop investment packages that combined investments along each corridor. This phase included one large open house, a month-long online open house, mailings to residents and property owners, visiting each corridor with LTD's marketing bus, and tabling or presentations at community events.

The public outreach culminated in a joint public hearing with the Eugene City Council and LTD's Board of Directors on October 21, 2019. An open house was held prior to the public hearing and comments were accepted for several weeks after the public hearing for those unable to attend in person.

After a pause due to COVID-19, staff began working towards the selection of a Locally Preferred Alternative (LPA) in 2021.

Locally Preferred Alternative Adoption

The LPA narrows the options on each corridor and provides direction for staff in future phases of the project. The LPA also enables staff to begin to refine the conceptual designs and create detailed designs, work to secure funding, and complete the environmental review.

Based on the results of the Alternatives Analysis; the project’s needs, goals, and objectives; and feedback from the public, staff developed a recommendation for a preferred package of investments to serve as the Locally Preferred Alternative on each corridor. Staff presented that recommendation to LTD’s Strategic Planning Committee on December 7, 2021 and the MovingAhead Oversight Committee on December 10, 2021. Both of those bodies unanimously recommended City Council and LTD’s Board adopt the staff recommendation for an LPA.

On February 28, 2022, staff presented the committee recommendations to Eugene City Council and LTD’s Board of Directors. On March 14, 2022, Eugene Council voted to adopt an LPA, followed on March 16, 2022 by LTD’s Board. The LPA adopted by both bodies is:

Corridor	Mode
Highway 99	Enhanced Corridor
River Road	EmX
30th Avenue to Lane Community College (LCC) via downtown	No-Build [reconsider this corridor after other agency studies and projects are completed]
Coburg Road	Enhanced Corridor [requiring additional study and community engagement]
Martin Luther King, Jr. Boulevard via downtown	Enhanced Corridor

Consistent with prior projects and with the goals of MovingAhead, MPC must adopt a Locally Preferred Alternative for the project to move forward.

Next Steps

Once an LPA is adopted by MPC, staff will prepare a report that summarizes and wraps up this phase of the MovingAhead project. Staff will then begin to refine the designs along the corridors, including by engaging key stakeholders, seek funding, and complete the environmental review process. This may be accomplished incrementally along some corridors and on a whole-corridor scale on others. Eugene City Council has expressed that their highest priorities for staff are Highway 99 and River Road.

Attachments:

- A) MovingAhead Alternatives Analysis Executive Summary

MovingAhead

STREETS AND PLACES REIMAGINED

The background features a collage of three images. On the left, a woman with curly hair and a backpack walks with three children in a grassy area. In the center, a blue bus is shown with the text 'YOUR Success Here!' on its side. On the right, a group of children wearing helmets and safety vests are riding bicycles on a paved path.

Alternatives Analysis Report EXECUTIVE SUMMARY

A joint project of the City of Eugene and Lane Transit District

SEPTEMBER 2018

Acknowledgments

The City of Eugene and Lane Transit District gratefully acknowledge the efforts of every agency, committee, community organization, business and citizen who assisted in the development and evaluation of the MovingAhead project alternatives. A detailed list is included in the Alternative Analysis Report.

Partners



The City of Eugene



Lane Transit District

Agency Partners

Federal Transit Administration

Lane Council of Governments

Lane County

Oregon Department of Transportation

City of Springfield



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What is an Alternatives Analysis?

An Alternatives Analysis is a part of established transportation planning practice that uses in-depth analyses to understand the trade-offs behind different options and how they compare on a variety of criteria. It is also an important first step in securing federal funding for local projects.

An effective analysis answers critical project questions about each investment option, such as:

- What are the current and anticipated problems and opportunities that need to be addressed?
- What are the underlying causes of the problems?
- What changes are needed to achieve future goals?
- What are options for addressing the problems?
- What are the costs, impacts, and benefits of each potential solution?
- How can impacts be avoided or minimized?

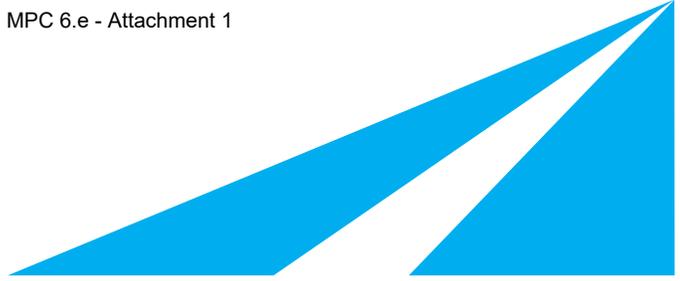
The purpose of this alternatives analysis is to:

- Help select the best investments for each corridor that support local plans;
- Prioritize which corridor investments should occur first; and
- Identify realistic funding options.

Locally, the City of Eugene and Lane Transit District have a commitment to a public engagement process that supports informed decision-making that considers effects on people, our planet, and economic prosperity (the triple-bottom-line). Collectively, these efforts are a comprehensive approach to decision-making that support our community now and as we grow into the future.

A man wearing a cap and a jacket is working on a bicycle. The bicycle has a large front basket. The image is overlaid with a large white diagonal graphic that splits the scene. The background shows a building and a white van.

WHAT IS MOVING AHEAD?



MovingAhead

BUILDING A BETTER

TRANSPORTATION FUTURE

Eugene is growing – we expect 34,000 new people and 37,000 new jobs in our community by 2032. MovingAhead will help manage growth in a way that enhances our quality of life and reflects our shared community values.

MovingAhead began in 2015 as a partnership between the City of Eugene, Lane Transit District (LTD), regional agencies, and the Eugene-Springfield community. The purpose of the project was to determine what transportation investments are needed on some of our most important streets.

Driven by community needs and values, MovingAhead is built on community feedback and existing plans. MovingAhead is focused on creating active, vibrant places that are safe and accessible, that serve the community and economy, and that will accommodate future growth.

MovingAhead is about more than just transit: it considers a range of options for getting us where we need to go, whether we ride the bus, bike, drive, use mobility devices, or walk.

This document summarizes the Alternatives Analysis, a key step in the planning process. Based on previous community feedback, the MovingAhead team focused on five key corridors and identified the costs and benefits of various transportation investments for each. This analysis is a tool to help our community determine when and where to focus our investments over the next 10 years.

A funding plan will be developed that outlines how to implement these corridor investments and will consider all potential funding options and the timing of each to deliver the most efficient solution for each corridor.

At the conclusion of the project, the Eugene City Council and LTD Board of Directors will select a package of transit, walking, and biking investments across the five corridors that can be funded and built over the next 10 years. This list of prioritized investments will become a powerful tool for implementing local and regional land use, transportation, and community plans.

Project Goals

MovingAhead’s ultimate goal is to create a 10-year investment plan for five key corridors in Eugene that will improve safety and accessibility for all modes of transportation - whether walking, biking, using a mobility device, taking the bus, or driving.

The project is also dedicated to ensuring that these investments help improve the overall quality of life of our community. To achieve this purpose and meet our community’s needs and values, the work has been guided by a set of overall Goals and Objectives.

The Purpose, Needs, Goals, and Objectives for MovingAhead were developed based upon community values that were articulated in existing local policies and previous planning efforts and refined through initial project outreach.

Goal 1 Improve multimodal transit corridor service 

Improve transit travel time and reliability, minimize transfers, increase ridership, and improve access and safety for people walking, bicycling, and using mobility devices.

Goal 2 Meet current and future transit demand in a cost-effective and sustainable manner 

Control costs while increasing transit capacity to meet demand. Leverage funding opportunities that provide a maximum return on investment. Minimize impacts to the environment.

Goal 3 Support economic development, revitalization, and land use opportunities for the corridor 

Support and coordinate with other planned development and transportation projects and provide high-capacity transit that is consistent with the community vision. Minimize impacts to businesses and industry and improve transit so as to provide benefits to vehicles, freight, and emergency services.

Built on Past Planning

Envision Eugene is a community-based plan for accommodating new residents and jobs while protecting our quality of life and reflecting our shared values. A key element of Envision Eugene is a multimodal transportation system that provides mobility and transportation options while supporting compact urban development, sustainability, and affordable housing.

MovingAhead supports Envision Eugene by identifying the most important and cost-effective investments in multimodal transportation along our major streets.

MovingAhead also builds on the hard work of past planning efforts, including: Lane Transit District’s Long-Range Transit Plan; the Eugene 2035 Transportation System Plan (Eugene 2035 TSP); and the Central Lane Metropolitan Planning Organization Regional Transportation Plan (RTP).



Community Involvement

MovingAhead continues a tradition of proactive public engagement that supported the City’s Envision Eugene process.

MovingAhead aspires to implement the collective vision and ideas included in several existing plans, such as Envision Eugene and LTD’s Long-Range Transit Plan. These plans are the culmination of decades of community engagement and input. MovingAhead builds off these plans and continues the community conversation set forth from these earlier efforts.

Community involvement for MovingAhead got underway in 2015 with workshops to solicit input that informed the evaluation criteria and explored and identified which corridors should be advanced for further evaluation. During these meetings, the public shared what they knew about important destinations, barriers, desired transportation investments, and the importance of corridor features such as parking, trees, and sidewalks.

Feedback from these workshops, an online open house, and other public comments determined the five corridors and the three levels of investment options that have been evaluated in the Alternatives Analysis.

For more information about public feedback, refer to Chapter 2 of the Alternative Analysis report: “Outreach and Involvement.”



*“There should be **more separation of bike lanes and transit** all over to improve safety for all users.”*

*“I have concerns about **how access to business will be affected** by transit changes.”*

*“I would like to see **improved connectivity** between bike lanes and paved paths.”*

*“The **addition of EmX lanes** is good for Eugene and use will increase with growth.”*

What we heard

Public comments have generally encouraged further investment to support walking, bicycling, and taking transit. Corridor-specific comments provided detailed information on safety concerns and facility needs within each corridor that were incorporated into the development of each corridor option.



Investment Options

Public feedback and community conversations helped define three investment options that were considered within four of the five corridors (only two options were explored for MLK, Jr. Boulevard).

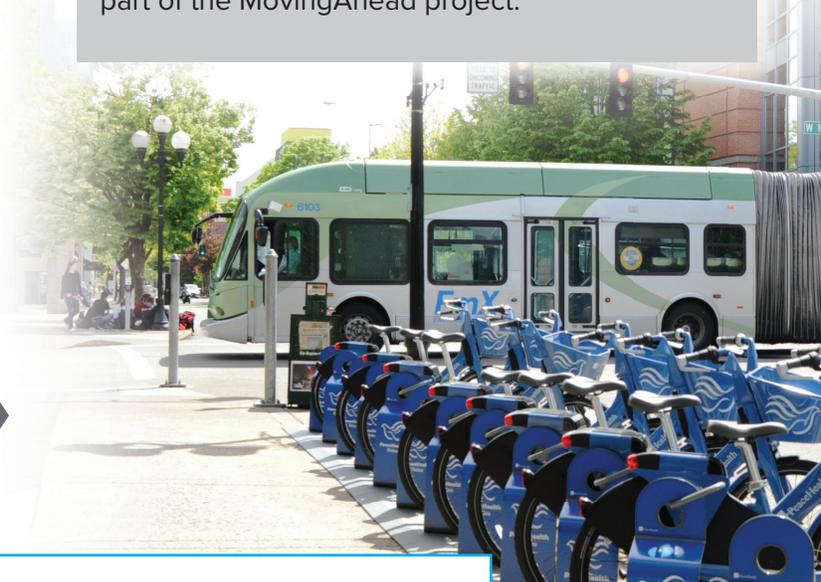
A low and high investment option looked at varying degrees of improvements, such as pedestrian and bicycle facilities, and transit enhancements, as well as improvements along the street like sidewalks, trees, and lighting. These were compared to what would happen without the MovingAhead project, referred to here as a “No-Build” option.

The “build options” refer to the Enhanced Corridor and EmX Alternatives that would provide for infrastructure or facility upgrades along the corridor. The No-Build Alternative would leave the corridor as it is.

No-Build Alternative
 (No new investments at this time)



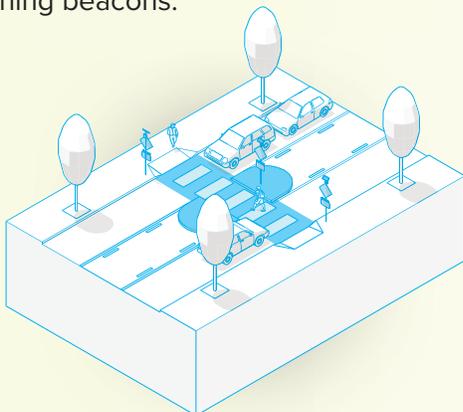
This option is helpful as a reference point to measure the relative benefits, costs, and impacts of the build alternatives. Under the No-Build option, the City and LTD would only make changes that are already planned as part of other projects. No additional investments would be made as a part of the MovingAhead project.



Toolbox for Enhanced Corridor and EmX Options

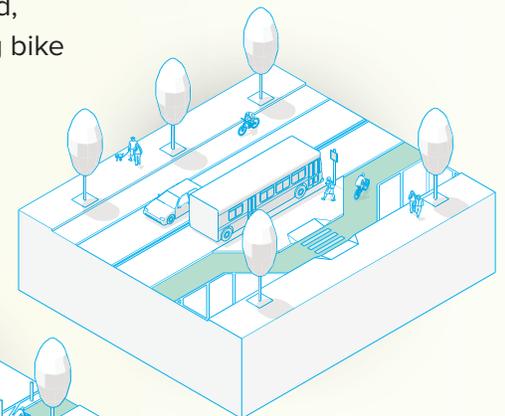
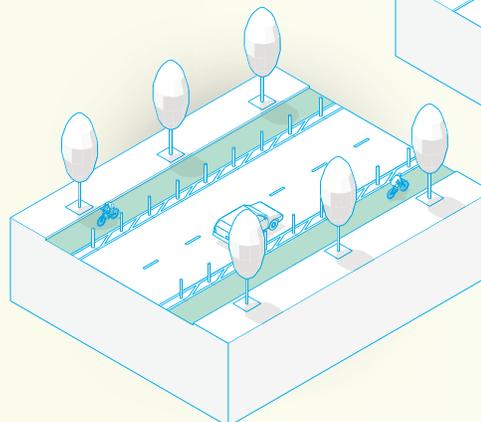
Upgraded and Enhanced Crossings

New crossings would generally be located at mid-block locations away from intersections and may include accessible ramps, pedestrian islands, striping, or flashing beacons.



Bicycle Improvements

Upgrades may include separated, protected bike lanes and routing bike lanes behind transit stations.



Enhanced Corridor Alternative

(Lower investment option)



Enhanced Corridor is a new concept for the Eugene-Springfield region and is intended to improve safety, access, and transit service without requiring major capital investments.

Key features include:

- Typically a bus every 15 minutes
- Consolidating the number of transit stops
- Transit signal priority at intersections
- Enhancing some bus stops
- Improving or building new pedestrian crossings
- Filling in gaps in the sidewalk network
- Adding accessible sidewalk ramps at intersections
- Improving or building new bicycle facilities
- Streetscape investments such as lighting and landscaping

EmX Alternative

(Higher investment option)



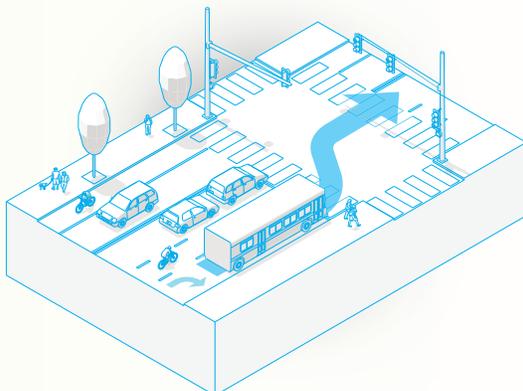
EmX is short for Emerald Express and is LTD's branded Bus Rapid Transit (BRT) service. EmX currently operates between the Gateway area and west Eugene serving downtown Springfield, downtown Eugene, and the University of Oregon.

Key features include:

- Typically a bus every 10 minutes
- Bus-only lanes in key locations
- Higher capacity multi-door transit vehicles
- Enhanced stations with raised platforms
- Off-board fare collection to allow multi-door boarding
- Transit signal priority at intersections
- Longer distances between stops
- More frequent and redesigned service to improve cross-town connectivity
- Greater investment in pedestrian, bicycle, sidewalk, and streetscape improvements than with the Enhanced Corridor options

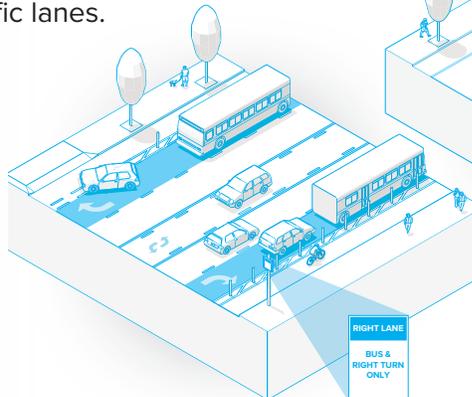
Transit Queue Jumps

Queue jumps reduce transit delay at signals and improve the efficiency of the transit system by allowing buses to proceed through signals ahead of other vehicles.



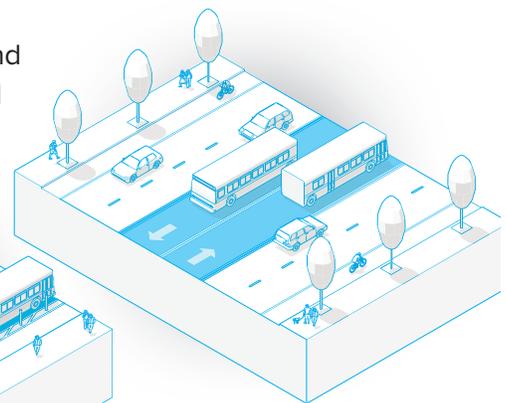
Business Access and Transit (BAT) Lanes

BAT lanes are reserved for buses and turning vehicles. These lanes allow access to businesses, improve transit reliability, reduce travel time, and remove buses and turning vehicles from the general traffic lanes.



Bus-Only Lanes

Bus-only lanes are reserved for transit and may be located in the middle of the street or adjacent to the curb.



RIGHT LANE
BUS &
RIGHT TURN
ONLY

Corridor Findings

MovingAhead takes a unique approach by comparing investment options within five corridors at once.

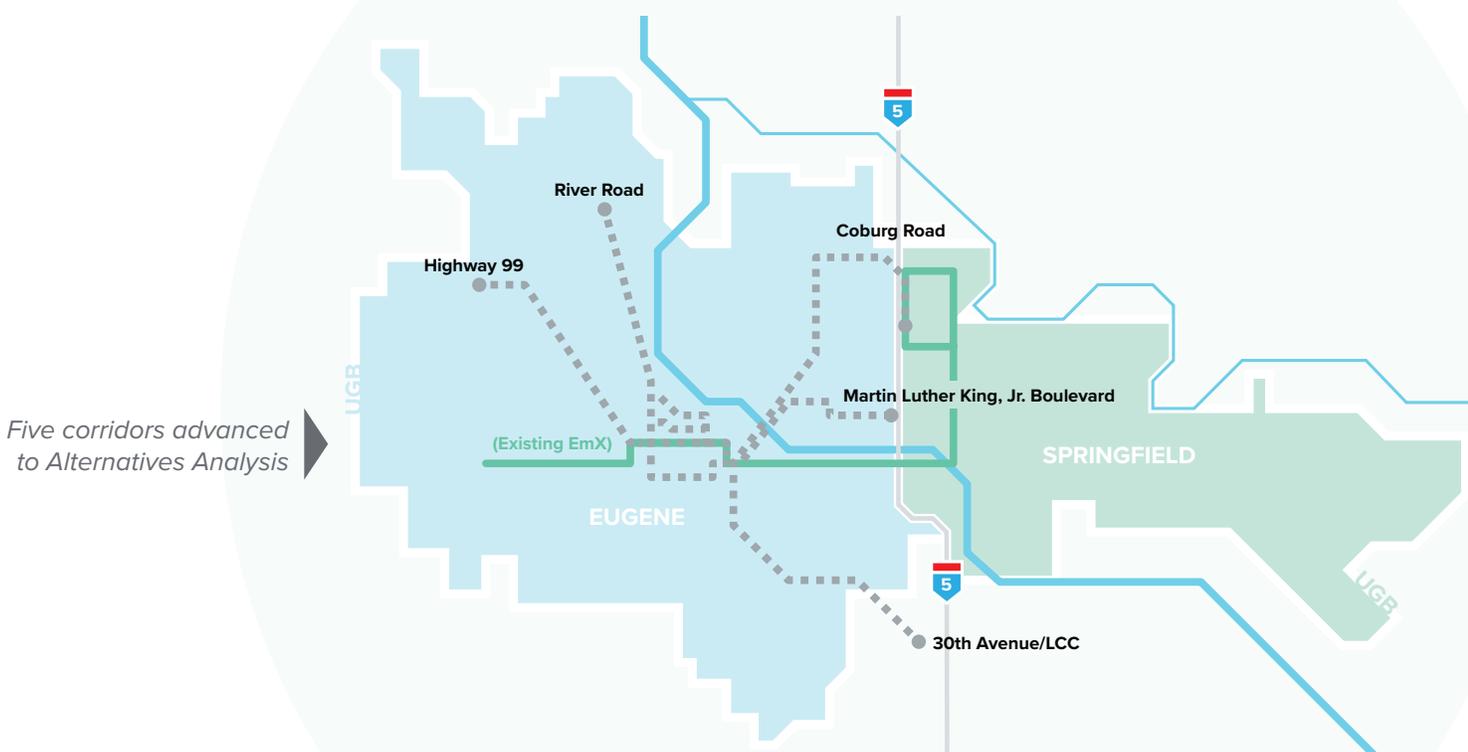
The project started with a list of 10 potential corridors that were then subject to an evaluation process to determine the best options for near-term investment.

An initial review, called a **Fatal Flaw Screening**, removed alternatives that were not a priority for capital investments over the next 10 years. This was followed by a **Level 1 Screening** that more thoroughly evaluated the corridors based on public support and the project’s Purpose, Need, Goals, and Objectives.

Based on community input and technical analysis, five corridors and alternatives were deemed the most promising for near-term investment, and were advanced to the **Level 2 Screening** (Alternatives Analysis) described here.

Corridors Considered	Fatal Flaw Screening	Level 1 Screening	Level 2 Screening (Alt. Analysis)	
			Enhanced	EmX
Highway 99	✓	✓	✓	✓
River Road	✓	✓	✓	✓
Coburg Road	✓	✓	✓	✓
30th Avenue to LCC	✓	✓	✓	✓
MLK, Jr. Blvd/Centennial Blvd.	✓	✓*	✓	
Main Street-McVay Hwy	✓	✓*		
Valley River Center	✓	✗		
Randy Papé Beltline	✗			
18th Avenue	✗			
Bob Straub Parkway	✗			

* The Main Street-McVay Highway Corridor and the extension of the Martin Luther King, Jr. Blvd. corridor along Centennial Blvd. were advanced for consideration, but have been deferred pending completion of a separate study of safety improvements on Main Street.



Evaluation Criteria

The alternatives within each of the five corridors were evaluated using various performance measures. The following criteria were determined to be most useful in differentiating between the alternatives.

Environmental Analysis

Seventeen environmental topics were evaluated as part of the Alternatives Analysis, including impacts and benefits to air quality, water quality, and natural resources. Generally, the studies found minimal differences between the corridor alternatives. (For more detail refer to the AA report Chapters 3-8.)

Cost

-  **Capital Cost** → Capital cost includes estimated costs for vehicles, design, construction, right of way, and project management.
-  **Operating Cost** → This is the estimated annual cost to operate and maintain the service. This includes paying operators, vehicle maintenance and fuel, as well as administrative and overhead costs.

Transit Performance

- +  **In Vehicle Transit Travel Time Savings** → This measure estimates how long it would take for someone to travel from the end of the line to Eugene Station during the afternoon peak hour.
- +  **Ridership Increase** → Annual transit ridership as projected for the year 2035 using the regional transportation model.

Bicycling & Walking

- +  **New Bicycle/Pedestrian Access & Safety Improvements** → This criterion is based on the amount of proposed investment in bicycle and pedestrian improvements in each corridor.

Property & Development Impacts

- +  **Support Development & Redevelopment** → This is an assessment of how well the alternative supports development and redevelopment as identified in adopted plans.
-  **Tree Impacts** → This criterion is based on the number of medium and large trees which may need to be removed.
-  **Number/Acreage of Acquisitions** → This criterion is based on the number and total acreage of properties that would potentially need to be purchased.
-  **Potential Property Displacements** → This measure indicates the number of residences or businesses that may be displaced as a result of constructing the project.
-  **Parking Impacts** → This criterion considers the amount of on-street and off-street parking that may need to be removed.

Jobs & Population

- +  **Existing Jobs & Population Served** → These estimates are based on the No-Build and Enhanced Corridor Alternatives providing transit that serves people working and living within ¼ mile of the corridor and the EmX Alternative serving people working and living within ½ mile of the corridor.

Ratings are coded by color to indicate how well they support project criteria.

 Supports Project Criteria

 Does not Support Project Criteria

Highway 99 Corridor

The Highway 99 Corridor begins at the Eugene Station and overlaps with EmX West, travels through downtown, then extends northwest along Highway 99 to Barger Drive, turning west at Barger Drive to terminate north of the intersection of Barger Drive and Cubit Street, east of the Randy Papé Beltline Highway.

Highway 99

5½
MILES



Overview

Compared to the No-Build Alternative, the Enhanced Corridor and EmX Alternatives significantly decrease transit travel time (by 10 and 12 minutes, respectively) and would increase ridership more than any other corridor (by 111,000 and 267,000 annual trips, respectively). Both build alternatives would provide more frequent transit service.

The No-Build Alternative avoids impacts (including property acquisitions, off-street parking impacts, and potential tree removal) and costs, but does not provide the same level of benefits compared to the Enhanced Corridor and EmX Alternatives.

What We Heard

- Pedestrian and bicycle crossings are presently unsafe, make the environment safer.
- Good Enhanced Corridor candidate because of anticipated long-term changes .
- Railroad yards are a major obstacle - Maxwell Road to Roosevelt Boulevard.
- Bus service is not frequent enough.
- Highway 99 is hard to cross for pedestrian/bikes.
- Lack of bike lanes north of Bethel Drive.
- Opposition to EmX Investments within the boundary of the Jefferson Westside Neighborhood (JWN).

Addressing Community Concerns

Both build alternatives provide new investments in bicycle and pedestrian connectivity and safety, including a bicycle and pedestrian bridge connecting the Trainsong Neighborhood to the Highway 99 Corridor. Both build alternatives would also represent an increase in the frequency of transit service along the Highway 99 Corridor.

To address JWN concerns, the EmX Alternative would be routed along 6th and 7th Street and no infrastructure improvements are proposed along 11th and 13th Street as part of the Enhanced Corridor Alternative.

Highway 99 Corridor: Comparison of Alternatives

	No-Build	Enhanced Corridor	EmX
Cost			
Capital Cost	\$0.0M	\$38.0M	\$67.0M
Systemwide Annual Operating Cost <i>(Change from No-Build)</i>	\$0.0M	-\$0.1M	\$2.8M
Transit Performance			
In-Vehicle Transit Travel Time Savings	0 min	10 min	12 min
Systemwide Annual Ridership Increase <i>(Compared to No-Build)</i>	0	111,000	267,000
Bicycling & Walking			
New Bike/Ped Access and Safety Improvements <i>(1-5 rating)</i>	★	★★★★★	★★★★★★
Property & Development Impacts			
Support Development and Redevelopment <i>(1-5 rating)</i>	★	★★★	★★★★★
Number of Medium and Large Trees Impacted	0	14	40
Number/Acreage of Acquisitions	0/0	44/1.3	38/1.6
Potential Property Displacements ¹	0	0	0
Parking Impacts: On-Street/Off-Street <i>(number of spaces)</i>	0/0	0/50	0/53
Existing Jobs & Population Served			
Jobs	≈15,000	≈15,000	≈29,000
Population	≈34,000	≈34,000	≈50,000

¹Mitigation measures would be used to avoid or reduce impacts

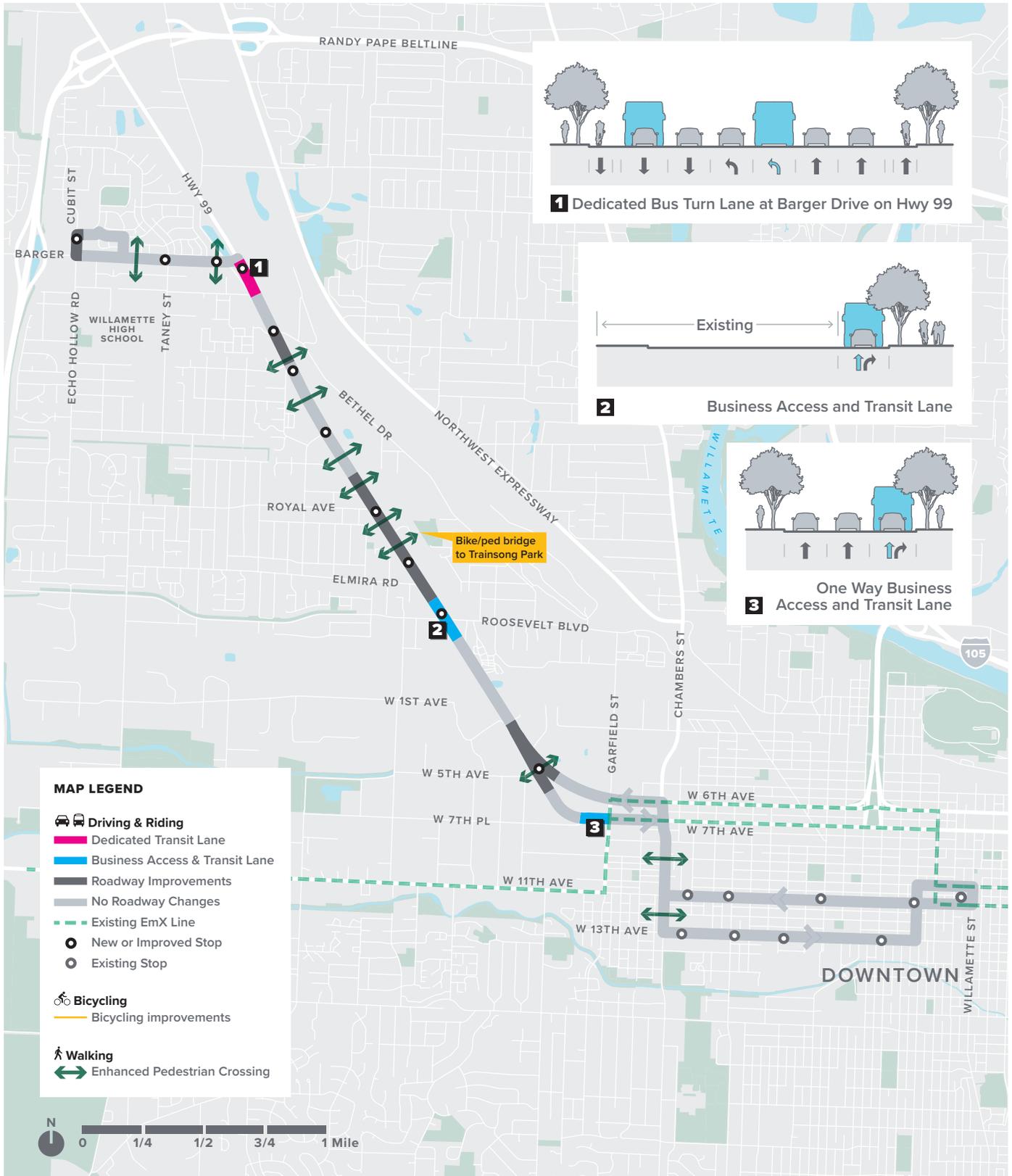
▲ Supports Project Criteria

▲ Does not Support Project Criteria

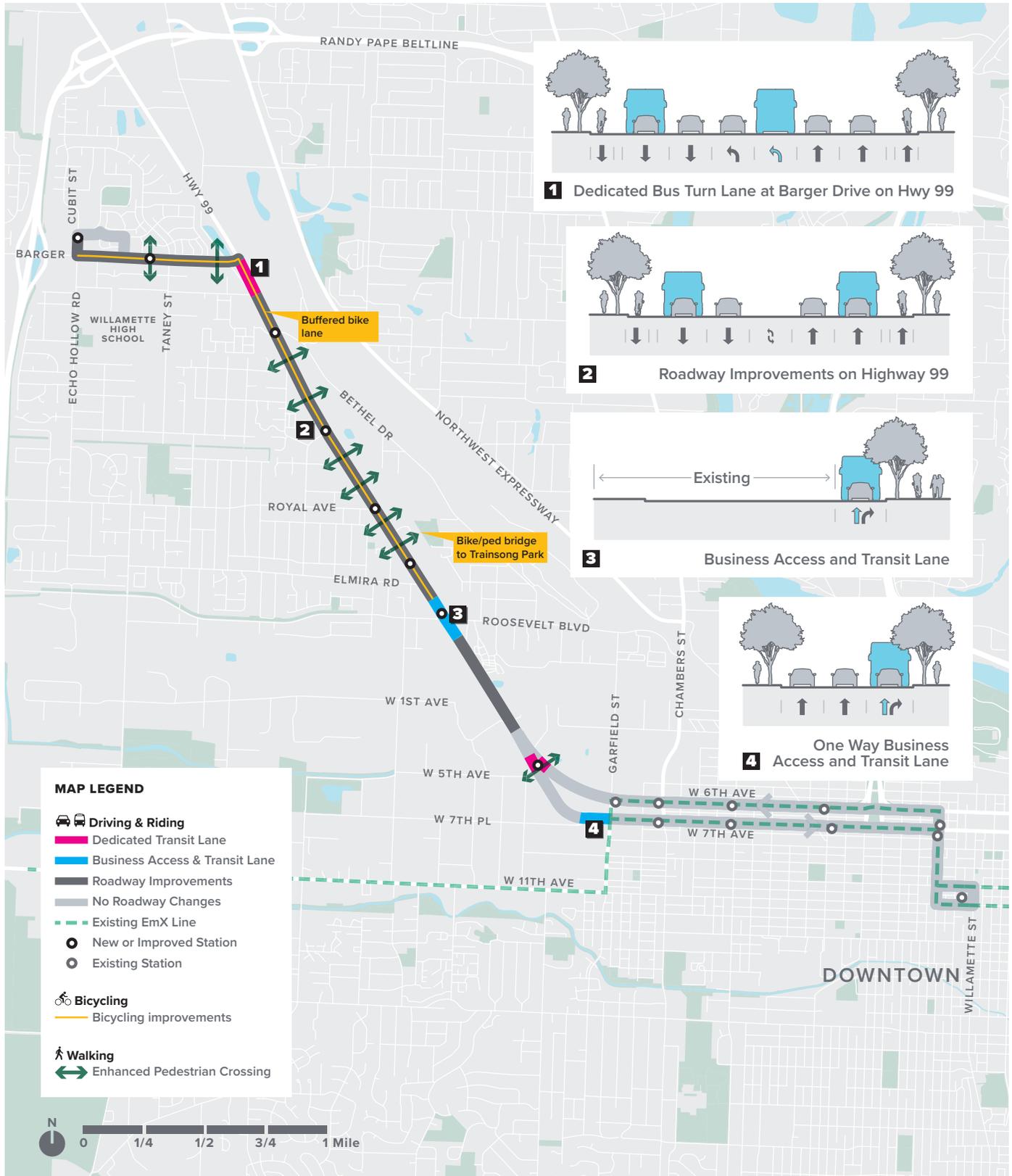
Highway 99 Corridor

These maps show the transit, bicycle, and pedestrian investments included in the Highway 99 build alternatives.

Enhanced Corridor Alternative



EmX Alternative



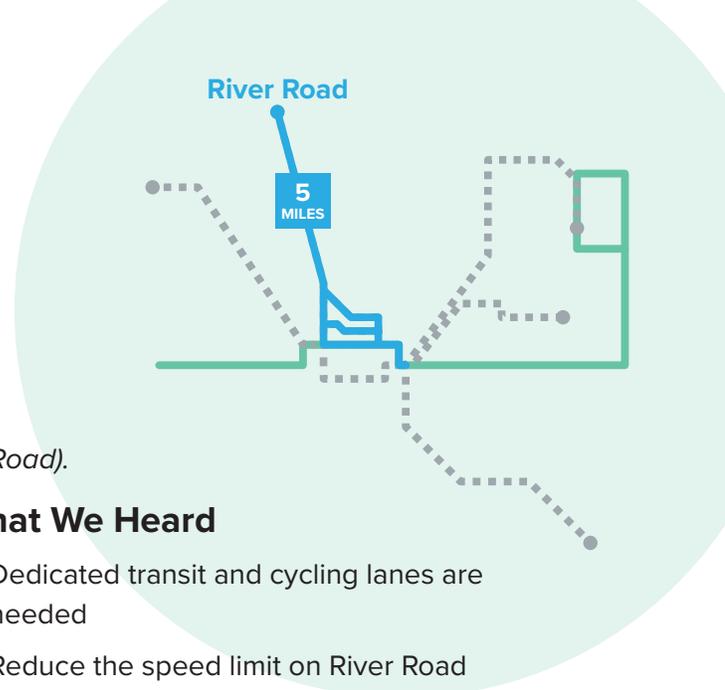
River Road Corridor

The River Road Corridor begins at the Eugene Station and overlaps with EmX West, travels through downtown and the Whiteaker Neighborhood, and then north to the Santa Clara Community Transit Center (southeast of the intersection of Hunsaker Lane and River Road).

Overview

Of the two build alternatives, the EmX Alternative offers the greatest benefit to bicycle and pedestrian connectivity and safety, as well as the most improved transit service frequency because of repurposed travel lanes to Business Access and Transit (BAT) lanes. The Enhanced Corridor Alternative also provides transit benefits and improvement to bicycle and pedestrian facilities, but to a lesser extent than the EmX Alternative, and would result in a smaller increase in transit ridership.

The No-Build Alternative avoids impacts (including property acquisitions, off-street parking impacts, and potential tree removal) and costs, but does not provide the same level of benefits compared to the Enhanced Corridor and EmX Alternatives.



What We Heard

- Dedicated transit and cycling lanes are needed
- Reduce the speed limit on River Road
- Beltline interchange is a particular area of concern
- Consider safety of all road users in design for River Road
- Avoid tree removal with any transit option
- EmX option 2 [Business Access and Transit Lanes] is preferred because of turn lane in the middle
- There are bus stops on both sides of River Road near Briarcliff but no crosswalks to get across; a crosswalk is critical here

Addressing Community Concerns

The build alternatives would increase transit frequency while providing new investments in bicycle and pedestrian connectivity and safety. Both build alternatives aimed to work within the existing right of way where feasible, to preserve trees along the corridor as much as possible.

River Road Corridor: Comparison of Alternatives

	No-Build	Enhanced Corridor	EmX
💰 Cost			
Capital Cost	\$0.0M	\$24.0M	\$78.0M
Systemwide Annual Operating Cost <i>(Change from No-Build)</i>	\$0.0M	-\$0.6M	\$2.0M
🚌 Transit Performance			
In-Vehicle Transit Travel Time Savings	0 min	5 min	8 min
Systemwide Annual Ridership Increase <i>(Compared to No-Build)</i>	0	33,000	246,000
🚲🚶 Bicycling & Walking			
New Bike/Ped Access and Safety Improvements <i>(1-5 rating)</i>	★	★★★★	★★★★★
➡️ Property & Development Impacts			
Support Development and Redevelopment <i>(1-5 rating)</i>	★	★★★★	★★★★★
Number of Medium and Large Trees Impacted	0	13	132
Number/Acreage of Acquisitions	0/0	5/1.3	40/2.2
Potential Property Displacements ¹	0	4	6
Parking Impacts: On-Street/Off-Street <i>(number of spaces)</i>	0/0	0/2	0/31
👤 Existing Jobs & Population Served			
Jobs	≈19,000	≈19,000	≈28,000
Population	≈35,000	≈35,000	≈44,000

¹Mitigation measures would be used to avoid or reduce impacts

▲ Supports Project Criteria ▲ Does not Support Project Criteria

River Road Corridor

These maps show the transit, bicycle, and pedestrian investments included in the River Road build alternatives.

Enhanced Corridor Alternative

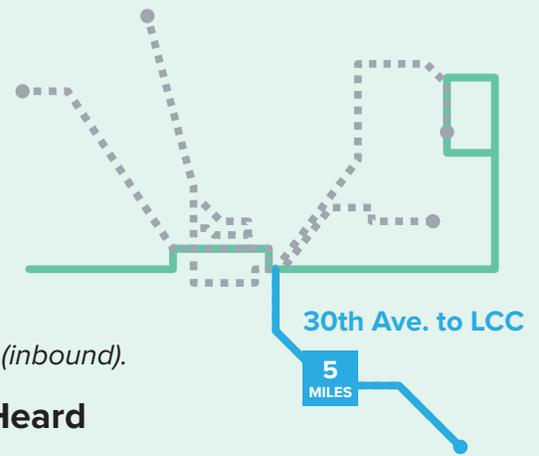


EmX Alternative



30th Avenue (Downtown) to LCC Corridor

The 30th Avenue to LCC Corridor begins at Eugene Station and travels south along Pearl Street to Amazon Parkway, then on E. 30th Avenue to the LCC Station. The return trip travels on Oak Street (inbound).



Overview

Of the two build alternatives, the EmX Alternative offers the greatest potential ridership increase as well as the most bicycle and pedestrian connectivity and safety improvements. The Enhanced Corridor Alternative would provide a lower level of bicycle and pedestrian investment, and fewer transit benefits, including a possible reduction in transit ridership due to the elimination of service on Harris Street and a direct transit connection between LCC and the University of Oregon.

The No-Build Alternative, which would retain existing service, avoids impacts (including property acquisitions, off-street and on-street parking impacts, and potential tree removal) and costs, and offers transit travel times that are similar to the two build alternatives.

Additionally, ridership for the No-Build Alternative is better than estimated ridership for the Enhanced Corridor Alternative due to the assumed elimination of Route 81 service.

What We Heard

- Needs bigger pedestrian improvements from 30th to LCC campus
- Needs evening and weekend bus service to LCC for attending events and meetings
- Oak and Pearl should be for buses along 30th/ LCC and High Street should be a cycle track
- Corridor would complement changes occurring in the South Willamette area
- Crossings along 30th are difficult
- Need more details about how bicycles will be accommodated

Addressing Community Concerns

The build alternatives both provide new investments in bicycle and pedestrian connectivity and safety. Either of the build alternatives or the No-Build (which retains existing service) could extend service hours in the future.

30th Avenue to LCC Corridor: Comparison of Alternatives

	No-Build	Enhanced Corridor	EmX
Cost			
Capital Cost	\$0.0M	\$21.0M	\$53.0M
Systemwide Annual Operating Cost <i>(Change from No-Build)</i>	\$0.0M	-\$0.5M	\$0.5M
Transit Performance			
In-Vehicle Transit Travel Time Savings	0 min	1 min	2 min
Systemwide Annual Ridership Increase <i>(Compared to No-Build)</i>	0	-30,000	198,000
Bicycling & Walking			
New Bike/Ped Access and Safety Improvements <i>(1-5 rating)</i>	★	★★★★	★★★★★
Property & Development Impacts			
Support Development and Redevelopment <i>(1-5 rating)</i>	★	★★★★	★★★★★
Number of Medium and Large Trees Impacted	0	58	102
Number/Acreage of Acquisitions	0/0	13/0.4	20/0.5
Potential Property Displacements ¹	0	0	0
Parking Impacts: On-Street/Off-Street <i>(number of spaces)</i>	0/0	69/0	140/16
Existing Jobs & Population Served			
Jobs	≈15,000	≈15,000	≈30,000
Population	≈30,000	≈30,000	≈45,000

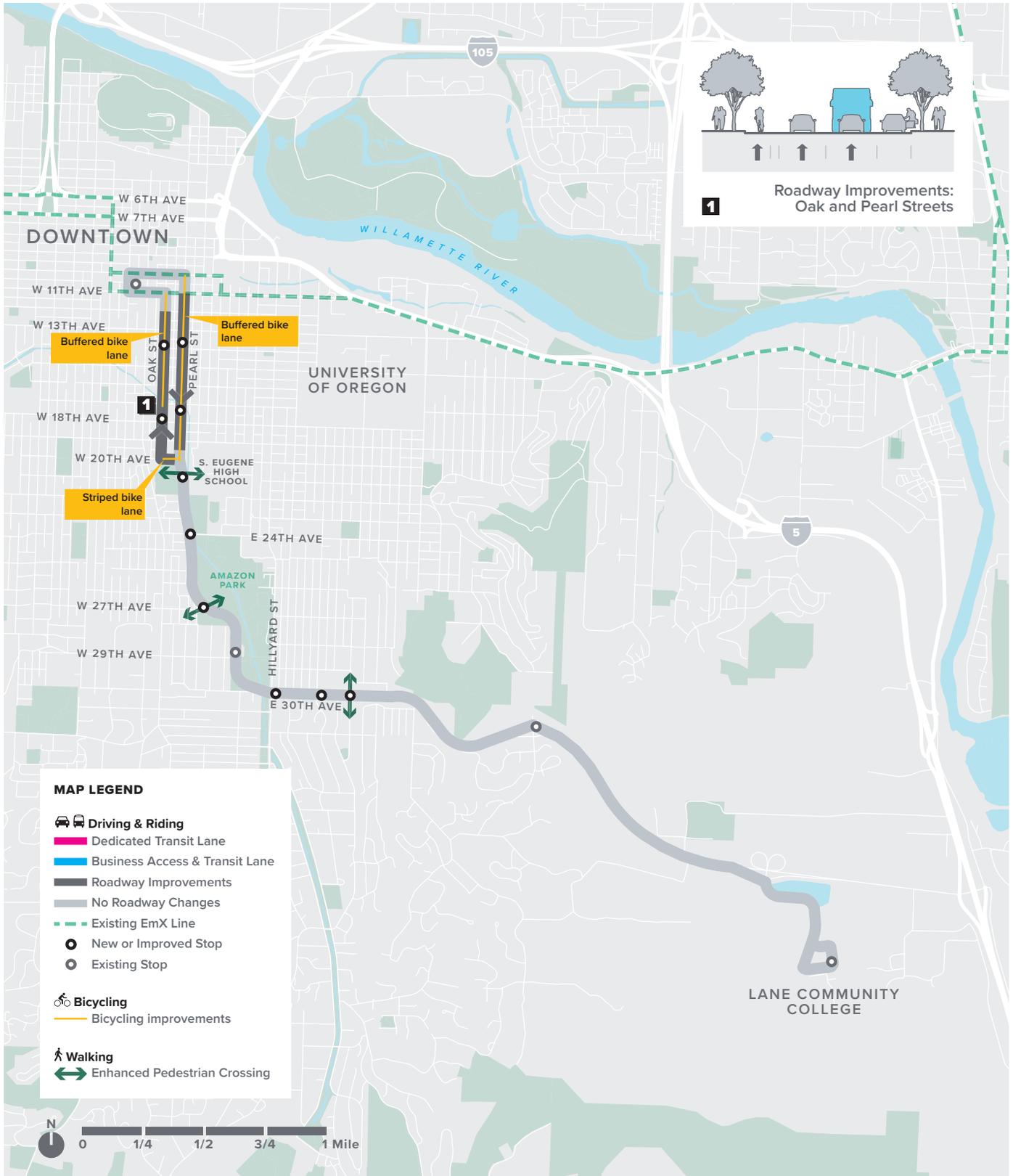
¹Mitigation measures would be used to avoid or reduce impacts

▲ Supports Project Criteria ▲ Does not Support Project Criteria

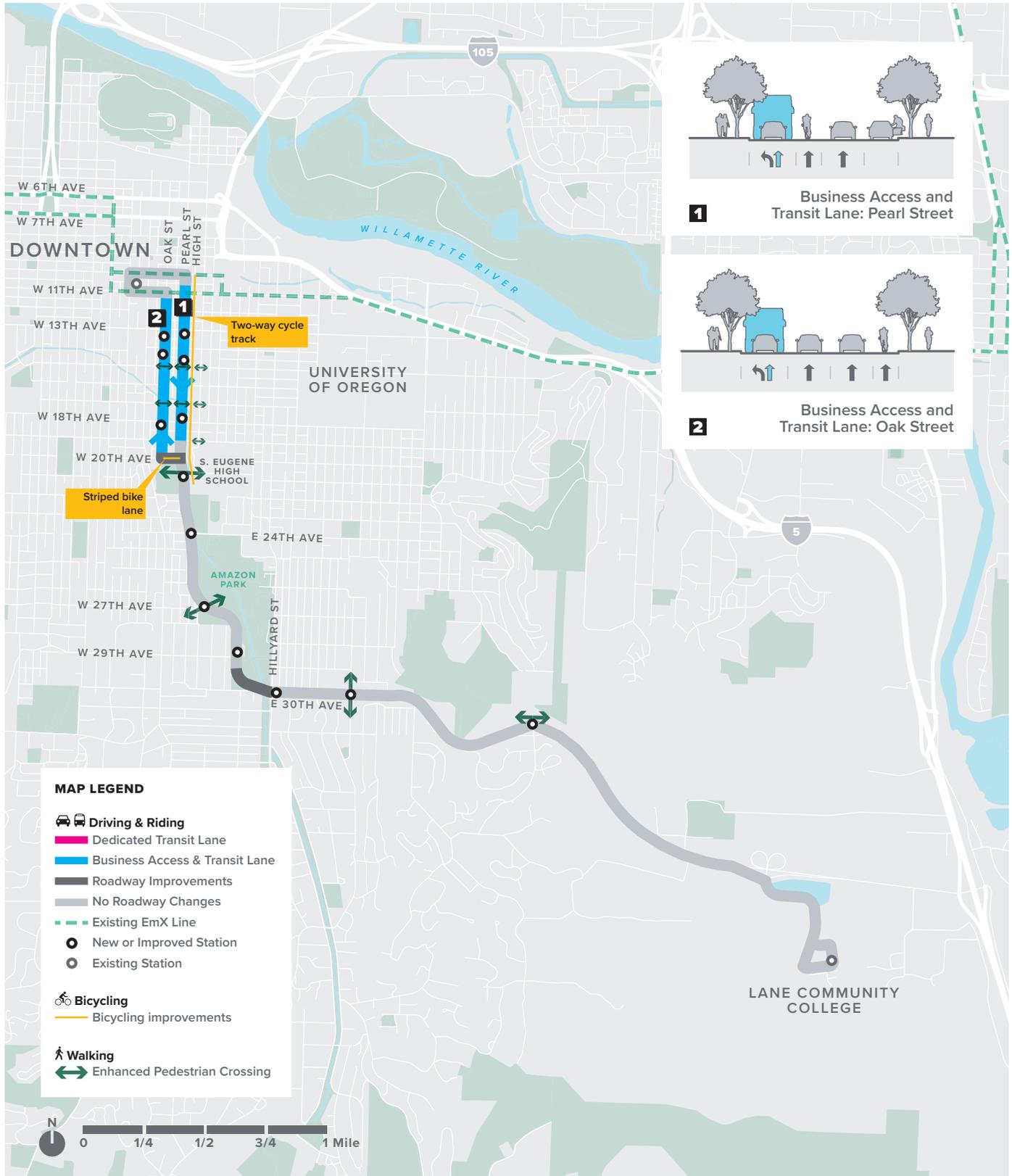
30th Avenue to LCC Corridor

These maps show the transit, bicycle, and pedestrian investments included in the 30th Avenue to LCC Corridor build alternatives.

Enhanced Corridor Alternative



EmX Alternative



Coburg Road Corridor

The Coburg Road Corridor begins at the Eugene Station and continues to Coburg Road using the Ferry Street Bridge.

The corridor continues north on Coburg Road to Crescent Avenue, east on Crescent Avenue, south on Shadow View Drive, east on Chad Drive to Old Coburg Road, and south on N. Game Farm Road and Gateway Street to the existing Gateway Station at the Gateway Mall. Although service extends from N. Game Farm Road to the Gateway Station, capital investments proposed as part of the MovingAhead project would terminate at Interstate 5 (I-5).

Overview

Although the two build alternatives are rated more favorably than the No-Build Alternative, the EmX Alternative in this corridor has the highest capital cost of all the corridor alternatives considered and would require the most property acquisition. The Enhanced Corridor Alternative has a lower cost, less impact, and an equivalent improvement in transit travel time than the EmX Alternative, but has lower projected ridership.

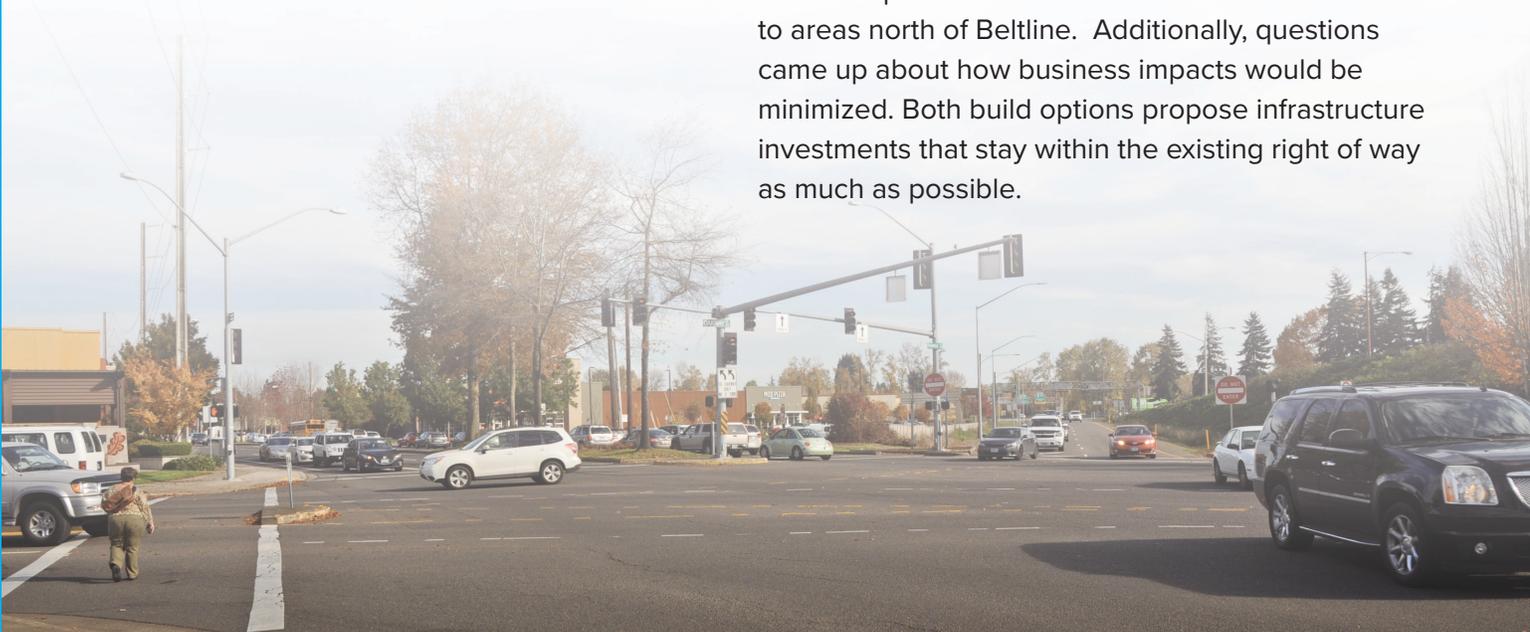
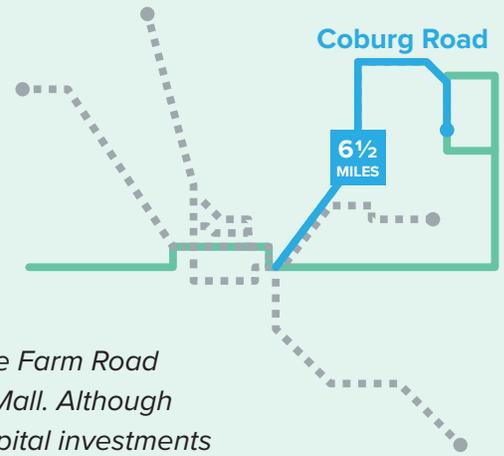
The No-Build Alternative avoids cost and impacts (including property acquisitions, off-street and on-street parking impacts, and potential tree removal).

What We Heard

- The VA clinic and all the new development at Crescent and further north have limited bus service and bikeway options.
- Auto access to businesses must be maintained
- Coburg is scary with fast moving traffic
- Bicycle and pedestrian crossings are difficult
- Bicycling facilities separated from traffic are important
- The corridor is important for autos, given the nature of development and connection to freeways

Addressing Community Concerns

The build alternatives provide investments in bicycle and pedestrian connectivity and safety, as well as improved transit service and connections to areas north of Beltline. Additionally, questions came up about how business impacts would be minimized. Both build options propose infrastructure investments that stay within the existing right of way as much as possible.



Coburg Road Corridor: Comparison of Alternatives

	No-Build	Enhanced Corridor	EmX
💰 Cost			
Capital Cost	\$0.0M	\$41.0M	\$113.0M
Systemwide Annual Operating Cost <i>(Change from No-Build)</i>	\$0.0M	\$0.0M	\$1.8M
🚌 Transit Performance			
In-Vehicle Transit Travel Time Savings	0 min	5 min	5 min
Systemwide Annual Ridership Increase <i>(Compared to No-Build)</i>	0	63,000	258,000
🚲🚶 Bicycling & Walking			
New Bike/Ped Access and Safety Improvements <i>(1-5 rating)</i>	★	★★★	★★★★★
➡️ Property & Development Impacts			
Support Development and Redevelopment <i>(1-5 rating)</i>	★	★★★	★★★★★
Number of Medium and Large Trees Impacted	0	9	149
Number/Acreage of Acquisitions	0/0	47/1	73/4
Potential Property Displacements ¹	0	0	2
Parking Impacts: On-Street/Off-Street <i>(number of spaces)</i>	0/0	0/67	7/128
👤 Existing Jobs & Population Served			
Jobs	≈25,000	≈25,000	≈36,000
Population	≈41,000	≈41,000	≈50,000

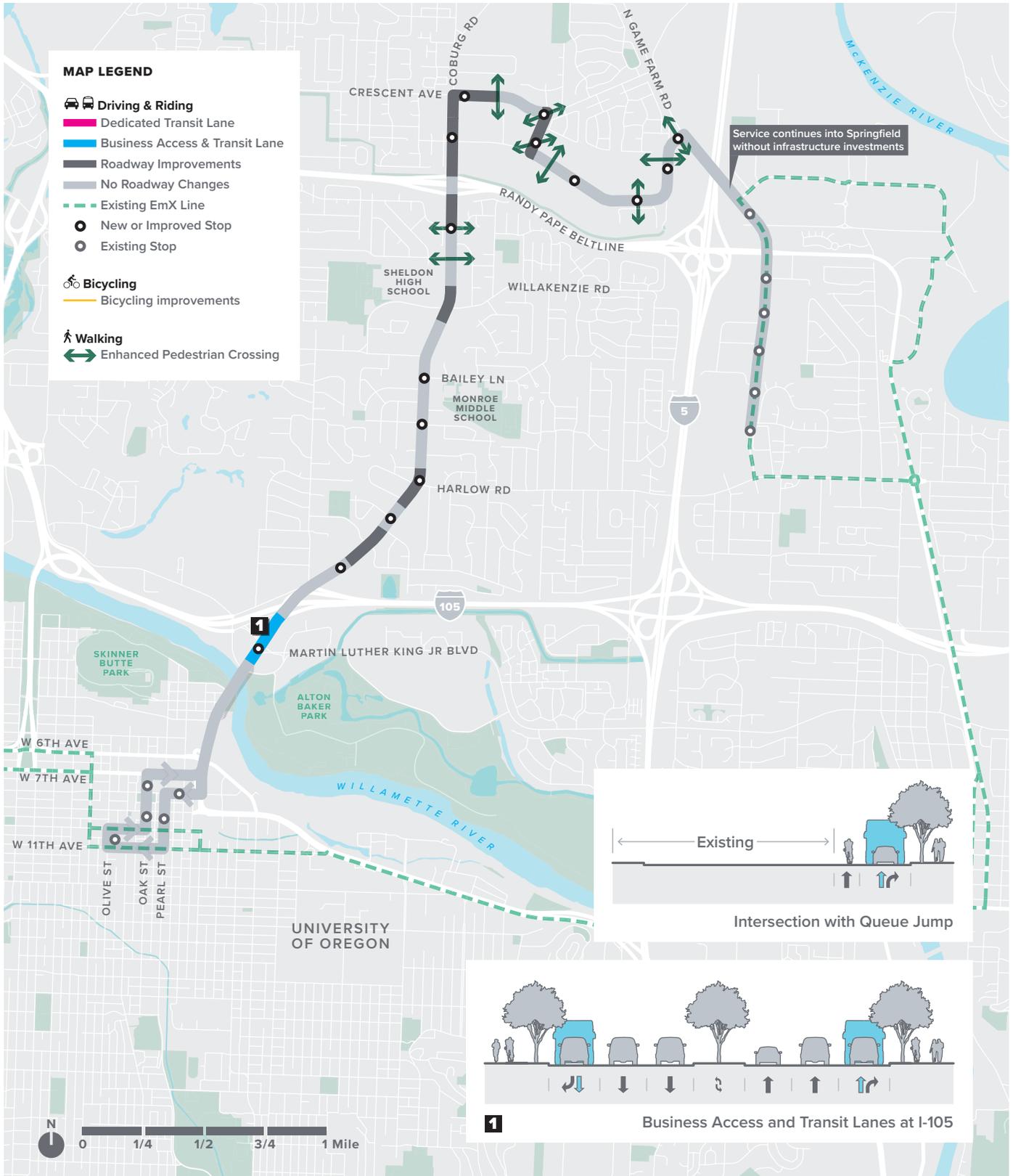
¹Mitigation measures would be used to avoid or reduce impacts

▲ Supports Project Criteria ▲ Does not Support Project Criteria

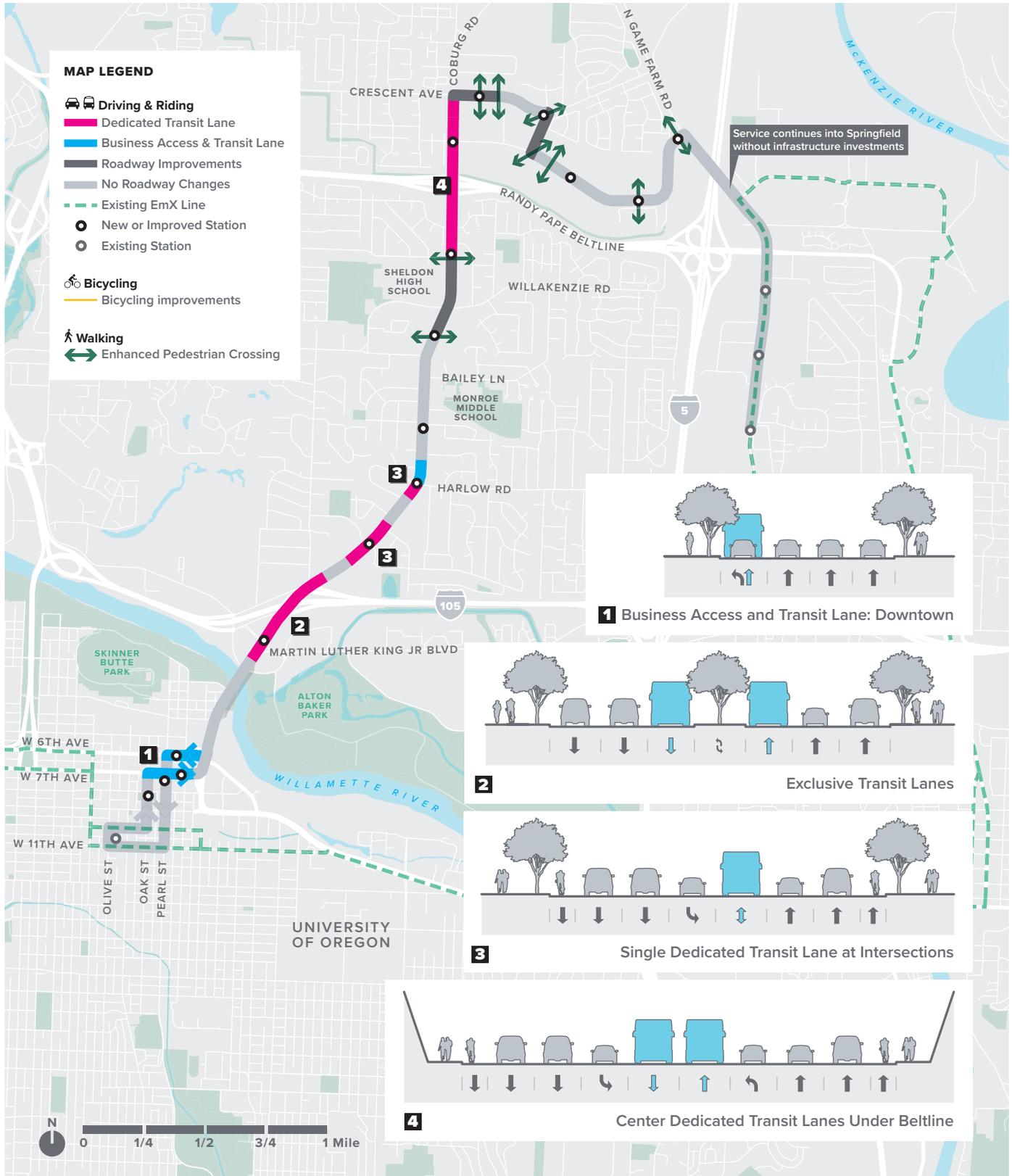
Coburg Road Corridor

These maps show the transit, bicycle, and pedestrian investments included in the Coburg Road build alternatives.

Enhanced Corridor Alternative

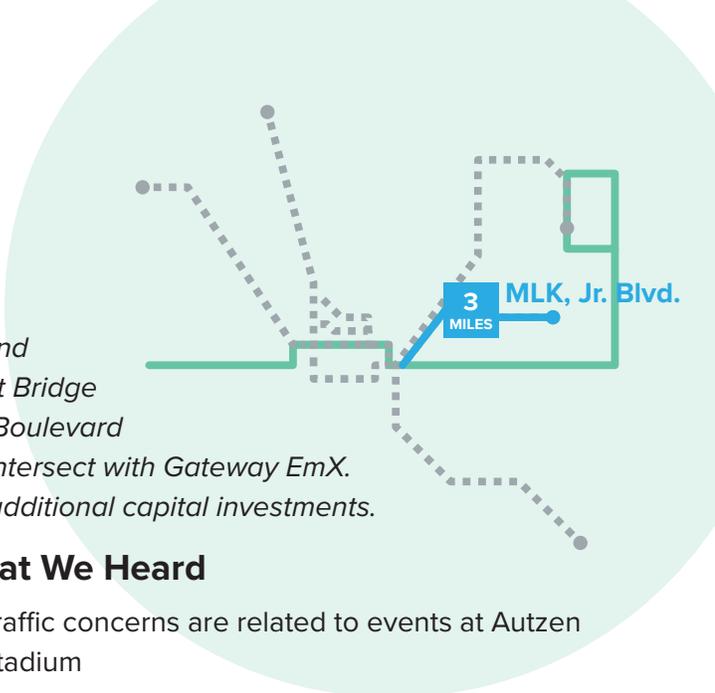


EmX Alternative



Martin Luther King, Jr. Boulevard Corridor

The MLK, Jr. Boulevard Corridor begins at Eugene Station and travels through downtown Eugene and uses the Ferry Street Bridge to reach MLK, Jr. Boulevard and continues east on MLK, Jr. Boulevard past Autzen Stadium to Centennial Boulevard where it will intersect with Gateway EmX. Service will continue on Centennial Boulevard without any additional capital investments.



Overview

The Enhanced Corridor Alternative offers the greatest potential ridership increase and more benefits to bicycle and pedestrian connectivity and safety, however estimated travel time savings are relatively small compared to the No-Build Alternative. An EmX option was not considered in the MLK, Jr. Boulevard Corridor due to its shorter length and the lower return on investment potential at this time since proposed infrastructure investments currently end at the Eugene/Springfield boundary. There may be opportunities to reconsider EmX on this corridor in the future.

The No-Build Alternative avoids impacts (including property acquisitions, off-street parking impacts, and potential tree removal) and cost.

What We Heard

- Traffic concerns are related to events at Autzen Stadium
- Corridor is an essential connection to student housing, Eugene, and Springfield
- Bicycle and pedestrian improvements are needed
- Do not compromise Alton Baker Park to alleviate Ferry Street Bridge congestion
- MLK without Springfield connection is a waste, connect the corridor to Springfield

Addressing Community Concerns

The build alternative provides investments in a variety of travel options that help address these needs, most notably, the inclusion of BAT lanes to provide transit priority and traffic calming.



MLK, Jr. Boulevard Corridor: Comparison of Alternatives

	No-Build	Enhanced Corridor	No EmX alternative for this route
Cost			
Capital Cost	\$0.0M	\$21.0M	
Systemwide Annual Operating Cost <i>(Change from No-Build)</i>	\$0.0M	\$1.1M	
Transit Performance			
In-Vehicle Transit Travel Time Savings	0	2 min	
Systemwide Annual Ridership Increase <i>(Compared to No-Build)</i>	0	186,000	
Bicycling & Walking			
New Bike/Ped Access and Safety Improvements <i>(1-5 rating)</i>	★	★★★★	
Property & Development Impacts			
Support Development and Redevelopment <i>(1-5 rating)</i>	★	★★★★	
Number of Medium and Large Trees Impacted	0	9	
Number/Acreage of Acquisitions	0/0	6/0.1	
Potential Property Displacements ¹	0	0	
Parking Impacts: On-Street/Off-Street <i>(number of spaces)</i>	0/0	0/0	
Existing Jobs & Population Served			
Jobs	≈15,000	≈15,000	
Population	≈26,000	≈26,000	

¹Mitigation measures would be used to avoid or reduce impacts

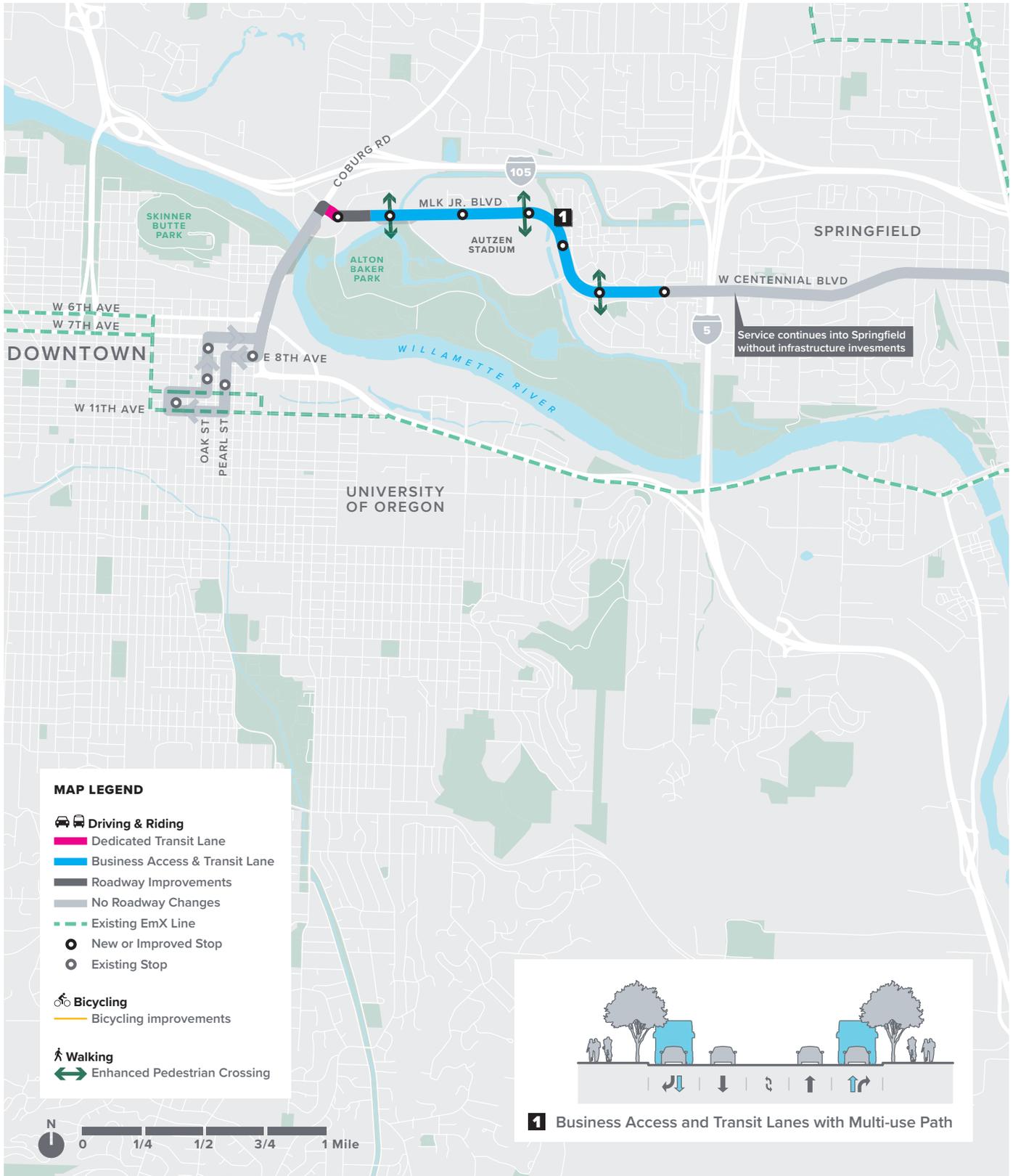
▲ Supports Project Criteria

▲ Does not Support Project Criteria

Martin Luther King, Jr. Blvd. Corridor

This map shows the transit, bicycle, and pedestrian investments included in the MLK, Jr. Blvd. build alternative.

Enhanced Corridor Alternative



Funding Plan

As part of the MovingAhead project, a funding plan for implementation of the corridor investments will be developed. The plan will consider potential funding options and the timing of corridor investments, with the goal of using local dollars to leverage state and federal funding to provide the most efficient overall funding strategy. Given the multiple revenue sources and the evolving nature of potential project funding, the funding plan must be nimble, providing flexibility to take advantage of funding opportunities as they arise.

An advantage of the MovingAhead approach of evaluating multimodal transportation investments across multiple corridors at once is that the funding plan can consider creative implementation approaches based upon available funding sources, such as:

- Combing two corridors into a single funded project
- Implementing some initial, lower level investments, such as transit signal priority or sidewalk infill, across all corridors at one time
- Blending a combination of mode-specific funding into an overall funding package

The funding plan will consider both capital costs and operations and maintenance (O&M) costs. Capital costs are one-time investments needed to construct the corridor infrastructure, such as project design and engineering, property acquisition, vehicle purchases, and construction. O&M costs include ongoing operation of the service, such as operator wages, vehicle fuel and maintenance, administrative and supervisory costs, and general upkeep of the infrastructure investments.

Capital Costs

There are many potential sources for funding the implementation of corridor investments. Federal funding may be available to pay for up to 50% of project costs, with the most promising federal funding coming from the Federal Transit Administration's Small Starts Program. While the EmX alternatives clearly qualify for that program, the Enhanced Corridor alternatives may or may not qualify, depending on how those alternatives are developed and defined. State and other federal funding may be available to assist with transit, bicycle, and pedestrian investments.

Possible Capital Funding Sources:

- FTA Small Starts
- FTA Formula Funding
- Better Utilizing Investments to Leverage Development (BUILD) grants (formerly called TIGER grants)
- State Lottery Funds
- ConnectOregon (for bicycle and pedestrian improvements)
- All Roads Transportation Safety (ARTS) (for safety improvements)



Operations and Maintenance (O&M) Costs

O&M costs are funded through LTD's annual budget. LTD maintains a Long-Range Financial Plan that projects O&M revenues and costs for a rolling 10 year period. That plan will be used to evaluate the system-wide O&M funding needs along with how the MovingAhead investments fit into the overall funding picture. Gaps in O&M funding can be addressed through changes in the corridor service levels, the timing of the implementation of the new service, or by identifying additional funding. It should be noted that most of the Enhanced Corridor Alternatives could result in an overall decrease in O&M costs.



Next Steps

Investment Packages

The most promising corridor options will be combined into a full set of future system improvements for near-term (10 year) investment and implementation based on which options best meet the project goals and garner the community's support. These Investment "Packages", which will include combinations of No-Build, Enhanced Corridor, and EmX alternatives, will be evaluated using criteria that reflect the costs and benefits of the packages as a whole. A key consideration will be the capacity to fund the capital investment (implementation) and the ongoing operations and maintenance (O&M) costs associated with each package.



Decision Making

The LTD Board of Directors and Eugene City Council will review the technical findings included in the Alternatives Analysis report, the evaluation of the Investment Packages, and input from the community before making a decision on a preferred package of multimodal transportation investments for all five corridors. That package of investments will inform how we prioritize projects for near-term funding, design and construction.



Get involved!

Your feedback will help build a better transportation future. Visit the project website to find the latest project information, sign up for email updates, learn about upcoming events, and submit comments.

www.MovingAhead.org



MPC 6.f.2
Administrative MTIP Amendments - March & April, 2022

The following amendments were approved by TPC or MPO staff since March MPC packet release.

TBD – LTD

LTD Glenwood Petroleum Fuel System Improvements 5307

Description: Upgrade and replace LTD's petroleum fuel system which has met its useful life.

Funding: \$1,000,000 (FTA 5307)

Amendment: Add new FFY 2022 construction project.

Note: Obligation year of 2022 is dependent on FTA processing the application by end of September.

Public review complete March 4, 2022

21322 - LCOG

LCOG Transportation Options Services Grant (SFY 22-23)

LCOG funding to promote and encourage the use of alternative transportation options in Lane County during state fiscal years 2022-2023.

Funding: \$226,027.93 (STBG, SW-TDM)

Amendment: Split \$380,275.88 (total cost) from K21556 (TDM/rideshare (NW Oregon)) & \$57,881.99 (total cost) from K21817 (Regional TO Provider Rideshare/TDM) to K21322 to extend the project through the end of FFY24. New project total will be \$664,185.80. Update name/description for extension and switching from SFY to FFY grant cycle. Pools K21556 and K21817 will be reduced at a later date as further amendments are being added to split funds from them.

Public review complete March 9, 2022

21171 – Springfield Public Schools

Springfield school bus replacement

Description: Replacement of 10 diesel powered school buses with 10 new propane powered school buses (Springfield Public Schools).

Funding: \$1,500,000 (ODOT school bus reimbursement, CMAQ, local)

Amendment: Cancel project; split \$329,822.96 total CMAQ to funding bucket for this program (K22255) to be reprogrammed in the future by CLMPO.

Note: This was originally awarded to SPS in 2017, but the project has been delayed due to Buy America restrictions and ambiguities. Ongoing efforts to resolve the questions related to Buy America have been fruitless and SPS, Springfield and LCOG agreed it would be best to cancel the project and return the federal funds to be reprogrammed for other priorities in the MPO.

Public review complete March 25, 2022

22273 – LTD

LTD 5310 Formula Funds (FY21-24)

Description: General formula funds to be used for projects at LTD's discretion. This program supports transportation services planned, designed, and carried out to meet the special transportation needs of seniors and individuals with disabilities

Funding: \$1,245,319 (FTA 5310)

Amendment: Reduce local match amount from \$249,063.80 to \$89,709.05. Revised project total will be \$1,085,964.25.

Note: FTA is allowing LTD to utilize the CRRSAA provision which permits all unobligated Section 5310 funding (FY 2021 and prior) to be obligated at 100% federal share for all activities eligible under the Section 5310 program. This provision affected the amount of local match (FY 22-23 STIF State funds) that is required for the overall project.

Public review complete March 8, 2022

22339 – LCOG

Regional safety analysis & programming (CLMPO)

Description: Expanding efforts of the Safe Lane Coalition including coalition coordination; safety data analysis; programming, educational marketing and outreach; temporary safety installations to improve transportation safety.

Funding: \$450,000 (Urban STBG)

Amendment: To deliver this project more efficiently, the project scope is being limited to those elements deemed by ODOT staff to fall within the framework of traditional Planning projects.

Public review complete March 23, 2022

21168 – Lane County

Howard Elementary & Colin Kelly MS traffic congestion mitig

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

Funding: \$1,003,461.37 (Urban STBG, CMAQ)

Amendment: Increase the current obligation by \$7,000 using local funds, due to increased ODOT staff time.

Public review complete March 23, 2022

TBD – Eugene, Springfield, LTD

Franklin Blvd: 11th Ave (Eugene) to Mississippi Ave (Springfield)

Description: The Franklin Boulevard Transformation project will provide a multi-modal complete street across both cities of Eugene and Springfield to include repaving the street, reduce travel lanes, construct bikeways on both sides of the street, construct a dedicated bus lane, add roundabouts to key intersections, and reconstruct sidewalks and sidewalk access ramps. The project will also include traffic signal work at select intersections, lighting, stormwater facilities, and landscaping.

Funding: \$31,480,000 (RAISE, Local)

Amendment: Add new project to continue the work of various earlier TIP projects along the Franklin corridor. This is a collaborative effort by the Cities of Eugene and Springfield with Lane Transit District utilizing a \$31.48M federal Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant.

Public review complete April 5, 2022

21159 – Eugene

Eugene Enhanced Walking Network

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

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

Amendment: Remove from the scope N Garden Way sidewalk infill, Brewer Ave sidewalk infill, and crosswalk and lighting on Norkenzie Rd at Brewer Ave.

Note: Final estimates were higher than the amount of funding available. Below is a list of project locations and scope. The items shaded in gray are being removed from the project at this time due to insufficient funding.

- Hilyard Street, E 36th Place to Dillard Rd (east side) Sidewalk infill
- N Danebo Avenue, Gaps south of Barger Drive (east side) Sidewalk infill
- W 15th Avenue, Gaps Grant St to Chambers St (north side) Sidewalk infill
- N Garden Way, Gaps south of Harlow Rd (west side) Sidewalk infill
- N Terry Street, Royal to Kalapuya High School, Sidewalk infill
- Brewer Ave, Gaps Norkenzie Rd to Tarpon St, Sidewalk infill
- Petersen Barn Comm. Ctr Crossing, Royal Ave at Berntzen Rd, Crosswalk and lighting

- Irving Elementary, Irvington Drive at Hyacinth Street, Crosswalk and RRFB
- Norkenzie Crossing, Norkenzie Rd at Brewer Ave, Crosswalk and lighting
- 18th Avenue at Peppertree Drive, Crosswalk, curb extensions and lighting
- Amazon Path, E 24th Avenue at Amazon Path, Enhanced lighting
- W 28th Avenue at McLean Blvd, Curb extension and lighting

Public review complete April 18, 2022

Key# TBD – LTD

LTD Zero Emission Bus Replacement (2022)

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

Funding: \$7,302,098 (FTA 5339b, TBD)

Amendment: Add new FY2022 project to replace diesel buses that have met their useful life with zero-emission buses; funded with \$1,187,500 earmarked federal dollars (fund TBD as of 4/14/22) and \$6,114,598 FTA 5339(b) (figures include match).

Public review complete April 28, 2022

20209 – ODOT, Springfield

OR126B at 54th St. (Springfield)

Description: Add intersection improvements to enhance safety.

Funding: \$1,641,300 (HSIP/ARTS)

Amendment: Move \$60,000 from 2023 construction phase to right of way acquisition phase; Advance 2023 right of way acquisition phase to 2022.

Note: OTC will be asked in May to approve adding \$500,000 of IJJA funding to this project (\$200k to preliminary engineering and \$300k to construction). \$60k of the \$300k to be added to construction is to replace the \$60k being moved now to right of way acquisition.

Public review complete April 14, 2022

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. Replace bridge rail system on bridge over Union Pacific Railroad and NW Expressway and overlay the bridge driving surface to preserve the bridge structure.

Funding: \$16,967,412.90 (NHPP)

Amendment: Increase construction authorization from \$17,449,550 to \$19,649,665.03 using ODOT Region 2 funds.

Note: Obligation increase is needed as a result of unexpectedly high bids.

Public review complete April 25, 2022

22267 – LTD

Fare Management System – LTD

Description: Purchase and implement mobile wallet technology for fare management

Funding: \$937,500 (FTA 5307)

Amendment: Remove FTA 5307 funding; Increase the project cost to \$1,200,000 using \$600,000 STIF and \$600,000 earmark funds (specific federal funding program TBD).

Public review complete April 28, 2022