



MEETING NOTICE

MEETING: METROPOLITAN POLICY COMMITTEE
DATE: Thursday, August 4, 2022
TIME: 11:30 AM - 1:30 PM
LOCATION: **VIRTUAL:**
<https://us06web.zoom.us/j/81469918330?pwd=YXZ1NjZTekZlOUtMK2FZczF2WXhXUT09>
Passcode: 141905
Or One tap mobile: +16694449171,,81469918330#,,,,*141905#
Or Telephone: 1-669-444-9171
Webinar ID: 814 6991 8330
Passcode: 141905
Webcast: <http://metrotv.ompnetwork.org/>
CONTACT PERSON: Paul Thompson, 541-682-4405, pthompson@lco.org

A G E N D A

1. WELCOME & INTRODUCTIONS
2. CALL TO ORDER
3. APPROVE JUNE 2, 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.)*
6. METROPOLITAN PLANNING ORGANIZATION (MPO) ISSUES
 - a. Project Proposals & Recommended MPO Funding Package for 2023-2027 (60 min)
Staff Contact & Presenter: Dan Callister, LCOG
Action Requested: Conduct Public Hearing; provide feedback and direction to staff.
 - b. PeaceHealth Rides Bike Share (30 min)
Staff Contact: Paul Thompson, LCOG
Presenter: Brodie Hylton, Cascadia Mobility
Action Requested: Information & discussion only. *(Note: No packet materials)*

-OVER-

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

LCOG Main Office: 859 Willamette Street, Suite 500, Eugene, Oregon 97401-2910

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- c. Title VI Plan Update and Survey (10 min)
Staff Contact & Presenter: Ellen Currier, LCOG
Action Requested: Information & discussion; provide feedback to staff. (Note: No packet materials)
- d. Request for Letter of Support for Use of ODOT CMAQ Funding (10 min)
Staff Contact & Presenter: Dan Callister, LCOG
Action Requested: Approve letter of support.
- e. Follow-up and Next Steps (10 min)
 - 1) ODOT Update
 - 2) Transportation Improvement Program (TIP) Project Changes (information only, see attachment)
 - 3) Next Steps/Agenda Build

UPCOMING MEETINGS:

September 1 Virtual
October 6 Virtual
November 3 Virtual

PLEASE NOTE:

The meeting will be conducted via Zoom Webinar, allowing public access to the Zoom meeting as an “attendee.” 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

June 2, 2022
11:30 a.m.

PRESENT: Randy Groves, Chair (City of Eugene); Sean VanGordon, Steve Moe (City of Springfield); Heather Buch (Lane County); Ray Smith (City of Coburg); Caitlin Vargas, Don Nordin (Lane Transit District), members; Anne Heath (City of Coburg), *ex officio* member.

Brenda Wilson, Paul Thompson, Dan Callister, Ellen Currier, Syd Shoaf, Cassidy Mills (Lane Council of Governments); Emma Newman, Kristina Kraez (City of Springfield); Rob Inerfeld (City of Eugene); Sasha Vartanian (Lane County); Megan Winner (City of Coburg); Tom Schwetz, Andrew Martin (Lane Transit District); Bill Johnston, Molly Cary, Travis Brouwer (Oregon Department of Transportation); Rob Zako, Claire Roth, Colin Hill (Better Eugene-Springfield Transportation), Neil Moyer (Metro Television), Heather Carroll (Jacobs Engineering), Patty Hine (350 Eugene), Julie Daniel.

WELCOME, CALL TO ORDER AND INTRODUCTIONS

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

APPROVE May 5, 2022, MPC MEETING MINUTES

Mr. Smith, seconded by Ms. Buch, moved to approve the May, 5, 2022, meeting minutes as presented. The motion passed unanimously, 7:0.

ADJUSTMENTS TO THE AGENDA/ANNOUNCEMENTS FROM MPC MEMBERS

Mr. Thompson announced that Travis Brouwer, Oregon Department of Transportation (ODOT) would be presenting the agenda item related to the Bipartisan Infrastructure Bill Update.

COMMENTS FROM THE AUDIENCE

Mr. Thompson stated that written testimony had been submitted and had been distributed to committee members. He explained procedures for providing testimony during the virtual ZOOM meeting.

Patty Hine, 350 Eugene president, described her background and experience growing up in an environment where everyone drove everywhere. She discussed the outsized role that transportation played in the climate crisis and the need to rapidly reduce emissions from the transportation sector. That would require big changes and she recognized the challenges and cost involved. She said people were beginning to realize that the country's infrastructure was built for people who drove and it was necessary to rethink a car-centric way of life. Infrastructure should be redesigned to create safe and convenient options for people who chose not to or were unable to drive, such as walking, biking and more transit. She urged that transportation planning include plans for a less car-dependent future and listed several options for the committee to consider.

Claire Roth, Better Eugene-Springfield Transportation (BEST), expressed her support for policies that took more action to combat the effects of climate change in the community through the lens of transportation. Making walking and biking more comfortable for people would go far to promote active forms of transportation and help achieve goals related to the climate crisis. She cited data demonstrating that active transportation also provided economic benefits to small businesses that were hurt during the pandemic.

Julie Daniel, volunteer for the City of Eugene's Active Transportation Committee, spoke to the moral imperative to act. She said it took courage to make decisions about active transportation that would be unpopular with some segments of the population. She provided examples from her neighborhood of sidewalks in poor condition that created dangerous situations for residents of a long-term care facility who used mobility devices and students who drove or were driven to school because walking was unsafe. She urged the committee to make those difficult choices.

Colin Hill, BEST, said he was a University of Oregon student and he did not have a drivers license. He moved to Eugene because he knew it would be possible to live in the city without a car. He gave examples of progress that had already been made that allowed him to move about in certain areas of the metropolitan area safely, although in other areas that was not possible. He said for many people mobility was much more difficult than it could or should be. He urged the MPC to work together on a comprehensive long-term transportation vision that significantly reduced car dependence in the region.

Rob Zako, BEST, commented that BEST had submitted a memorandum to the MPC two years ago asking for urgent action and while some progress had been made there had since been two bad fire seasons and another was anticipated. He asked what the public, BEST and its partners could do to support the MPC in planning for a lower carbon, cleaner and cooler future.

METROPOLITAN PLANNING ORGANIZATION (MPO) ISSUES

Amendment to MPO Metropolitan Transportation Improvement Program (MTIP)

Mr. Callister explained that the proposal was to program \$65,000 in new federal discretionary funds outside of the formal process. The funds would be used to support a gap in PeaceHealth Rides operational funding for 2022-2023. He said it was an urgent need and the Transportation Planning Committee (TPC) recommended an expedited public review process of a two-week public comment period followed by a public hearing and approval of the request. He said if the formal process was followed the funds would not be available to obligate in a timely manner. He said the public comment period had concluded and no comments were received. He requested a public hearing and action on the resolution.

In response to questions from Ms. Buch, Mr. Callister clarified that the funds were technically available, but programming had been pushed back in order to align them with other funds that would be available for the 2024-2027 cycle. Mr. Thompson said the request was separate from the timing of federal funds and had not been anticipated. The funding request had arose very recently because the City of Eugene had been notified by the operator of the bike share program that there was a funding shortfall and the program could not be funded through the current period. The city had requested the funds in order to keep the bike share program operating.

Ms. Buch said she supported the bike share program and it would be an asset when the 2022 World Athletics Championships were held in Eugene during the summer of 2022.

Mr. Nordin said Lane Transit District (LTD) would support the request, but he felt more funds should be made available for the bike share program in the next funding cycle. He said it was his opinion that the program should be incorporated with the transit district and not connected to the cities of Eugene and Springfield as LTD provided transportation services to the entire region. He encouraged the MPC to approve the funding request in order to maintain the program, but said more funding should be allocated to an active transportation system.

Mr. Inerfeld said regional discussions were in progress about expanding the PeaceHealth Rides program beyond the borders of the City of Eugene.

Mr. VanGordon said he was comfortable supporting the request to maintain the program and noted that Springfield was also reviewing details about participating in the future. He thought it was important for the program to have an outside operator instead of a public agency. He stressed the importance of demonstrating to the public responsible use of the infrastructure and transportation funding that was now available, particularly funds that resulted from new taxes and fees the public was paying.

Mr. Groves said he had learned that bikes in the bike share program were used on average three times per day, which demonstrated there was a demand in the community for the program. He echoed Mr. VanGordon's comments about having an independent operator instead of a government agency.

Mr. Moe agreed with the need for an area-wide management system to operate the bike share program.

Mr. Groves opened the public hearing.

Rob Zako, BEST, commented that the PeaceHealth Rides bike share program was operated by a nonprofit, Cascade Mobility, with which BEST had a financial relationship. He said the organization was "lean and mean" and nonprofits tended to provide good services at a low cost. He appreciated holding a public hearing on the funding request, but pointed out that previously the MPC had approved a \$30 million project for Franklin Boulevard without a public hearing. He asked how it was determined that a public hearing was required prior to approval of funding.

Claire Roth, BEST, said the bike share program was used frequently and Cascade Mobility had reported that last week was the strongest bike share usage in three years. The program was a good thing for the community.

Mr. Groves closed the public hearing.

Ms. Buch, seconded by Mr. Moe, moved to approve Resolution 2022-06 adopting the Metropolitan Transportation Improvement Program amendment. The motion passed unanimously, 7:0.

Infrastructure Investment and Jobs Act (IIJA)/Bipartisan Infrastructure Bill Update

Mr. Brouwer used a slide presentation to provide an overview of the Oregon Transportation Commission's (OTC) decisions regarding use of the approximately \$1.2 billion in federal funds that resulted from the IIJA and how input from stakeholders had influenced those decisions. He shared the major themes that arose from stakeholders across the state. He provided a brief description of each of the funding categories to which the OTC had allocated \$412 million in discretionary funds as follows:

<u>Program Area</u>	<u>Funding (Millions)</u>
Enhance Highway	\$50
Fix-It	\$75
Maintenance and Operations	\$40
Great Streets	\$50
Safe Routes to School	\$30
Innovative Mobility Program	\$10
Local Climate Planning	\$15
ADA Accessibility	\$95
Match for Competitive Grants	\$40
Business and Workforce Development	<u>\$ 7</u>
	\$412

Mr. Brouwer also reviewed how the OTC had allocated \$119 million in bridge funding to local governments and \$204 million in bridge funding to ODOT, although he acknowledged that there would need to be additional investments in bridges. He said there were significant opportunities for local governments to seek funding from a number of statewide discretionary grant programs.

In response to a question from Mr. Groves, Mr. Brouwer said the term "urban boulevard" referred to a facility that was oriented to local community needs than serving through traffic. The Great Streets program was designed to make those routes better suited for biking, walking and public transportation.

Mr. Groves asked why Highway 58 and Highway 126 had not received priority for electric vehicle (EV) charging stations as those vehicles would become more predominant for those traveling to the coast or into the mountains in the future. Mr. Brouwer replied those highways had not been submitted by the state to the federal government for priority designation. The OTC supported EV charging and would be supplementing federal dollars with state dollars for community-based charging. He urged the MPC to raise the issue of those highway designations with ODOT's Climate Office which developed those recommendations.

Mr. Groves said the Interstate 5 bridge over the Columbia River was becoming a more prominent topic and asked if funding would be diverted to that project from other parts of the state. Mr. Brouwer said ODOT was working on a concept to present to the 2023 legislature that would describe the enabling legislation needed in order to build that bridge in partnership with the State of Washington that would not take dollars from existing funding.

Mr. VanGordon observed that the private and public sectors were struggling with staffing capacity to execute major projects with the additional funds that were becoming available and asked how ODOT was addressing the need for additional staffing at the state and local government levels. Mr. Brouwer said ODOT had just received approval from an Emergency Board subcommittee of a request to add 76 positions in order to be able to deliver on the new programs. There would be a request next year for 43 more positions and possibly an addition request later.

Mr. VanGordon asked what support local governments could offer to assure that ODOT and local jurisdictions would be able to demonstrate to the people of Oregon that the best use was made of the additional funding. Mr. Brouwer said support as necessary for ODOT's requests to the legislature and continuing to build strong partnerships between ODOT and local governments would help ensure success.

Mr. VanGordon asked if there were success measures attached to the various funding categories and whether climate grants would be made to local jurisdictions to help fund capacity for climate planning. Mr. Brouwer said a series of key performance metrics had been approved by the legislature, ranging from the

numbers of fatalities on the state highway system to the condition of the transit fleet, bridges and pavement and the miles of bike lanes and sidewalks on the state highway system. Climate planning grants would be managed by ODOT's Climate Office and they were designed to help local governments subject to the Department of Land Conservation and Development's new Climate Friendly and Equitable Communities rules do the planning and implementation that was required.

Mr. VanGordon said it was important that the funds could be used by local governments for consultants and staffing for local agencies. He said broadband was important to the rural parts of Lane County and asked if ODOT was consulting with counties as it was considering investments in rural infrastructure. Mr. Brouwer said ODOT was close to publishing its agency-wide broadband strategy that looked at how state highway resources could be used to make the system smarter and potentially provide broadband access for social purposes. ODOT was looking actively at partnerships with local governments as systems were built out.

Ms. Buch urged ODOT to involve counties in developing the state's broadband strategies. Counties were very invested in rural broadband outreach and action at the state and county levels. Mr. Brouwer said he would address that issue with the team coordinating ODOT's broadband work.

Beltline Project Overview

Ms. Cary and Ms. Carroll used a slide presentation to provide an overview of the Beltline Highway: River Road to Delta Highway project.

Ms. Carroll described the project timeline, elements implemented to date and problems that needed to be addressed through improvements. Mr. Gamble explained conditions that that produced major traffic backups in the event of an accident, including impacts to traffic on Interstate 5 and surrounding communities.

Ms. Carroll reviewed the current concept design for the entire project and provided details of designs for the four separate sections on the corridor. She said public engagement activities included websites, social media, interested parties lists, presentations to community groups and organizations, a community advisory committee, individual outreach and newsletters. She said public comments centered on cost, congestion, safety and climate change.

Ms. Cary said the project cost was approximately \$350 million and explained how the project had been divided into sections for funding purposes. She said an urban growth boundary amendment was required to build the local arterial section because part of the facility was within Lane County and part was within the City of Eugene. ODOT wanted to pursue grants in conjunction with the city, county and LTD.

Mr. Groves asked about the location of the bike/pedestrian bridge over Beltline to connect two section of a neighborhood currently bisected by Beltline. Ms. Cary said the location was on the western portion of River Road outside of the project area.

Land Conservation and Development Commission (LCDC) Climate Friendly and Equitable Communities (CFEC) Rulemaking Update

Ms. Newman said LCDC began its rule-making process as a result of Executive Order 20-04, signed in March 2020 that directed several state agencies to reduce climate pollution. A rule-making advisory committee was established and representatives from local jurisdictions served on that body. The reason for the initiative was that Oregon was not meeting its greenhouse gas emissions targets, particularly in the area

of pollution from transportation. She said the vision and intent of high level goals for the process were very good and the rules primarily would apply to the metropolitan areas of the state as set forth in agenda materials. She said areas of concerns had arisen as the rule-making process moved forward. There was a disconnect between discussion of the rules at LCDC meetings and the actual content of the rules. Mayors from Eugene and Springfield had urged flexibility in the process by establishing an end goal and allowing cities and counties some flexibility on how to achieve that goal. She said it was concerning that there were proscriptive and inflexible details in the rules and cited examples. Those details would require additional staff capacity to implement and local governments would require additional funding. She outlined the timeline and next steps in the rule-making process and described the work that would be required to develop and adopt a regional scenario plan.

Mr. Smith commented that small cities like Coburg had no resources to meet all of the mandates they currently faced. Coburg addressed those issues it felt were most important in those mandates. He was concerned that temporary rules would be put in place, only to be replaced by permanent rules. He said while Coburg supported the goals of the CFEC initiative, it simply did not have the staff capacity or financial resources to respond to all of the mandates, such as the effort Ms. Newman had indicated would be required to develop and implement a regional scenario plan.

Mr. Groves agreed that local governments were facing many unfunded mandates.

Mr. VanGordon agreed with Mr. Smith. He said although Springfield was a larger city, it would struggle to find resources to meet the mandate. He said jurisdictions around the state were concerned with the unfunded mandate and where they would find the resources needed to address it. He agreed with the goals of the initiative, but disagreed with the rules. He advised jurisdictions and staff to continue to raise objections and point out how the work related to the CFEC initiative would slow down other projects on which communities were working. He suggested a letter from the MPC urging a slow down in the rule-making process.

Mr. Johnston said ODOT had budgeted some funding to assist local governments in complying with the new requirements. \$15 million had been committed for consulting support for local governments. He said while it was DLCD's rule-making process, ODOT would be involved in implementing it and anticipating helping local jurisdictions to the extent possible.

Mr. Moe agreed with the goals, but local jurisdictions would need funding and time to respond and should push back on the timing.

Mr. Thompson noted that Mr. Brouwer had agreed to look into whether funding could be used by local jurisdictions and added that at a recent rule-making advisory committee meeting members had been unable to get answers to their questions about the amount of funding that would be available, how it could be used and how it would be distributed.

Ms. Newman agreed that there appeared to be little funding for local jurisdictions; most funding would go to LCOG and it was an unfunded mandate. She was hopeful that some of the IJA funds would be available to local jurisdictions as Mr. Brouwer had suggested although there still remained a funding gap and clarity on how the funds would be distributed in order to get the work done.

Mr. Johnston said the \$15 million had already been programmed and ODOT recognized that amount was insufficient to meet the needs of local jurisdictions and was exploring options for additional funding.

Mr. Smith expressed his appreciation ODOT's offer to help Coburg fund its planning efforts, but the mandates that were involved were beyond the city's scope, even with additional funding.

MPC Summer Meeting Schedule

Mr. Thompson said only the Metropolitan Cable Commission would meet in July and the full MPC would meet in August and September.

Follow-up and Next Steps

- **ODOT Update**—Mr. Gamble said he was available to answer any questions about the 2022 World Athletics Championships to be held in Eugene July 14-24 and ODOT's operations plans for the event.
- **MTIP Administrative Amendments**—There were no questions.
- **Next Meeting/Agenda Build**—July 7 Virtual Meeting (Metropolitan Cable Commission only), August 4 Virtual Meeting, September 1 Virtual Meeting

Mr. Groves suggested that a letter be sent from the MPC, as the second largest metropolitan area in the state, to make its concerns and interests known on the issue of EV charging facilities.

Mr. Thompson said in April of 2022 Lane County's climate issues lead staff, along with other county staff, had contacted LCOG to ask for assistance in developing an EV charging strategy for the county. Discussions had been in progress since then and there had been outreach to ODOT's Climate Office and the designation of Highway 58 and Highway 126 had been specifically mentioned. He said the Climate Office had responded that those two highways could be very high on the nomination list for priority status next year. He said LCOG was developing staffing to research grant opportunities for funding to create a strategy and communicating with the state. He said if the MPC wished a letter could be drafted, but perhaps since the next round of nominations for priority corridor status was several months away staff could provide an update in the fall and a more specific letter could be developed at that time.

Mr. Groves determined there was consensus to review a draft letter in August or September.

Mr. VanGordon requested that staff draft a letter to DLCD asked that additional rules not be adopted in July.

Mr. Smith agreed with Mr. VanGordon's request and asked that the letter specifically address the unfunded mandate issue and how that would exceed staff capacity and distract from the work local jurisdictions were already focused on.

Ms. Buch agreed with the concerns about unfunded mandates but said it could be problematic to request adoption of rules be delayed. She said agreement with the intent should be expressed, while pointing out issues with implementations that were critical to local agencies without proper funding, support and staff capacity.

Ms. Wilson reminded the MPC that the rules were directed at local jurisdictions, not the MPO because the state had no jurisdiction over MPOs, which were federal entities. She clarified that a letter would need to come from local jurisdictions, not the MPO. She said LCOG would assist agencies in drafting letters.

Mr. Groves adjourned the meeting at 1:30 p.m.

(Recorded by Lynn Taylor)



July 26, 2022

To: Metropolitan Planning Committee
 From: Daniel Callister
 Subject: Project Proposals & Recommended MPO Funding Package for 2023-2027

Action Recommended: Conduct Public Hearing; provide feedback and direction to staff

Issue Statement

The Central Lane Metropolitan Planning Organization (MPO) received several eligible proposals for use of roughly \$24M of anticipated federal transportation funding through federal fiscal year 2027. Metropolitan Policy Committee (MPC) relies on the Transportation Planning Committee (TPC) to provide a recommendation for how these funds will be used based on those proposals.

Discussion

The MPO’s discretionary federal funds for transportation projects are programmed roughly every three years through a formal project solicitation process. The current solicitation is for up to \$23,741,295 through federal fiscal year 2027. This amount reflects conservative estimates (final amounts are released each year for the current year only) for each of the four federal funding programs regularly provided to the MPO on an annual basis. These programs are:

- Surface Transportation Block Grant Program (STBG)
- Transportation Alternatives Program (TA)
- Carbon Reduction Program (CRP)
- Congestion Mitigation and Air Quality Improvement Program (CMAQ)

Additionally, a special allocation of funding from the federal Highway Infrastructure Program (HIP) is included. The table below summarizes the funding anticipated.

Program	FFY 2022	FFY 2023	FFY 2024	FFY 2025	FFY 2026	FFY 2027	Total
STBG	--	--	--	\$4,171,023	\$4,485,937	\$4,595,973	\$13,252,933
TA	--	--	--	\$251,236	\$249,812	\$248,006	\$749,054
CRP	\$608,208	\$611,271	\$623,497	\$635,967	\$648,686	\$661,659	\$3,789,288
CMAQ	--	--	--	\$776,031	\$1,824,501	\$1,860,991	\$4,461,523
HIP	--	\$1,488,497	--	--	--	--	\$1,488,497
Total	\$608,208	\$2,099,768	\$623,497	\$5,834,257	\$7,208,936	\$7,366,629	\$23,741,295

Federal amounts only, no match amounts included in these figures

In preparation for the project selection process, on May 5, 2022 MPC approved eight primary funding considerations drawn from the 28 objectives of the recently adopted 2045 Regional Transportation Plan (RTP). These priority considerations helped direct applicants in planning which projects to propose. They are:

- 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.

Proposals for the use of these funds that would satisfy the approved primary funding considerations were submitted to MPO staff in the form of funding applications and were reviewed to confirm eligibility. One-page summaries of these applications are included as [Attachment 1](#). The complete funding applications including the one-page summaries and supplemental items are available on the MPO's website to view and download at this address: <https://www.lcog.org/thempo/page/call-projects>

At their July 21, 2022 meeting, TPC approved a funding recommendation for MPC to consider. [Attachment 2](#) lists each of the funding proposals and includes both the original requested amounts and the amount of federal funding that TPC recommends for each proposal. The recommendation would program \$22,852,460 of federal funding and allow the MPO to retain \$888,835 of the available funds for contingencies.

Arriving at this fiscally constrained funding recommendation required reconciling \$17.8M of requested funds. [Attachment 2](#) identifies (in shaded cells) differences between requested and recommended funding levels for each proposal. This recommendation is a result of detailed review and discussion by the Technical Advisory Subcommittee (TASC) focused around how well each project supports the regional primary funding considerations (see [Attachment 3](#)), the federal performance targets, air quality conformity, and other considerations. Through these discussions, some applicants elected to modify their proposals to better align with these

considerations, competing projects and the limited funding available, and in some cases proposals were combined.

Public Involvement

While accepting funding applications, the MPO utilized social media to publicize this upcoming opportunity to provide public input on how the MPO should direct spending of federal transportation funding. Once received and reviewed by staff, the complete and summarized applications were made available to the public on the MPO website. An email was sent July 18 to the MPO's interested parties list to inform them of the project selection process that would be taking place and providing instructions on how to participate. At their public meeting on July 21 TPC heard public comments on this topic and approved releasing their funding recommendation for 30-day public review July 29–August 28 and recommended a public hearing at the August 4 MPC meeting. TPC will have an opportunity after the public hearing to refine or confirm a funding recommendation at their August 18 meeting. MPC is scheduled to take final action to approve funding at their September meeting.

Action Recommended: Conduct Public Hearing; provide feedback and direction to staff.

Attachments:

- 1 – [One-Page Funding Application Summaries](#)
- 2 – [TPC's Funding Recommendation](#)
- 3 – [Proposals and the Regional Primary Funding Considerations](#)

PROJECT SUMMARY

Project No. _____

Coburg Loop Path, Phase 4 on N. Industrial Way (City of Coburg)

Project Visual:

See also attached 60% engineered drawing.



Project Description:

This application is for additional funds for a previously funded project to design and construct the fourth segment of the Coburg Loop Path. The project proposes a 10-foot wide hard-surface multi-use path extending from easterly end of the existing bike/ped path from Sarah Lane to the end of N. Industrial Way, creating a connection to Phase 3 of the Coburg Loop Path. This segment will also connect to existing bicycle and pedestrian facilities which begin at Pearl Street and travels north to Sarah Lane Path entrance. The project moved forward to the 60% design phase. Due to the increase in costs of the project, the current funding does not cover the costs of completing the project and additional funding is needed for completion of Phase 4.

Project Quick Facts

Location	N. Coburg Industrial Way, Coburg, OR 97408		
Project Limits (to/from)	On N. Industrial Way from the bike/ped path off Sarah Lane to the terminus of N. Industrial Way at Trail's End Park		
Length in feet	Approximately 2,700 feet	Estimated Project Cost	
Functional Class	N/A	Est. Total Project Cost	\$957,239
Completion/Purchase Year	2024/2025	Federal Funds Requested	\$229,159

Contact Information

Sponsoring Agency	City of Coburg		
Contact Name & Title	Megan Winner, Planner		
Contact e-mail	megan.winner@ci.coburg.or.us	Phone	541.682.7862

For questions regarding the programming of CLMPO's discretionary federal funds contact Daniel Callister at (541) 666-9571 or dcallister@lcog.org

PROJECT SUMMARY

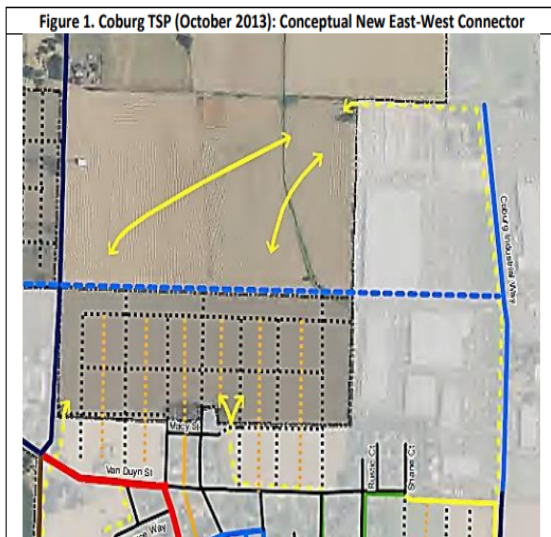
Project No. _____

Freight/Commuter Connector Feasibility Study (Coburg)

Project Visual:



Proposed Study Area



This project is a study to determine the feasibility of a new east-west freight and commuter connection between North Coburg Road and I-5, north of the City of Coburg.
 [This project is listed in the 2045 Regional Transportation Plan (RTP) as a constrained study project (Page 151).]

The mix of heavy truck and commuter traffic originating from outside the City of Coburg (i.e. from Harrisburg, Monroe, Junction City, and beyond) is bound for I-5 but required to pass through the historical downtown of the City of Coburg, particularly through an intersection with a school zone and fire station. This mix of commuter traffic creates safety and mobility issues and conflicts with the City’s objectives of creating a pedestrian and bicycle friendly community. Further, the inefficient routing of freight and commuter traffic negatively impacts the environment with idling motors creating GHG emissions and noise pollution. Additionally, closures of I-5 (e.g. associated with crashes) result in the City downtown streets being used as detour routes. Not only does this create gridlock downtown, the only thru-route blocks access to the Fire Station, preventing emergency vehicle access.

This study would determine the feasibility (and potentially the alignment) of creating a more efficient commuter and freight connection north of the City of Coburg to create a safer and healthier, bicycle and pedestrian friendly, downtown corridor.

Project Quick Facts

Location	North of the City of Coburg, Lane County Jurisdiction, Within Central Lane MPO Boundary		
Project Limits (to/from)			
Length in feet	To be determined	Estimated Project Cost	
Functional Class	To be Determined	Est. Total Project Cost	\$400,000
Completion/Purchase Year	FY 24/25	Federal Funds Requested	\$358,920

Contact Information

Sponsoring Agency	City of Coburg		
Contact Name & Title	Megan Winner		
Contact e-mail	Megan.Winner@ci.coburg.or.us	Phone	541.682.7862

For questions regarding the programming of CLMPO’s discretionary federal funds contact Daniel Callister at (541) 666-9571 or dcallister@lcmo.org

PROJECT SUMMARY

Project No. _____

N Coburg Industrial Way Pavement Preservation (Coburg)

Project Visual:



Project Description:

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

The roadway is deteriorating in some locations more than others and with the type and amount of traffic the street facilitates, the roadway continues to deteriorate. This project is meant to preserve the pavement structure that is in place and repair locations that are further deteriorated from the rest of the roadway.

The project begins about 750 feet north of the intersection of Pearl Street and North Coburg Industrial Way, where North Coburg Industrial Way comes into City of Coburg authority, and continues to its northern terminus, at Trail's End Park, almost ¾ of a mile long.

A majority of the project will be "mill and fill", with a few locations that will be treated with dig outs. The prescribed treatment will be to mill off the top 2 inches of existing asphalt pavement and filling it back with new asphalt pavement for the full width and length of the roadway. Along with a few select locations where the roadway has detreated past the pavement structure into the base rock, these locations will be treated by dig out the damaged pavement and base rock to the subgrade and replace the full pavement structure with new base rock and asphalt pavement.

The project will also include new striping for bike lanes, which have not previously been striped before. This new striping will connect the bike lanes at the intersection of Pearl and North Coburg Industrial way to the north end of North Coburg Industrial Way to businesses, providing employees, residents and customers safer access without relying on motor vehicles. The connection will also extend to the Trail's End Park.

Project Quick Facts

Location	City of Coburg		
Project Limits (to/from)	North Coburg Industrial Way to northern terminus at Trail's End Park		
Length in feet	3,225 feet	Estimated Project Cost	
Functional Class	Collector	Est. Total Project Cost	\$545,938
Completion/Purchase Year	FY2024	Federal Funds Requested	\$489,871

Contact Information

Sponsoring Agency	City of Coburg		
Contact Name & Title	Megan Winner, Planner		
Contact e-mail	megan.winner@ci.coburg.or.us	Phone	541.682.7862

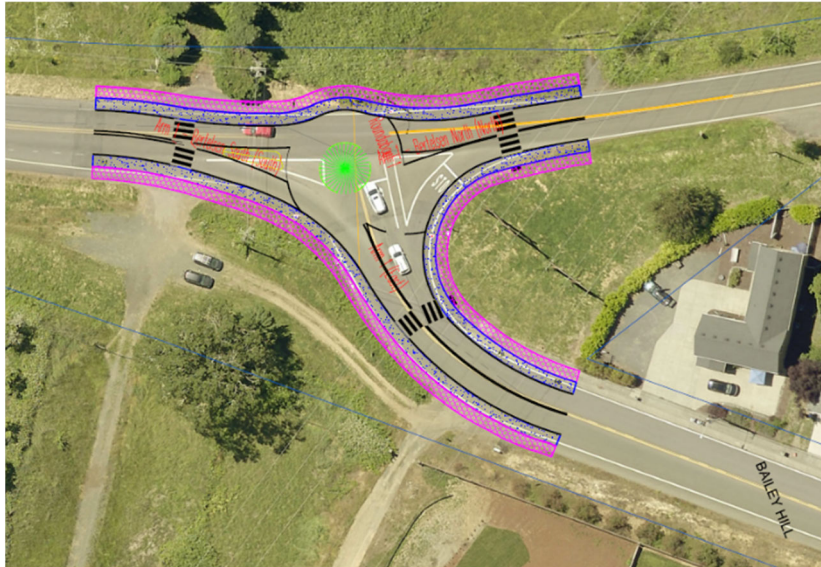
For questions regarding the programming of CLMPO's discretionary federal funds contact Daniel Callister at (541) 666-9571 or dcallister@lco.org

PROJECT SUMMARY

Project No. _____

Bailey Hill Rd and Bertelsen Rd Roundabout (Eugene)

Project Visual:



Project Description:

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

Since 2007, there have been three severe injury crashes at or very close to this intersection. The roundabout will not only slow vehicle speed directly at this intersection, but also influence the travel speeds of drivers coming into town from more rural areas to the south of this project location. In this sense, the project will serve as a gateway that reduces vehicle speeds prior to entering denser areas of Eugene.

Project Quick Facts

Location	Bailey Hill Road and Bertelsen Road		
Project Limits (to/from)	Intersection		
Length in feet	N/A	Estimated Project Cost	
Functional Class	Minor Arterials	Est. Total Project Cost	\$1,504,514
Completion/Purchase Year	2025	Federal Funds Requested	\$1,350,000

Contact Information

Sponsoring Agency	City of Eugene		
Contact Name & Title	Rob Inerfeld		
Contact e-mail	rinerfeld@eugene-or.gov	Phone	541-682-5343

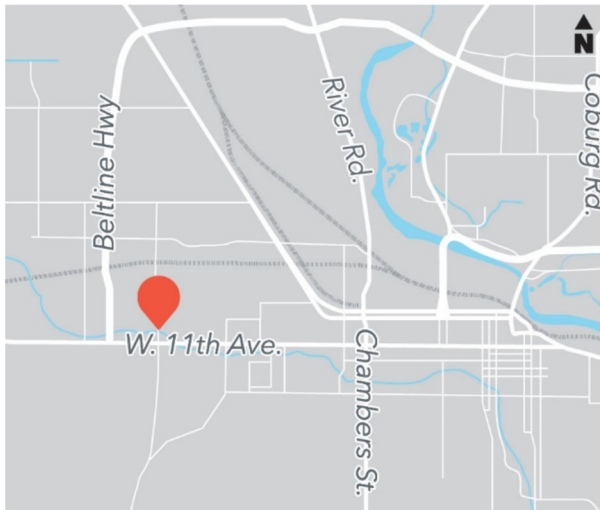
For questions regarding the programming of CLMPO's discretionary federal funds contact Daniel Callister at (541) 666-9571 or dcallister@lcog.org

PROJECT SUMMARY

Project No. _____

Bertelsen Rd bridge over Amazon Creek – Seismic Retrofit (Eugene)

Project Visual:



Project Description:

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

This was one of 31 City bridges reviewed in a seismic vulnerability assessment completed in 2016. In this initial assessment, bridge number 40041, Bertelsen Road bridge over Amazon Creek was identified as having potential seismic strengthening work that could be implemented at a significantly lower cost than the replacement cost.

Because this bridge is on an arterial street, with connectivity, and proximity to emergency routes, it was selected to be part of a project to further evaluate 10 key bridges, resulting in conceptual designs and cost estimates for seismic retrofits.

In 2020, Eugene completed the conceptual design under Key 20914. This project confirmed that the bridge could be retrofitted to withstand seismic loading identified in the *Oregon Resiliency Plan* at a third to half the cost of replacing the bridge. This funding request is for the remaining estimated budget for the engineering, permitting, and construction of the seismic retrofit work for this bridge.

Project Quick Facts

Location	Bertelsen Road over Amazon Creek (BR. 40041)		
Project Limits (to/from)	Bridge over Amazon Creek		
Length in feet	Approx. 87 ft	Estimated Project Cost	
Functional Class	Minor Arterial	Est. Total Project Cost	\$1,456,870
Completion/Purchase Year		Federal Funds Requested	\$1,307,250

Contact Information

Sponsoring Agency	City of Eugene		
Contact Name & Title	Jordan Vesper, Civil Engineer		
Contact e-mail	jvesper@eugene-or.gov	Phone	541-246-0019

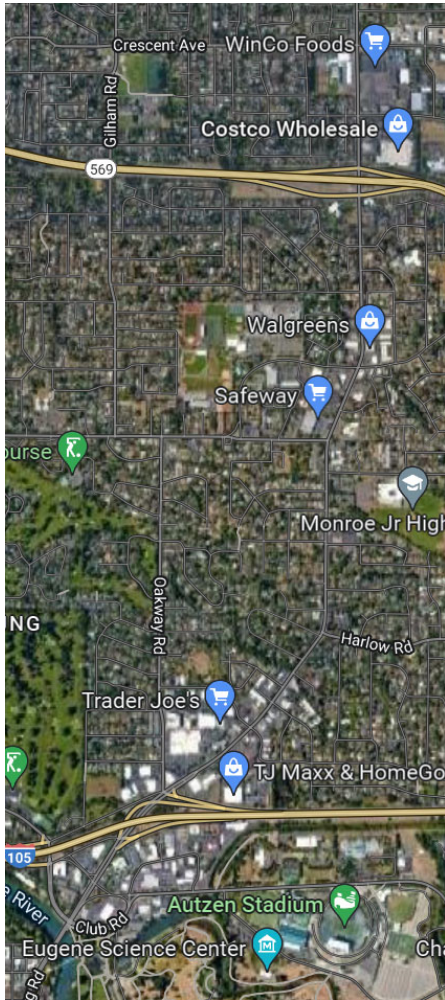
For questions regarding the programming of CLMPO's discretionary federal funds contact Daniel Callister at (541) 666-9571 or dcallister@lcog.org

PROJECT SUMMARY

Project No. _____

Coburg Road: Ferry St Bridge to Crescent Ave. Multimodal Plan (Eugene)

Project Visual:



Project Description:

The Coburg Road Multimodal Plan will review the street design of Coburg Road from the Ferry Street Bridge to Crescent Avenue and develop a design concept for the street to function better for all modes with an emphasis on walking, biking and buses. On the section of Coburg Road from Ferry Street Bridge to Oakway Road, the project will look more closely at how vehicular circulation works. On the southern section of the corridor, the study will also look at the function of side streets such as Southwood Lane and Cedarwood Drive to see if there are changes that could enhance overall vehicular flow while also improving safety for other modes.

The Coburg Road Multimodal Plan will also review and potentially revise the design concepts from the MovingAhead project with an emphasis on the Enhanced Bus concept that was approved by the Eugene City Council, Lane Transit District Board and MPC.

Coburg Road is also a high crash corridor identified in Eugene’s Vision Zero Action Plan. The Coburg Road Multimodal Plan will look for opportunities to make design changes to the street to reduce the likelihood of severe injury and fatal crashes for people walking, biking and traveling in buses and motor vehicles.

There will be a community engagement component to the project that includes residents, businesses and property owners both along Coburg Road and in adjacent neighborhoods.

Project Quick Facts

Location	Coburg Road		
Project Limits (to/from)	Ferry Street Bridge to Crescent Avenue		
Length in feet	2.7 miles	Estimated Project Cost	
Functional Class	Major Arterial	Est. Total Project Cost	\$445,760
Completion/Purchase Year	2024	Federal Funds Requested	\$400,000

Contact Information

Sponsoring Agency	City of Eugene		
Contact Name & Title	Rob Inerfeld, Transportation Planning Manager		
Contact e-mail	rinerfeld@eugene-or.gov	Phone	541-682-5343

For questions regarding the programming of CLMPO’s discretionary federal funds contact Daniel Callister at (541) 666-9571 or dcallister@lcog.org

PROJECT SUMMARY

Project No. _____

Division Ave Roundabouts and Street Redesign (Eugene)

Project Visual:



Project Description:

The Division Avenue Roundabout Project aims to address a concentration of crashes on Division Avenue between River Road and where Division Avenue diverges from Randy Pape Beltline. Many of the crashes were caused by turning vehicles failing to yield to oncoming traffic.

To address documented safety challenges along this segment, the project will include:

- Three roundabouts constructed from permanent materials
- The reduction of travel lanes from two in each direction to one in each direction
- Marked crossings for people walking and biking at all four legs of the three roundabout intersections
- Turn diverters to ensure correct traffic circulation
- Traffic calming from where Division Avenue diverges from Randy Pape Beltline to Lone Oak Way to slow drivers before they enter the series of roundabouts
- Protected bike lanes

Project Quick Facts

Location	Division Avenue		
Project Limits (to/from)	River Road to Division Avenue's Diversion from Randy Pape Beltline		
Length in feet	1,740 ft	Estimated Project Cost	
Functional Class	Major Collector	Est. Total Project Cost	\$3,364,749.80
Completion/Purchase Year	2026	Federal Funds Requested	\$2,750,000

Contact Information

Sponsoring Agency	City of Eugene		
Contact Name & Title	Rob Inerfeld, Transportation Planning Manager		
Contact e-mail	RInerfeld@eugene-or.gov	Phone	541-682-5343

For questions regarding the programming of CLMPO's discretionary federal funds contact Daniel Callister at (541) 666-9571 or dcallister@lcog.org

PROJECT SUMMARY

Project No. _____

Franklin Blvd Alder St to I-5 Construction (Eugene)

Project Visual:



Project Description:

This project will transform an auto-centric state highway into a pleasant, multi-modal urban street that is safe for people walking, biking, riding the bus, driving, or pursuing any other transportation options. Franklin Boulevard is unsafe and unpleasant to walk and bike along and across. The existing condition of Franklin Boulevard does not support the City of Eugene’s land use vision of a vibrant walkable neighborhood with a mix of uses.

The City of Eugene, working with our partners the City of Springfield and Lane Transit District, is currently working on the NEPA phase of the project. The funds being requested will be put towards project construction and put towards a successful federal RAISE grant to expand the first Eugene phase of the project to include the eastern gateway roundabout.

The next stage of the project is anticipated to involve construction activities for the project extent westbound from I-5 to Alder Street. The project activities will include repaving the streets, reducing travel lanes, constructing bike lanes on both sides of the road, constructing a dedicated bus lane, adding roundabouts to key intersections, and reconstructing sidewalks and access ramps to walkways. Several traffic signal upgrades will also take place at select intersections, along with lighting, stormwater facilities, and landscaping.

Project Quick Facts

Location	Franklin Boulevard in Eugene		
Project Limits (to/from)	Franklin Blvd in Eugene from Interstate 5 west to Alder Street		
Length in feet	Approximately 8,000 feet (1.5 miles)	Estimated Project Cost	
Functional Class	Other Principal Arterial (Federal)	Est. Total Project Cost	\$3,983,980
Completion/Purchase Year	2025	Federal Funds Requested	\$3,575,000

Contact Information

Sponsoring Agency	City of Eugene		
Contact Name & Title	Trisha Sharma, Association Transportation Planner		
Contact e-mail	TSharma@eugene-or.gov	Phone	541-682-5343

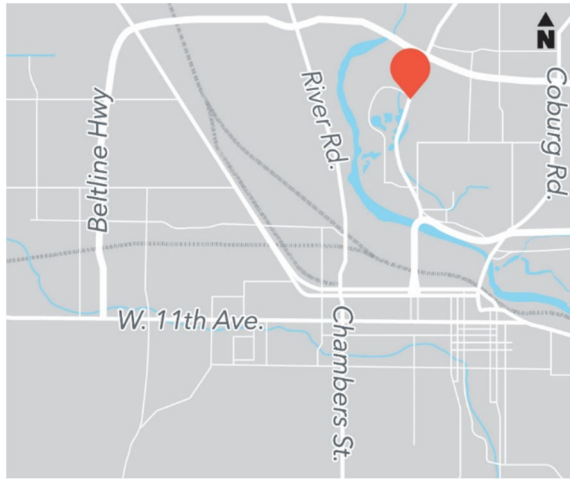
For questions regarding the programming of CLMPO’s discretionary federal funds contact Daniel Callister at (541) 666-9571 or dcallister@lcog.org

PROJECT SUMMARY

Project No. _____

Goodpasture Island Rd Bridge – Seismic Retrofit (Eugene)

Project Visual:



Project Description:

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

This was one of 31 City bridges reviewed in a seismic vulnerability assessment completed in 2016. In this initial assessment, bridge number 09359, Goodpasture Island Road bridge over Delta Highway was identified as having potential seismic strengthening work that could be implemented at a significantly lower cost than the replacement cost.

Because this bridge is on an arterial street, its connectivity, and proximity to emergency routes, it was selected to be part of a project to further evaluate 10 key bridges, resulting in conceptual designs and cost estimate for seismic retrofits.

In 2020, Eugene completed the conceptual design under Key 20914. This project confirmed that the bridge could be retrofitted to withstand seismic loading identified in the *Oregon Resiliency Plan* at a third to half the cost of replacing the bridge. This funding request is for the remaining estimated budget for the engineering, permitting, and construction of the seismic retrofit work for this bridge.

Project Quick Facts

Location	Goodpasture Island Road over Delta Highway (BR. 09359)		
Project Limits (to/from)	Goodpasture Island Road (Mile Point 0.1 to 0.15)		
Length in feet	Approx. 228 feet	Estimated Project Cost	
Functional Class	Minor Arterial	Est. Total Project Cost	\$2,888,589
Completion/Purchase Year		Federal Funds Requested	\$2,591,931

Contact Information

Sponsoring Agency	City of Eugene		
Contact Name & Title	Jordan Vesper, Civil Engineer		
Contact e-mail	jvesper@eugene-or.gov	Phone	541-246-0019

For questions regarding the programming of CLMPO's discretionary federal funds contact Daniel Callister at (541) 666-9571 or dcallister@lcog.org

PROJECT SUMMARY

Project No. _____

North Delta Rd Shared Use Path (Eugene)

Project Visual:



Map showing extent of North Delta Shared Use Path. Note that the flashing crossing location is not shown.

Project Description:

Problem: The existing active transportation facilities along North Delta Road between Ayres Road and Stapp Drive are not comfortable for all ages and abilities. This segment of road has a 35mph speed limit, standard bike lanes, and an east side sidewalk.

Active transportation facilities north and south of this segment consist of a wider shared use path. The facility “gap” along North Delta Road between Ayers Road and Stapp Drive is a barrier for people wishing to travel between northern residential areas and southern commercial and retail areas, and beyond.

The city’s recent acquisition of a park at the SW corner of Ayers Road and North Delta Road is also expected to generate demand for trips in the area. Ensuring people can comfortably access the park via active modes of transportation is essential.

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

The project will add an additional 5 feet of sidewalk width to the existing 5 foot sidewalk, upgrade overhead lighting, update existing sidewalk corners, and add a flashing crossing of North Delta Highway to provide access to a newly acquired city park at the SW corner of Ayres Road and North Delta Road.

Project Quick Facts

Location	N. Eugene: N. Delta Rd between Ayres Rd and southmost intersection of Stapp Dr		
Project Limits (to/from)	Ayres Road to south most intersection of Stapp Drive		
Length in feet	3,300 feet (approximately)	Estimated Project Cost	
Functional Class	Major Collector	Est. Total Project Cost	\$1,055,755
Completion/Purchase Year	2025	Federal Funds Requested	\$947,329

Contact Information

Sponsoring Agency	City of Eugene		
Contact Name & Title	Catherine Rohan, Associate Transportation Planner		
Contact e-mail	crohan@eugene-or.gov	Phone	(541) 682-8472

For questions regarding the programming of CLMPO’s discretionary federal funds contact Daniel Callister at (541) 666-9571 or dcallister@lco.org

PROJECT SUMMARY

Project No. _____

River Road-Santa Clara Pedestrian & Bicycle Bridge (Eugene)

Project Visual:



Photo of Delta Ponds bicycle and pedestrian bridge in Eugene. The River Road-Santa Clara pedestrian and bicycle bridge would provide a similar connection over the Randy Papé Beltline, though will likely be a different style of bridge.

Project Description:

Problem: Randy Papé Beltline divides the Santa Clara and River Road neighborhoods in North Eugene. River Road is the only pedestrian and bicycle crossing of the Beltline between the two neighborhoods and the only street connecting Santa Clara, the city’s most northern neighborhood, to the rest of Eugene.

River Road at Beltline has a speed limit of 35 mph and seven lanes of traffic. The crossing has standard bike lanes and sidewalks, but feels uncomfortable to walk and bike along, especially for students traveling to North Eugene High School, which sits just a block south of Beltline. River Road is also identified as a high crash corridor in the City’s Vision Zero Action Plan.

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

By connecting these two neighborhoods, the project will remove the primary barrier to walking and biking to school for approximately half of all students at North Eugene High School, 4J’s highest need traditional high school. The new bridge will provide a more comfortable route for people walking and biking to and from the Santa Clara neighborhood, connecting people with services and businesses south of Beltline.

Project Quick Facts

Location	North Eugene: Santa Clara and River Road neighborhoods		
Project Limits (to/from)	Ruby Avenue to Sterling Drive		
Length in feet	1,500 feet (approximately)	Estimated Project Cost	
Functional Class	N/A	Est. Total Project Cost	\$12,000,000
Completion/Purchase Year	2026 (estimated)	Federal Funds Requested	\$4,000,000

Contact Information

Sponsoring Agency	City of Eugene		
Contact Name & Title	Catherine Rohan, Associate Transportation Planner		
Contact e-mail	crohan@eugene-or.gov	Phone	(541) 682-8472

For questions regarding the programming of CLMPO’s discretionary federal funds contact Daniel Callister at (541) 666-9571 or dcallister@lcog.org

PROJECT SUMMARY

Project No. _____

SmartTrips: New Movers & Mobility Options (Eugene)

Project Visual:



Project Description:

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

A new resident, also defined as "new movers" in reference to this project, is someone who has moved within six months of the program launch date and will learn about transportation options available in their new area through this program. With a focus on the "new movers," we will work to enhance people's transportation choices during a crucial time in their lives. When individualized marketing interventions are employed shortly after relocation, they are more likely to impact travel behavior.

Enlightening and rousing people to utilize new "mobility options" that the City is investing in will be another substantial segment of the SmartTrips program. In creating new and better active transportation infrastructure, such as protected bikeways, Safe Routes to School projects, enhanced crossings, and new greenways, this project will be geared towards informing people about the latest and better transportation options available to them.

Project Quick Facts

Location	Eugene		
Project Limits (to/from)			
Length in feet		Estimated Project Cost	
Functional Class		Est. Total Project Cost	\$668,640
Completion/Purchase Year	2027	Federal Funds Requested	\$600,000

Contact Information

Sponsoring Agency	City of Eugene		
Contact Name & Title	Shane Rhodes		
Contact e-mail	SRhodes@eugene-or.gov	Phone	541-682-5094

For questions regarding the programming of CLMPO's discretionary federal funds contact Daniel Callister at (541) 666-9571 or dcallister@lcog.org

PROJECT SUMMARY

Project No. _____

30th Avenue Active Transportation Corridor Design

Project Visual:



30th Avenue has had more bicycle/pedestrian fatalities/serious injuries than any other road under Lane County jurisdiction. The objective of this project is to advance the design concept resulting from the MPO-funded 30th Avenue Active Transportation Plan with preliminary engineering. The planning effort included technical analysis, public involvement, consideration of design alternatives, and selection of a preferred design alternative. The preferred design alternative was selected based on safety priorities. People walking and biking will have a wider space that is separated and buffered from vehicle traffic. Intersections with higher crash rates will be designed to reduce the frequency and severity of crashes.

Funding from this application will advance the design concept through preliminary engineering. This additional design work would enable a determination of needed right-of-way, environmental review and associated permit needs, stormwater management, traffic modeling, wildlife crossings, safety countermeasures, and construction cost estimate.

Design elements include creating a shared-use path on the south side of 30th Avenue, center medians and turning lanes, and intersection improvements that include replacing the T-intersection at 30th Avenue/Elton Schafer Drive with a roundabout. The design details will be focused on the portion of 30th Avenue under Lane County jurisdiction, between Spring Blvd. and Elton Schafer Drive; however, physical connections to Eugene at Agate Street and to ODOT facilities at McVay Highway will be included.

Project Quick Facts

Location	30 th Avenue, Eugene		
Project Limits (to/from)	Agate Street to McVay Highway		
Length in feet	15470.4	Estimated Project Cost	
Functional Class	Minor Arterial	Est. Total Project Cost	\$1,010,121
Completion/Purchase Year	2027	Federal Funds Requested	\$906,382

Contact Information

Sponsoring Agency	Lane County		
Contact Name & Title	Sasha Vartanian, Transportation Planning Supervisor		
Contact e-mail	Sasha.Vartanian@LanecountyOR.gov	Phone	541 682 6598

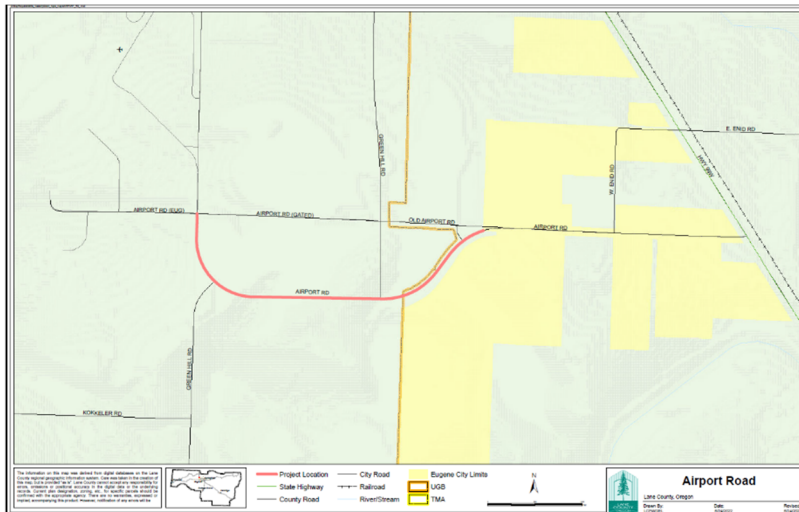
For questions regarding the programming of CLMPO's discretionary federal funds contact Daniel Callister at (541) 666-9571 or dcallister@lcog.org

PROJECT SUMMARY

Project No. _____

Airport Road Pavement Preservation: MP 1.52 to 0.63

Project Visual:



Project Description:

Airport Road is a critical facility that provides the surrounding region access to the Eugene Airport. Traffic loads over time have contributed to the deterioration of the pavement, prompting the need for pavement preservation treatment. Implementing this pavement preservation project will prevent more costly repairs in the future and support Lane County’s Strategic Plan goal to maintain robust infrastructure.

The project corridor intersects with Green Hill Road, a location with a notable crash history. The implementation of this project will also include safety improvements at the Green Hill Road intersection, including the reconfiguration of the Green Hill Road approach; the elimination of the right turn lane; and the addition of a receiving lane. Additional safety countermeasures will be evaluated for inclusion. The intention of these treatments is to reduce crash severity, in alignment with Lane County’s Transportation Safety Action Plan.

Project Quick Facts

Location	Airport Road, Eugene, Oregon		
Project Limits (to/from)	Milepost 1.522 to 0.634		
Length in feet	4,700	Estimated Project Cost	
Functional Class	Minor Arterial	Est. Total Project Cost	\$ 1,112,000
Completion/Purchase Year	2027	Federal Funds Requested	\$997,797

Contact Information

Sponsoring Agency	Lane County		
Contact Name & Title	Sasha Vartanian, Transportation Planning Supervisor		
Contact e-mail	Sasha.Vartanian@LanecountyOR.gov	Phone	541 682 6598

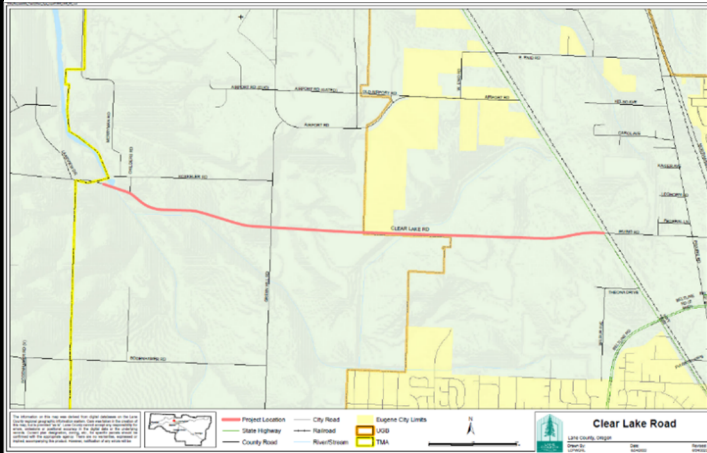
For questions regarding the programming of CLMPO’s discretionary federal funds contact Daniel Callister at (541) 666-9571 or dcallister@lcog.org

PROJECT SUMMARY

Project No. _____

Clear Lake Road Pavement Preservation: MP 0.0-2.75

Project Visual:



Project Description:

Clear Lake Road is an important transportation corridor that provides access between Highway 99 to Territorial Highway and Fern Ridge Lake. Traffic loads over time have contributed to the deterioration of the pavement, prompting the need for pavement preservation treatment. Implementing this pavement preservation project will prevent more costly repairs in the future and support Lane County’s Strategic Plan goal to maintain robust infrastructure.

This project also seeks to improve the intersection of Clear Lake Road and Green Hill Road to address safety and operational issues. The current intersection promotes high speed and fails to accommodate bicycle traffic. Speed treatments and other safety countermeasures will be implemented to address these issues. Additionally, operational upgrades will be made to address maintenance needs, including rehabilitation of existing conduits and junction boxes; and a signal upgrade.

The City of Eugene will provide additional funding to this project in order to build a left-turn pocket for a driveway for the future Golden Gardens sports complex. The driveway will be located on the south side of Clear Lake Road approximately 3,300 feet west of Hwy 99. The city’s contribution will cover engineering, right of way and construction costs related to adding the left-turn pocket.

Project Quick Facts

Location	Clear Lake Road, Eugene, Oregon		
Project Limits (to/from)	Milepost 0 to 2.75		
Length in feet	14,520	Estimated Project Cost	
Functional Class	Milepost 0 – 1.3: Urban Major Collector Milepost 1.3 – 2.75: Rural Major Collector	Est. Total Project Cost	\$2,454,000
Completion/Purchase Year	2027	Federal Funds Requested	\$2,179,542

Contact Information

Sponsoring Agency	Lane County		
Contact Name & Title	Sasha Vartanian, Lane Transportation Planning Supervisor		
Contact e-mail	Sasha.Vartanian@LanecountyOR.gov	Phone	541 682 6598

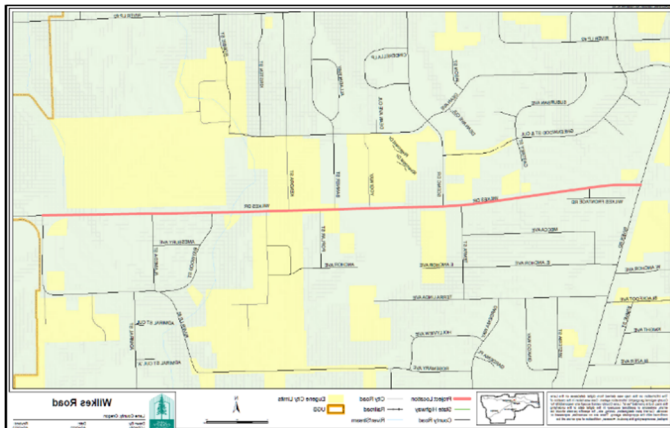
For questions regarding the programming of CLMPO’s discretionary federal funds contact Daniel Callister at (541) 666-9571 or dcallister@lcog.org

PROJECT SUMMARY

Project No. _____

Wilkes Drive: River Road to River Loop 1

Project Visual:



Project Description:

The intent of this project is to bring Wilkes Drive up to urban standards. The outcome will be to better serve all users of the road and implement pavement preservation treatments to extend the service life of the road. Lane County also foreshadows this project being the conduit of jurisdictional transfer of the road to the City of Eugene.

This road supports a vibrant neighborhood and leads to city parkland that is in the planning process to be developed into the Santa Clara Community Park. Additionally, Wilkes Drive provides access to Madison Middle School.

The current cross-section of the road includes one auto-travel lane in each direction, with shoulders and a separated path that is used by many community members.

Lane County will work closely with the City of Eugene staff in the development of the project to ensure the outcome meets City standards and future construction will lead to jurisdictional transfer. Staff will use an in-depth community engagement process to confirm the appropriate cross section of the road.

Our plan is to have a clearly identified footprint and cross-section at the end of the Planning Phase to facilitate the needed environmental documentation and lead to a successful Design Phase that meets community and City of Eugene expectations. The Design Phase will complete the environmental work and preliminary engineering to ensure the project is ready for construction. Lane County's plan is to request Construction funding in the following STIP cycle as this project will take three years to Plan and Design (which is the current funding cycle length).

Project Quick Facts

Location	Wilkes Drive, Eugene, Oregon		
Project Limits (to/from)	River Road to River Loop 1		
Length in feet	4920ft	Estimated Project Cost	
Functional Class	Urban Major Collector	Est. Total Project Cost	\$1,250,000
Completion/Purchase Year	2028	Federal Funds Requested	\$1,121,625

Contact Information

Sponsoring Agency	Lane County		
Contact Name & Title	Sasha Vartanian, Transportation Planning Supervisor		
Contact e-mail	Sasha.Vartanian@LanecountyOR.gov	Phone	541 682 6598

For questions regarding the programming of CLMPO's discretionary federal funds contact Daniel Callister at (541) 666-9571 or dcallister@lcog.org

PROJECT SUMMARY

Project No. _____

Ticket Vending Machine Replacement

Project Visual:



Project Description:

LTD’s current ticket vending machines (TVMs) will stop receiving vendor support during this funding cycle. More than 12% of LTD riders pay with cash, a high proportion of whom are lower income riders. Ticket vending machines are an essential tool to equitably collect fares off board on EmX buses, which reduces dwell time and overall run times for the EmX. Funds from this project would purchase 70 ticket vending machines and allow LTD staff to deploy them to all existing EmX station platforms.

Project Quick Facts

Location	All EmX Platforms		
Project Limits (to/from)	N/A		
Length in feet	N/A	Estimated Project Cost	
Functional Class	N/A	Est. Total Project Cost	\$1,800,000
Completion/Purchase Year	2025	Federal Funds Requested	\$1,615,140

Contact Information

Sponsoring Agency	Lane Transit District		
Contact Name & Title	Tom Schwetz, Director of Planning and Development		
Contact e-mail	Tom.Schwetz@ltd.org	Phone	541-682-6203

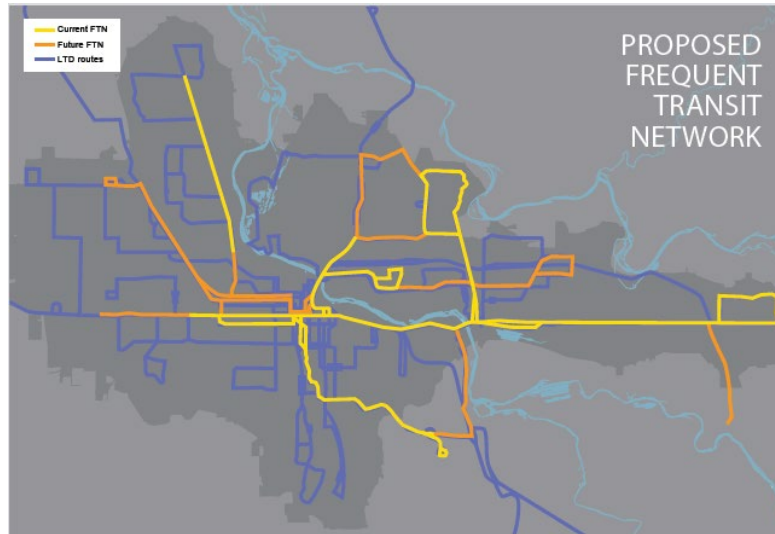
For questions regarding the programming of CLMPO’s discretionary federal funds contact Daniel Callister at (541) 666-9571 or dcallister@lcog.org

PROJECT SUMMARY

Project No. _____

Frequent Transit Network Safety and Amenity Improvements

Project Visual:



Project Description:

LTD will upgrade safety features and passenger amenities along the frequent transit network (FTN). The FTN represents hosts LTD’s highest ridership stops. Investments in amenities will provide an improved passenger experience and increase ridership. There is also a need to invest in safety features along routes and around bus stops. This will improve safety outcomes along major corridors for all users. Investments may include:

- Real time information infrastructure;
- Shelter or station improvements;
- Transit signal priority;
- Wayfinding signage;
- Bicycle lockers;
- ADA improvements;
- Enhanced lighting;
- Other similar types of infrastructure improvement at locations along the FTN that will facilitate connections, improve safety, or allow for strategic investment in the FTN.

Project Quick Facts

Location	Along LTD’s frequent transit network		
Project Limits (to/from)	TBD		
Length in feet	TBD	Estimated Project Cost	
Functional Class	TBD	Est. Total Project Cost	\$1,114,455
Completion/Purchase Year	2025-2027	Federal Funds Requested	\$1,000,000

Contact Information

Sponsoring Agency	Lane Transit District		
Contact Name & Title	Tom Schwetz, Director of Planning and Development		
Contact e-mail	Tom.Schwetz@ltd.org	Phone	541-682-6203

For questions regarding the programming of CLMPO’s discretionary federal funds contact Daniel Callister at (541) 666-9571 or dcallister@lco.org

PROJECT SUMMARY

Project No. _____

MovingAhead

Project Visual:

Corridor Overview



Project Description:

MovingAhead is a partnership between City of Eugene and Lane Transit District to redesign four of Eugene’s major corridors. MovingAhead addresses needs identified in Eugene’s 2035 Transportation System Plan, Climate Action Plan 2.0, Vision Zero Action Plan, and LTD’s Long Range Transit Plan. The project has developed conceptual designs and adopted build alternatives along four of the corridors under evaluation. These are Highway 99 Enhanced Corridor, River Road EmX, Coburg Road Enhanced Corridor, and Martin Luther King Jr., Boulevard Enhanced Corridor. Funding from this application will pay for implementation planning, design refinement, and environmental review along the MovingAhead corridors.

Project Quick Facts

Location	MovingAhead corridors		
Project Limits (to/from)			
Length in feet			
Functional Class			Estimated Project Cost
Completion/Purchase Year		Est. Total Project Cost	\$2,072,384
		Federal Funds Requested	\$1,500,000

Contact Information

Sponsoring Agency	Lane Transit District		
Contact Name & Title	Tom Schwetz		
Contact e-mail	Tom.Schwetz@ltd.org	Phone	541-682-6203

For questions regarding the programming of CLMPO’s discretionary federal funds contact Daniel Callister at (541) 666-9571 or dcallister@lcog.org

PROJECT SUMMARY

Project No. _____

OR 225: OR126 – end of City juris. (Springfield)

Project Visual:



Project Description:

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

Franklin Boulevard (Hwy 225) is a primary north-south connection between I-5 and Franklin Blvd. (Hwy 126). Franklin Blvd. (Hwy 225) also connects with Lane Community College and I-5. The City has embarked on this project that will improve connections; provide bike, pedestrian, and storm water facilities, provide a safer facility for all modes, and help make the Glenwood area a vibrant place to live, work, and visit.

To begin this project, a design concept will be developed identifying the right-of-way width, various elements such as bicycle, pedestrian, and stormwater needs, intersection layout and right-of-way envelope, and potential re-alignment of an intersecting street. Once the envelope has been established, the environmental (NEPA) analysis would be completed for the corridor.

This initial step will provide certainty to development along the corridor as development has already begun, Union Pacific for their rail crossing, and utility providers so that public services can be provided in an efficient and cost-effective manner. The larger project will help further implement the Glenwood Refinement Plan and support the City of Springfield’s economic development and transportation safety priorities.

Project Quick Facts

Location	Franklin Blvd (OR 225), Springfield		
Project Limits (to/from)	Franklin Blvd (OR 126) to end of City jurisdiction		
Length in feet	8000 ft	Estimated Project Cost	
Functional Class	Minor Arterial	Est. Total Project Cost	\$800,000
Completion/Purchase Year	2023	Federal Funds Requested	\$281,895

Contact Information

Sponsoring Agency	City of Springfield		
Contact Name & Title	Kristi Krueger, Capital Engineering Manager		
Contact e-mail	kkrueger@springfield-or.gov	Phone	541-726-4584

For questions regarding the programming of CLMPO’s discretionary federal funds contact Daniel Callister at (541) 666-9571 or dcallister@lcog.org

PROJECT SUMMARY

Project No. _____

Laura Street: MP 0.12 to 0.339, Urban Standards (Springfield)

Project Visual:



Project Description:

This request is for funding to complete right of way and construction for the City of Springfield portion of the urban standards project on Laura St. The project is being delivered jointly with Lane County.

Laura Street, between Monta Loma Estates and the southern Oregon Neurology entrance located on Hayden Bridge Way, is under Lane County jurisdiction. The west side of Laura St along Monta Loma Estates and the full street extending south approximately 200 ft is owned by the City of Springfield and needs urban standards upgrades. This urban standards project will 1) create a road that provides safe facilities for all users of the road including those who walk and bike, 2) improve pavement condition and avoid further costly pavement treatments, and 3) facilitate the transfer of the Lane County segment of road from to the City of Springfield. This project addresses the remaining gaps in the walking and biking networks to provide community members with continuous facilities. Improvements that would bring this segment of Laura Street up to urban standards include sidewalks, curbs, stormwater treatment, and bike lanes. The joint delivery of the project will be more efficient and limit construction impacts to one construction period instead of having higher costs and more disruption to the neighborhood by delivering two separate projects in different years.

Earlier in 2022, the MPO approved \$250,000 for design to add the segment of Laura St that City of Springfield owns to this urban standards project. See red to the left.

Project Quick Facts

Location	Laura Street, Springfield		
Project Limits (to/from)	Mile post 0.120 to 0.339		
Length in feet	1,156	Estimated Project Cost	
Functional Class	Urban Major Collector	Est. Total Project Cost	\$1,520,000
Completion/Purchase Year	2024	Federal Funds Requested	\$1,363,896

Contact Information

Sponsoring Agency	City of Springfield		
Contact Name & Title	Kristi Krueger		
Contact e-mail	kkrueger@springfield-or.gov	Phone	541-726-4584

For questions regarding the programming of CLMPO's discretionary federal funds contact Daniel Callister at (541) 666-9571 or dcallister@lcog.org

PROJECT SUMMARY

Project No. _____

Mohawk Blvd: 19th St to N. of Hwy 126E (Springfield)

Project Visual:



Project Description:

This project will reconstruct the roadway surface within the project limits. Without this project, ongoing maintenance issues and higher ongoing operational costs will continue unabated until a future full reconstruct project for the entire Mohawk/Q/19th/Marcola intersection and approaches is funded, designed, and constructed.

This arterial currently serves multifamily neighborhoods, commercial centers, and industrial areas within Springfield. The Marcola Meadows development along the north side of Marcola Rd to the east of this project is adding hundreds of homes. The construction is underway and will continue over the next several years. This segment of road provides a key access to and from the Highway 126 Expressway.

Project Quick Facts

Location	Mohawk Blvd: 19th St to N. of Hwy 126E (Springfield)		
Project Limits (to/from)	South leg of Mohawk/19th/Marcola/Q intersection to north of Hwy 126E interchange		
Length in feet	400 ft	Estimated Project Cost	
Functional Class	Minor Arterial	Est. Total Project Cost	\$1,500,000
Completion/Purchase Year	2026	Federal Funds Requested	\$1,345,950

Contact Information

Sponsoring Agency	City of Springfield		
Contact Name & Title	Sandy Belson, Comprehensive Planning Manager		
Contact e-mail	sbelson@springfield-or.gov	Phone	541-736-7135

For questions regarding the programming of CLMPO's discretionary federal funds contact Daniel Callister at (541) 666-9571 or dcallister@lcog.org

PROJECT SUMMARY

Project No. _____

Pedestrian Crossing Enhancements (Springfield)

Project Visual:



BEFORE



AFTER

Photos from a recent similar rapid flashing beacon project installed near Maple Elementary School



Temporary RRFB at Thurston Rd at 69th St that will be replaced by a permanent crossing with this project

Project Description:

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

The Pioneer Parkway locations are timely since the transfer of the street from the Oregon Department of Transportation to the City of Springfield was initiated by the HB2017 Keep Oregon Moving state legislation and was recently completed. This location will help serve both the planned bikeway project along E Street as well as the EmX bus rapid transit stations on both Pioneer Parkway East at E Street and Pioneer Parkway West at F Street. These high traffic volume and speed streets currently make it uncomfortable for community members to easily and safely cross the street.

The EWEB Path crossings will help increase access to Pierce Park, which is currently being constructed by Willamalane in coordination with the Marcola Meadows development on the eastern portion of this regional multi-use path corridor. Students who attend Page Elementary School, Briggs Middle School, and some students who attend Yolanda Elementary School rely on this key route to access their schools safely. Other community members use this corridor for recreation and health as well as to access businesses and services.

The Thurston Road at 69th Street location currently has a temporary, portable rapid flashing beacon. This project will replace it with permanent, ADA-compliant infrastructure. The sidewalk on the north side of the street ends at this location and the posted speed directly to the east of the intersection is 40 MPH.

Project Quick Facts

Location	Springfield		
Project Limits (to/from)	Pioneer Parkway E and W at E St, EWEB Path Crossings, Thurston Rd at 69th St		
Length in feet	N/A	Estimated Project Cost	
Functional Class	Min/ Maj Collectors, Min Arterial	Est. Total Project Cost	\$1,740,000
Completion/Purchase Year	2025	Federal Funds Requested	\$1,561,302

Contact Information

Sponsoring Agency	City of Springfield		
Contact Name & Title	Kristi Krueger, Capital Engineering Manager		
Contact e-mail	kkrueger@springfield-or.gov	Phone	541-726-4584

For questions regarding the programming of CLMPO’s discretionary federal funds contact Daniel Callister at (541) 666-9571 or dcallister@lcog.org

PROJECT SUMMARY

Project No. _____

S. 32nd St./Jasper Rd. Preservation Project (Springfield)

Project Visual:



Project Description:

Jasper Road and S. 32nd Street in Springfield is a major collector that supports residential neighborhoods in south Springfield, as well as three schools, and access to two parks with trailhead systems that access the Willamette River. These neighborhoods are bordered by Union Pacific Railroad and Jasper Road is the only major collector access to S. 32nd or S. 42nd for motorists, pedestrians, and bicyclists to travel north of the tracks.

Jasper Road and S. 32nd Street are in prime condition for a preservation project. Laboratory testing on the sub surface structure was completed and results show a surface level treatment is adequate to preserve these roads versus a costly full reconstruct.

The project would involve milling of the top 3 inches of asphalt and then paving back. All facilities will be brought to current standards, including making ADA improvements and renewed bike lane striping throughout the project.

By performing a preservation on Jasper Road and S. 32nd Street now, the City will avoid a much more costly reconstruct project in the future.

Project Quick Facts

Location	Jasper road and S. 32 nd street (Springfield)		
Project Limits (to/from)	S. 42 nd Street to UPRR/Booth Kelly Rd.		
Length in feet	6,200 feet	Estimated Project Cost	
Functional Class	Major Collector	Est. Total Project Cost	\$3,500,000
Completion/Purchase Year	2026	Federal Funds Requested	\$3,140,550

Contact Information

Sponsoring Agency	City of Springfield		
Contact Name & Title	Ben Gibson, Surface Operations Manager		
Contact e-mail	bgibson@springfield-or.gov	Phone	541-726-2197

For questions regarding the programming of CLMPO's discretionary federal funds contact Daniel Callister at (541) 666-9571 or dcallister@lco.org

PROJECT SUMMARY

Project No. _____

Sidewalk Rehabilitation (Springfield)

Project Visual:



Project Description:

Sidewalks are an important infrastructure asset in an urban environment that provides a safe place for pedestrians to travel without vehicle conflict by otherwise having to walk in the street. Sidewalks connect neighborhoods to schools, parks, commerce, and medical establishments that are critical for establishing a healthy, happy community.

There is a large backlog of sidewalk damage by street tree uplift affecting pedestrian traffic in Springfield. Depending on the severity of uplift, they can cause significant hazard conditions such as trips and falls causing injury. Additionally, community members confined to wheelchairs or scooters may find some of these areas difficult to navigate or completely impassable.

This project would address construction needs in neighborhoods with the worst sidewalk conditions. Many of these neighborhoods are locations where low to median income people live who are not otherwise able to repair the affected sidewalk on their own. The project would bring damaged sidewalks into ADA compliance so that all community members are able to have access to their destinations. This project could potentially also address non-ADA compliant curb ramps that are abutting damaged sidewalks by upgrading them to current standards.

All areas of reconstruction for sidewalks damaged by street trees will also have an evaluation on the tree. The tree will be evaluated for proper location due to size and determination on the root system so that reconstructed sidewalks are not again impacted in the future. Tree evaluation and potential removal beyond the sidewalk area will be supplemental to this project and not be funded from this project. Root removal in the sidewalk zone for constructing a proper subgrade base will be considered part of the reconstruct by this project.

Project Quick Facts

Location	Various locations throughout Springfield.		
Project Limits (to/from)	Springfield		
Length in feet	N/A	Estimated Project Cost	
Functional Class	Locals, Collectors, and Arterials	Est. Total Project Cost	\$1,500,000
Completion/Purchase Year	2025	Federal Funds Requested	\$1,345,950

Contact Information

Sponsoring Agency	City of Springfield		
Contact Name & Title	Ben Gibson, Surface Operations Manager		
Contact e-mail	bgibson@springfield-or.gov	Phone	541-726-2197

For questions regarding the programming of CLMPO's discretionary federal funds contact Daniel Callister at (541) 666-9571 or dcallister@lcog.org

PROJECT SUMMARY

Project No. _____

Transportation System Planning (Springfield)

Project Visual:



Project Description:

A significant amount of transportation system planning work will need to be completed to serve our community’s changing needs, update plans based on changing contexts, and to comply with state transportation planning requirements. The Springfield 2035 Transportation System Plan (TSP) does not provide the level of detail for many bicycle, pedestrian, and transit projects that would be helpful to seek grant funding for project delivery or to clearly convey to developers the necessary infrastructure improvements. Additional planning work is needed to develop design concepts for many of these projects to prime them for design and construction. While the Springfield Development Code amendments adopted in 2020 implement TSP policies, further amendments are needed to comply with recent changes to the statewide transportation planning rules. The mandated changes to parking are significant and will require community discussion to determine Springfield’s approach.

This work will include updating Springfield’s Transportation System Plan, participating in the completion and adoption of the regional Central Lane Scenario Plan, updating the Springfield Development Code, and changing parking standards and parking management. The next major update to the Transportation System Plan will include more detail for pedestrian and bicycle projects. Updates to the Springfield Engineering Design Standards and Procedures Manual may also be necessary.

While City of Springfield is seeking state funding for mandated work, it is clear that additional resources will be needed to support staff involvement in completing the transportation system planning that needs to be done in the coming years. These funds could help cover project management, creation of work products, and community engagement costs.

Project Quick Facts

Location	Springfield		
Project Limits (to/from)	Springfield		
Length in feet	N/A	Estimated Project Cost	
Functional Class	N/A	Est. Total Project Cost	\$334,337
Completion/Purchase Year	2024	Federal Funds Requested	\$300,000

Contact Information

Sponsoring Agency	City of Springfield		
Contact Name & Title	Sandy Belson, Comprehensive Planning Manager		
Contact e-mail	sbelson@springfield-or.gov	Phone	541-736-7135

For questions regarding the programming of CLMPO’s discretionary federal funds contact Daniel Callister at (541) 666-9571 or dcallister@lco.org

PROJECT SUMMARY

Project No. _____

Walking and Biking Network Improvements (Springfield)

Project Visual:



Temporary RRFB at Thurston Rd at 69th St that will be replaced by a permanent crossing with this project



Sidewalk uplift will be repaired to make Springfield more accessible

Project Description:

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

This project will also include sidewalk rehabilitation. Sidewalks are important infrastructure assets in an urban environment that provide safe places for pedestrians to travel without vehicle conflict by otherwise having to walk in the street. Sidewalks connect neighborhoods to schools, commerce, and medical establishments that are critical for establishing a healthy, happy community.

There is a large backlog of sidewalk damage by street tree uplift affecting pedestrian traffic in Springfield. Depending on the severity of uplift, they can cause significant hazard conditions such as trips and falls causing injury. Additionally, community members confined to wheelchairs or scooters may find some of these areas difficult to navigate or completely impassable.

This project would address construction needs in neighborhoods with the worst sidewalk conditions. Many of these neighborhoods are locations where low to median income people live who are not otherwise able to repair the affected sidewalk on their own. The project would bring damaged sidewalks into ADA compliance so that all community members are able to have access to their destinations. This project could potentially also address non-ADA compliant curb ramps that are abutting damaged sidewalks by upgrading them to current standards.

Project Quick Facts

Location	Springfield		
Project Limits (to/from)	Pioneer Parkway E and W at E St, EWEB Path Crossings, Thurston Rd at 69th St for crossings and various locations throughout Springfield for sidewalk repair		
Length in feet	N/A	Estimated Project Cost	
Functional Class	Local, Minor and Major Collectors, and Minor Arterial Streets	Est. Total Project Cost	\$4,359,394
Completion/Purchase Year	2027	Federal Funds Requested	\$3,411,302

Contact Information

Sponsoring Agency	City of Springfield		
Contact Name & Title	Kristi Krueger, Capital Engineering Manager		
Contact e-mail	kkrueger@springfield-or.gov	Phone	541-726-4584

For questions regarding the programming of CLMPO’s discretionary federal funds contact Daniel Callister at (541) 666-9571 or dcallister@lcog.org

CLMPO Call For Projects 2022
Summary of Applications Received

	Requested	Recommend
Request Total (all Applications):	\$40,670,791	\$22,852,460
Delta:	-\$16,929,496	\$888,835
Requests as percent of available funds:	171%	96%

Applicant	Project Name	Requested	Recommend
Coburg	East-West Connector Feasibility Study	\$358,920	\$358,920
Coburg	Coburg Loop Path Phase 4 on N Industrial Way	\$229,159	\$229,159
Coburg	N Coburg Industrial Way Pavement Preservation	\$489,871	\$489,871
Eugene	Bailey Hill Rd and Bertelsen Rd Roundabout	\$1,350,000	\$1,350,000
Eugene	Bertelsen Rd Bridge over Amazon Creek, Seismic Retrofit	\$1,307,250	\$0
Eugene	Coburg Rd: Ferry St Bridge to Crescent Ave Multimodal Plan	\$400,000	\$400,000
Eugene	Division Ave Roundabouts and Street Redesign	\$2,750,000	\$0
Eugene	Franklin Blvd: Alder St to I-5, Construction	\$3,575,000	\$3,575,000
Eugene	Goodpasture Island Rd Bridge Seismic Retrofit	\$2,591,931	\$2,591,931
Eugene	North Delta Rd Shared Use Path	\$947,329	\$0
Eugene	River Rd - Santa Clara Pedestrian & Bicycle Bridge	\$4,000,000	\$200,000
Eugene	SmartTrips New Movers and Mobility Options (2025-2027)	\$600,000	\$600,000
Lane County	30th Ave Active Transportation Corridor Design	\$906,382	\$906,382
Lane County	Airport Rd Pavement Preservation	\$997,797	\$997,797
Lane County	Clear Lake Rd Pavement Preservation	\$2,179,542	\$1,959,542
Lane County	Wilkes Drive: River Rd to River Lp 1, Urban Upgrades	\$1,121,625	\$1,121,625
LTD	EmX Ticket Vending Machine Replacements	\$1,615,140	\$1,615,140
LTD	Frequent Transit Network Safety and Amenity Improvements	\$1,000,000	\$0
LTD	Moving Ahead Design Refinement	\$1,500,000	\$1,100,000
Springfield	Franklin Blvd: OR126 – end of City juris. Urban Standards	\$281,895	\$281,895
Springfield	Laura St Urban Standards Expanded Scope	\$1,363,896	\$1,363,896
Springfield	Mohawk Blvd - 19th St to N. of Hwy 126E Resurface	\$1,345,950	\$0
Springfield	Pedestrian Crossing Enhancements (various locations)	\$1,561,302	\$0
Springfield	S 32nd St & Jasper Rd - S 42nd St to UPRR/Booth Kelly Rd Pav. Pres	\$3,140,550	\$0
Springfield	Sidewalk Rehabilitation (various locations)	\$1,345,950	\$0
Springfield	Transportation System Planning	\$300,000	\$300,000
Springfield	Walking and Biking Network Improvements	\$3,411,302	\$3,411,302

**CLMPO Call For Projects 2022
Summary of Applications Received**

		Regional Primary Funding Considerations (from 2045 RTP Objectives)						
		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.
Applicant	Project Name							
Coburg	East-West Connector Feasibility Study							
Coburg	Coburg Loop Path Phase 4 on N Industrial Way							
Coburg	N Coburg Industrial Way Pavement Preservation							
Eugene	Bailey Hill Rd and Bertelsen Rd Roundabout							
Eugene	Bertelsen Rd Bridge over Amazon Creek, Seismic Retrofit							
Eugene	Coburg Rd: Ferry St Bridge to Crescent Ave Multimodal Plan							
Eugene	Division Ave Roundabouts and Street Redesign							
Eugene	Franklin Blvd: Alder St to I-5, Construction							
Eugene	Goodpasture Island Rd Bridge Seismic Retrofit							
Eugene	North Delta Rd Shared Use Path							
Eugene	River Rd - Santa Clara Pedestrian & Bicycle Bridge							
Eugene	SmartTrips New Movers and Mobility Options (2025-2027)							
Lane County	30th Ave Active Transportation Corridor Design							
Lane County	Airport Rd Pavement Preservation							
Lane County	Clear Lake Rd Pavement Preservation							
Lane County	Wilkes Drive: River Rd to River Lp 1, Urban Upgrades							
LTD	EmX Ticket Vending Machine Replacements							
LTD	Frequent Transit Network Safety and Amenity Improvements							
LTD	Moving Ahead Design Refinement							
Springfield	Franklin Blvd: OR126 – end of City juris. Urban Standards							
Springfield	Laura St Urban Standards Expanded Scope							
Springfield	Mohawk Blvd - 19th St to N. of Hwy 126E Resurface							
Springfield	Pedestrian Crossing Enhancements (various locations)							
Springfield	S 32nd St & Jasper Rd - S 42nd St to UPRR/Booth Kelly Rd Pav. Pres							
Springfield	Sidewalk Rehabilitation (various locations)							
Springfield	Transportation System Planning							
Springfield	Walking and Biking Network Improvements							



August 1, 2022

To: Metropolitan Planning Committee
From: Daniel Callister
Subject: Request for Letter of Support for Replacement of Two Diesel Trucks

Action Recommended: Approve letter of support

Issue Statement

The Central Lane Metropolitan Planning Organization (MPO) received a request from Gary Compton Construction for a letter of support for a proposed project that would utilize federal Congestion Mitigation and Air Quality (CMAQ) funds to replace two older diesel trucks with newer, lower emission vehicles.

Discussion

Oregon Department of Transportation (ODOT) in partnership with Oregon Department of Environmental Quality (DEQ) accepts funding proposals for use of the State's discretionary CMAQ funds. Eligible projects will have a measurable benefit to emissions harmful to air quality.

Responding to this funding opportunity, Gary Compton Construction LLC is proposing to replace two diesel trucks (a Class 8 1982 Peterbilt 4 axle dump truck and a Class 8 1990 Kenworth log truck) with late model diesel powered trucks. Replacement includes the scrapping of the older trucks to make them permanently unusable as motor vehicles. As part of the project design, the owner commits to using renewable diesel. These trucks currently operate, and each accumulate on average 50-60,000 miles a year. The log truck runs primarily out of the Oakridge area as well as other parts of Lane County including the Eugene-Springfield area. The dump truck runs in these areas as well as the Portland area.

The project is estimated to cost between \$440,000 and \$620,000, matched with private dollars at a rate of 50 percent. Letters of support from the affected MPOs are required to be submitted for the project to be eligible.

Action Recommended: Approve letter of support

Attachments:

- 1 – Letter of Interest from Gary Compton Construction
- 2 – Draft Letter of Support

Morgan Shafer
Oregon Department of Environmental Quality
700 NE Multnomah Street, Suite 600
Portland, Oregon 97232
dieselgrants@deq.oregon.gov

Dear Ms. Shafer:

We are grateful for the opportunity to partner with Oregon DEQ and ODOT in an effective effort to improve air quality through the 2022 Oregon Diesel Mitigation: Congestion Mitigation and Air Quality (CAME) Program. We are excited to express our interest in taking part in this program by applying for your support to scrap and replace two older diesel trucks that run in historic nonattainment areas.

Gary Compton Construction LLC is a privately owned, Oregon minority certified business, and is also registered with the Oregon Construction Contractors Board. We are proposing to replace two diesel trucks, a Class 8 1982 Peterbilt 4 axle dump truck and a Class 8 1990 Kenworth log truck. Even though these are old, these are hardworking trucks accumulating 50-60,000 miles a year each. The log truck runs primarily out of the Oakridge area, a Maintenance area for PM_{2.5}, as well as other parts of Lane County including the Eugene-Springfield area, a maintenance area for Carbon Monoxide and PM₁₀. The dump truck runs in these areas as well as the Portland area, maintenance for Ozone and Carbon Monoxide. Letters of support from the affected Metropolitan Planning Organizations in these areas are attached.

The project would replace the older trucks with late model diesel powered trucks. Replacement includes the scrapping of the older trucks to make them permanently unusable as motor vehicles. As part of the project design, we would commit to using renewable diesel. As a result of these actions, emissions of ozone precursors (hydrocarbons and nitrogen oxides), carbon monoxide and particulate matter would be reduced by at least 90 percent from current operations. Additionally, emission of climate forcers like carbon dioxide and black carbon would be reduced by at least 65 percent.

We are requesting 50 percent support from CMAQ funds. The balance would come from nonfederal sources, namely private financing. If the project requires latest model trucks, we estimate total costs at \$310,000 each. If trucks meeting 2010 and newer engine model emission certification standards are allowed as replacements, we estimate total project costs at \$220,000 each.

Thank you for your consideration. We look forward to collaborating with you on this partnership project for cleaner air.

Sincerely yours,

Gary Compton

Gary Compton Construction LLC
30566 Compton Lane
Junction City, Oregon 97448
541.998.8822
Garycompton09@gmail.com

Morgan Shafer
Oregon Department of Environmental Quality
700 NE Multnomah Street, Suite 600
Portland, Oregon 97232
dieselgrants@deq.oregon.gov

Dear Ms. Shafer:

As the Policy Board for the Central Lane Metropolitan Planning Organization (CLMPO), the Metropolitan Policy Committee is pleased to support the proposed truck replacement project offered by Gary Compton Construction LLC. As the MPO for the Eugene/Springfield area in Lane County, if approved for funding the Lane Council of Governments (LCOG) will incorporate the project and projected air quality benefits into the Metropolitan Transportation Improvement Program (MTIP).

While diesel powered trucks and equipment provide fuel efficient support for heavy-duty freight movement and construction, the older engines also emit a variety of harmful toxic pollutants, many of which also adversely affect climate change. Removing older trucks from service, as proposed in this project, and replacing them with newer, lower emission vehicles can reduce emissions considerably while still meeting the demands for efficiently delivered power.

This project proposal supports the *Healthy People and Environment* Goal in the CLMPO's recently adopted long-range Regional Transportation Plan (RTP).

Thank you for your consideration. We look forward to collaborating with Gary Compton Construction on this partnership project for cleaner air.

Sincerely yours,

Randy Groves
Chair, Metropolitan Policy Committee
Eugene City Councilor, Ward 8

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

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

[none]

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

21538 – ODOT

I-105: Willamette R - Pacific Hwy.

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

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

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

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

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

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

21378 – Eugene

8th Avenue streetscape and bikeway

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

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

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

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

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

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

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

STIP Key TBD – LTD

LTD Zero Emission Bus Replacement (2023)

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

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

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

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

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

22267 – LTD

Fare management system – LTD

Description: Purchase and implement mobile wallet technology for fare management

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

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

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

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

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

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

21384 – LCOG

Household travel and activity survey

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

Funding: \$557,227.23 (Urban STBG)

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

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

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

No public review required

20206 – Eugene

River Rd at Irving Rd (city of Eugene)

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

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

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

Action: These changes are requested by City of Eugene. The federal funds were awarded at ODOT's discretion, but additional local funds are added solely at the City's discretion. MPO approval signifies that this project is consistent with the [goals and objectives](#) of the MPO's Regional Transportation Plan and meets the federal requirements for inclusion in the TIP as described in [Title 23 U.S.C. 450.326](#).

No public review required

21159 – Eugene

Eugene enhanced walking network

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

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

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

Action: These changes are requested by City of Eugene. The federal funds were awarded at the MPO's discretion, but additional local funds are added solely at the City's discretion. MPO approval signifies that this project is consistent with the [goals and objectives](#) of the MPO's Regional Transportation Plan and meets the federal requirements for inclusion in the TIP as described in [Title 23 U.S.C. 450.326](#).

No public review required

22605 – LCOG

Regional safe routes to school (CLMPO) SFY23

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

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

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

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

No public review required

21164 – Eugene

High Street protected bikeway (Eugene)

Description: Two-way protected bike lane with painted buffers on west side of High Street between 19th and 6th Ave includes dedicated bicycle signals at 18th, 13th, 11th, 10th, 8th, 7th, 6th Avenues, and Broadway.

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

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

Action: These changes are requested by City of Eugene. The federal funds were awarded at the MPO's discretion, but additional local funds are added solely at the City's discretion. MPO approval signifies that this project is consistent with the [goals and objectives](#) of the MPO's Regional Transportation Plan and meets the federal requirements for inclusion in the TIP as described in [Title 23 U.S.C. 450.326](#).

No public review required

21383 – Eugene

Chambers St seismic bridge retrofits (Eugene)

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

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

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

Action: These changes are requested by City of Eugene. The federal funds were awarded at the MPO's discretion, but additional local funds are added solely at the City's discretion. MPO approval signifies that this project is consistent with the [goals and objectives](#) of the MPO's Regional Transportation Plan and meets the federal requirements for inclusion in the TIP as described in [Title 23 U.S.C. 450.326](#).

No public review required

Comment Received July 5, 2022:

Dear Central Lane MPO,

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

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

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

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

For BEST,
Rob

Comment received July 12, 2022

Dear MPC,

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

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

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

Thanks!

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

Comment received July 13, 2022

Dear Central Lane MPO,

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

We support the amendment for # 21378 – 8th Avenue streetscape and bikeway (Eugene).

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

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

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

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

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

1. Eliminate fatal and serious injury crashes for all modes of travel.
Yes, it appears this project aims to slow traffic down and convert 8th Avenue into a complete street.
2. Preserve and maintain transportation system assets to maximize their useful life and minimize project construction and maintenance costs.
Yes, insofar as the project reconstructs the street, we presume that it also extends its useful life..
3. Eliminate barriers that people of color, low-income people, youth, older adults, people with disabilities and other historically excluded communities face meeting their travel needs.
Yes. Although the project does not explicitly talk about eliminating barriers for particular segments of the population, the conversion to a complete street nonetheless is aimed at reducing barriers.
4. Reduce the transportation system's vulnerability to natural disasters and climate change.
No, the project does not appear to have much direct impact on the resilience of the transportation system.
5. Improve public health by providing safe, comfortable, and convenient transportation options that support active living and physical activity for all ages and abilities to meet daily needs and access services.
Yes, this project is clearly directed at improving active transportation.
6. Increase the percentage of trips made using active and low carbon transportation modes while reducing vehicle miles traveled within our region.
Yes, this project is clearly directed at increasing the percentage of trips made using active and low carbon transportation modes.
7. Strive to reduce vehicle-related greenhouse gas emissions and congestion through more sustainable street, bike, pedestrian, transit, and rail network design, location, and management.
Yes, by supporting active modes this project can be expected to have some modest impact on GHG emissions.
8. Complete gaps in the regional bicycle and pedestrian networks, including paths.

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

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

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

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

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

For BEST,
Rob

Comment received July 13, 2022:

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

- acronyms STBG, CMAQ, PE, CN, and TIP, and
- how to indicate that the project "is consistent with the MPO's Regional Transportation Plan and meets the federal requirements for inclusion in the TIP as described in Title 23 U.S.C. 450.326."?

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

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

Thank you for your consideration.

--steve

Comment received July 26, 2022:

Dear Central Lane MPO,

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

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

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

2. Preserve and maintain transportation system assets to maximize their useful life and minimize project construction and maintenance costs
6. Increase the percentage of trips made using active and low carbon transportation modes while reducing vehicle miles traveled within our region.
7. Strive to reduce vehicle-related greenhouse gas emissions and congestion through more sustainable street, bike, pedestrian, transit, and rail network design, location, and management.

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

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

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

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

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

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

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

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

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

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

In the vision of the "frictionless" city that is held by many in tech, where virtually every city service, human interaction, and consumer experience is to be mediated by an app or digital service that not only cuts out the need to deal directly with another human but places technology at the heart of those interactions, there is no serious attempt to deal with deeply entrenched problems—at least outside of

rhetorical flourishes. The decisions of venture capitalists to fund companies that are transforming the way we move, consume, and conduct our daily lives should not be perceived as neutral actions. Rather, they are pushing visions of the future that benefit themselves by funding the yearslong efforts of companies to monopolize their sectors and lobby to alter regulatory structures in their favor. Furthermore, rather than challenging the dominance of the automobile, their ideas almost always seek to extend it.

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

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

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

For BEST,
Rob