



# MEETING NOTICE

**MEETING:** METROPOLITAN POLICY COMMITTEE  
**DATE:** Thursday, December 1, 2022  
**TIME:** 11:30 AM - 1:30 PM  
**LOCATION:** **VIRTUAL:** <https://us06web.zoom.us/j/84190563412?pwd=aDZoalVXOXNtYnVObnVQMjFjNnYxdz09>  
Passcode: 663728  
One tap mobile: +13462487799,,84190563412#,,,,\*663728#  
Phone: +1 346-248-7799 Webinar ID: 841 9056 3412 Passcode: 663728  
  
Webcast: <http://metrotv.ompnetwork.org/>  
**CONTACT PERSON:** Paul Thompson, 541-682-4405, [pthompson@lco.org](mailto:pthompson@lco.org)

## A G E N D A

1. WELCOME & INTRODUCTIONS
2. CALL TO ORDER
3. APPROVE NOVEMBER 3, 2022 MPC MEETING MINUTES
4. ADJUSTMENTS TO THE AGENDA/ANNOUNCEMENTS FROM MPC MEMBERS
5. COMMENTS FROM THE AUDIENCE *(Please see notes at the end of the agenda.)*
6. METROPOLITAN PLANNING ORGANIZATION (MPO) ISSUES
  - a. Oregon Household Activity Survey (20 min)  
Staff Contact: Kelly Clarke, LCOG  
Presenters: Joe Broach, Metro, Kelly Clarke, LCOG  
*Action Requested:* Information and discussion only. *(Note – no packet materials)*
  - b. Oregon Department of Transportation Performance Measures (20 min)  
Staff Contact: Kelly Clarke, LCOG  
Presenters: Philip Kase & Bert Hartman, ODOT  
*Action Requested:* Information and discussion only. *(Note – no packet materials)*
  - c. Letter of Support for City of Eugene Grant Application (10 min)  
Staff Contact: Paul Thompson, LCOG  
Presenters: City of Eugene Staff  
*Action Requested:* Approve letter of support.

**-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

Phone: (541) 682-4283 • Fax: (541) 682-4099 • TTY: (541) 682-4567 • Web: [www.lco.org](http://www.lco.org)

- d. ODOT Congestion Mitigation & Air Quality (CMAQ) Grant Program (20 min)  
Staff Contact: Paul Thompson, LCOG  
Presenter: Vidal Francis, ODOT  
*Action Requested:* Information and discussion only. (Note – no packet materials)
- 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:

January 5 Virtual  
February 2 Virtual  
March 2 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](mailto: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

November 3, 2022  
9:00 a.m.

**PRESENT:** Randy Groves, Chair; Lucy Vinis (City of Eugene); Sean VanGordon, Steve Moe (City of Springfield); Heather Buch, Joe Berney (Lane County); Caitlin Vargas, Don Nordin (Lane Transit District); Nancy Bell (City of Coburg); Bill Johnston for Vidal Francis (Oregon Department of Transportation), members; Anne Heath (City of Coburg), ex officio member.

Brenda Wilson, Paul Thompson, Dan Callister, Ellen Currier, Kelly Clarke, Drew Pfefferle, Michael Wisth (Lane Council of Governments); Sandy Belson (City of Springfield); Rob Inerfeld, Catherine Rohan, Jennifer Willard (City of Eugene); John Marshall, Megan Winner (City of Coburg); Mark Johnson, Jeremy Carr, Tom Schwetz (Lane Transit District); Neil Moyer (Metro Television).

## **WELCOME, CALL TO ORDER AND INTRODUCTIONS**

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

Mr. Groves recognized the absence of City of Coburg Mayor Ray Smith who died the previous week. He paid tribute to Mr. Smith's life of public service. He said his accomplishments should be recognized and celebrated. A memorial service was scheduled for November 4, 2022.

## **ADJUSTMENTS TO THE AGENDA/ANNOUNCEMENTS FROM MPC MEMBERS**

There were no adjustments or announcements.

## **COMMENTS FROM THE AUDIENCE**

There was no one wishing to speak.

## **APPROVE October 6, 2022, MPC MEETING MINUTES**

Ms. Vinis, seconded by Mr. Moe, moved to approve the October 6, 2022, meeting minutes as submitted. The motion passed unanimously, 9.0.

## **METROPOLITAN PLANNING ORGANIZATION (MPO) ISSUES**

### **Title VI and Environmental Justice Program Plan Update**

Ms. Currier noted that a draft of the plan update had been reviewed at the MPC's previous meeting and a public hearing was held. She said the plan covered the MPO's Title VI and environmental justice policies and procedures. The plan was updated every three to four years. The current update included changes to administrative, program and policy staffing; updated contracting procedures; demographic data and any

updates to any state and federal authorities. No public comments related to the draft had been received and no changes had been made to the previously reviewed draft.

Ms. Buch, seconded by Ms. Vinis, moved to adopt the Title VI and Environmental Justice Program Plan. The motion passed unanimously, 9:0.

### **Oregon MPO Consortium (OMPOC) Report**

Ms. Clarke explained that OMPOC is a forum for the Oregon Metropolitan Planning Organizations (MPOs) to work together on matters of mutual interest and statewide significance and has been in existence for about 18 years. She said the MPC's OMPOC representatives were Mr. Moe and Ms. Vargas.

Ms. Vargas reported that the following 2021 legislative priorities had been discussed at the recent OMPOC meeting:

- Robustly fund multimodal transportation projects and transportation planning
- Use transportation investments to reduce greenhouse gas emissions from the transportation sector, improve safety on our roads, and improve the resiliency of our transportation system
- Ensure that transportation investments prioritize diversity, equity, and inclusion by identifying and addressing systemic barriers to ensure improved outcomes for everyone, particularly people of color, who have historically been underinvested in or harmed by transportation funding and policy
- Invest locally and support local engagement, direction, and planning of the transportation system
- Improve transit access, impact, and help build more transit projects across the country

Ms. Vargas said there was also conversation about the ODOT fund exchange program and support from MPOs to assure that funding was available for smaller agencies and rural areas of the state so their projects could be completed efficiently. She said there was also support for more funding for carbon reduction.

Ms. Clarke stated that OMPOC had been focused over the past year on the difficulties MPOs experienced in dealing with rail when transportation projects were adjacent to or crossed over rail tracks. The Oregon Department of Transportation (ODOT) had increased their efforts to assist at local and national levels in resolving issues.

Mr. Moe arrived at 11:45 a.m.

Mr. Moe reported that progress was being made matters such as infrastructure and maintenance fees and homeless camping along the railroad. Ms. Clarke added that the letter from OMPOC, highlighted by Rep. Peter DeFazio's office, had been effective in bringing federal attention to the matter.

In response to a request from Ms. Vinis, Ms. Clarke said she would provide copies of the letter from OMPOC to ODOT and the letter from OMPOC to Oregon's congressional delegation.

Ms. Buch commented if the Port of Coos Bay received major federal funds for improvements to the Coos Bay Rail Line (CBRL) there would be a new set of questions and concerns as the line went through Lane County. She asked that the issue be scheduled for discussion if the funding was awarded.

Mr. Groves reported on a meeting he and Eugene city councilor Greg Evans recently held with railroad officials concerning pollution and camping. He said the officials had sold CBRL and while no longer connected, were interested in revitalization of the line as the Port of Coos Bay was developed.

Mr. VanGordon agreed the discussion was timely. He said local jurisdictions still struggled with basic communications and contact information from the railroad. He stressed the importance of a consistent point of contact. He said it sometimes took weeks for city officials to find an appropriate phone number.

Mr. Groves indicated he would provide MPC members with contact information he had received during the meeting with rail officials.

Mr. Moe emphasized the importance of CBRL as a link to the Willamette Valley.

Mr. Berney asked Ms. Vinis if her participation on the EPA local advisory committee could be a resource for addressing rail-related environmental issues.

Ms. Vinis said most of the committee's work had been focused on forwarding recommendations to EPA about how federal legislation (Infrastructure and Jobs Act and Inflation Reduction Act) would be implemented and the type of support communities would need in order to take advantage of those funds. She said the issues Mr. Berney referenced were not part of the committee's initial charge from the EPA, but it could provide a path for her to advocate for the impact of railroads on specific communities.

Ms. Vargas said that OMPOC chair and vice chair elections would be held at the next meeting and a Central Lane MPO representative would be vice chair under the rotation schedule. She was leaving her position with LTD and would no longer serve on the MPC. She endorsed Mr. Moe as the MPC's OMPOC representative.

Ms. Clarke noted that the MPC would need to select its OMPOC representatives when it held elections after the first of the year. Mr. Thompson said MPC elections had typically been held in February to give jurisdictions an opportunity to make their own committee assignments, although the OMPOC meeting was in late January. He said the appointment of OMPOC representatives could be scheduled at the MPC's January meeting.

Mr. Groves asked staff to provide committee members with information about the OMPOC positions and time commitment involved.

### **Legislative Priorities**

Ms. Clarke reviewed the 2023 legislative priorities for the Association of Oregon Counties (AOC) and the League of Oregon Cities (LOC), copies of which were included in the agenda materials. OMPOC was looking at those priorities as it developed its 2023 legislative priorities. She said OMPOC's 2021 priorities, along with ensuring the needs of smaller MPOs were included in policy and programming decisions, resonated with OMPOC members along with the following additional priorities:

- Support legislation to increase spending for state-owned urban arterials that address critical safety and maintenance needs and seek increased funding for the Great Streets program
- Support legislation to address ODOT's operations and maintenance funding and budget shortfall issues
- Support efforts to advance funding for the interstate bridge replacement project (Columbia River crossing) and ensure the project adheres to the modified locally preferred alternative
- Support legislation for continued funding of ODOT's local fund exchange program to create a permanent pool of state funding for jurisdictions to access in exchange for federal funds

Mr. Thompson said OMPOC had reviewed AOC and LOC priorities that were being developed and the OMPOC 2021 priorities and added the additional potential priorities. He said OMPOC was attempting to narrow the list and inviting feedback from MPOs on which were the top priorities.

Ms. Buch said she co-chaired the AOC Transportation Committee and noted that utility companies had a cost exemption to counties for processing of permits to excavate right-of-ways which decreased funding for counties' planning departments. That was the reason AOC had made that issue a legislative priority.

Mr. VanGordon commented that the ODOT funding shortfall should remain a top priority in order for assist ODOT to deliver projects and support MPOs.

Mr. Groves asked about ODOT's efforts to expand contracting opportunities for small businesses. Ms. Clarke shared a presentation from ODOT's Small Business Assistance Program describing how the program would be implemented. She did not know the program's funding source. Mr. Thompson added that funding details would be discussed after the mid-term elections.

Mr. Groves asked for an update when that discussion began.

Mr. Berney described how Lane County had established priorities for women- and minority-owned businesses in its construction projects of \$500,000 or more. He said while ODOT indicated commitment to a community benefit bidding process that did not seem to be the case. He hoped the MPC would push ODOT to move forward with that initiative. He said electric vehicle charging stations also did not appear to be an ODOT high priority and Lane County was working to see that it became one.

Ms. Vinis said the question of ODOT's operations and maintenance shortfall was discussed at the LaneACT's last meeting and members requested more clarity about the reasons for the shortfall and which funding streams might be used to fill the gap.

Mr. Johnston said ODOT had a plan to extend EV charging stations and more details would be provided to Lane County and the MPC.

Ms. Heath said Coburg had asked to move out the timeline for its projects because it did not have a certified agency to conduct them. That meant projects pushed out to 2024-25 would become more expensive because there was no ability to exchange funds and the city did not have an engineer. She hoped there would be support for efforts to find funding to help small cities. She thanked Lane City and the cities of Eugene and Springfield for their support of Coburg's transportation projects.

### **Regional Broadband Update**

Mr. Wisth reported that Lane Council of Governments (LCOG) issued a request for proposals for a broadband strategy and a committee with representatives from local jurisdictions had reviewed the six proposals received, selecting a Texas firm with offices in Olympia, Washington. A scope of work for the project had been completed and the contract was ready for execution. He said because of the historic federal funding opportunities becoming available, a part of the strategy would be a standalone federal funding readiness component and development of grants focusing on un-served and underserved areas of the county. He described aspects of the scope of work. LCOG was establishing an advisory committee with representation from jurisdictions, utilities and many other stakeholders. LCOG was also working closely with the Oregon Broadband Office and offering assistance as it prepared to receive federal funding. The process of asset mapping had begun.

Mr. Moe said he had long advocated for fiber optics across the state as it would decrease transportation problems by increasing access for rural communities and allowing them to grow.

Ms. Buch expressed her excitement with the expansion of broadband and urged LCOG's contract to work with local ISP providers who knew communities well. She hoped the strategy could address providing some type of incentive that would allow local ISPs to be in a position to answer RFPs in the future. Requirements in current RFPs denied local ISPs the opportunity to get the work and she hope to see a more equitable approach that would allow rural communities to see the same level of benefit.

Mr. Groves agreed with Ms. Buch on the importance of channeling work to local or near local providers.

Mr. VanGordon said he was somewhat skeptical because it was a large and complicated project and a strategy could be over-engineered. He said there was a need for better internet service in metro areas and rural parts of the county in order to be competitive economically. He hoped the strategy would be flexible, forward-thinking and transparent that would help change things. He wanted to see a path that would lead to better service in the county in the most cost effective way possible.

Mr. Berney agreed with Mr. VanGordon's caution about over engineering and supported efforts to find a way to legally prioritize providing opportunities and injecting capital and capacity into the small business communities, in this instance local ISPs. He said changing the requirement that low bids were awarded contracts would help reverse the trend of taking energy and profits out of small communities.

Ms. Vinis asked for clarification on how underserved communities would be defined as even some parts of metro areas could be considered underserved if broadband capacity was insufficient. Mr. Wisth said LCOG was working with the Oregon Broadband Office and the Federal Communications Commission to help with that definition.

#### **Follow-up and Next Steps**

- **ODOT Update**—Mr. Johnston said ODOT was in the process of obtaining permits from local governments for its projects.
- **Transportation Improvement Program (TIP) Project Changes**—There were no questions.
- **Next Meeting/Agenda Build**—December 1 Virtual Meeting, January 5 Virtual Meeting

Mr. Thompson said the annual meeting of ACT chairs with the Oregon Transportation Committee (OTC) would occur on November 16. The LaneACT had identified some initial topics to discuss, particularly related to improved communications between the OTC and ACTs.

Mr. Groves adjourned the meeting at 12:42 p.m.

(Recorded by Lynn Taylor)



November 22, 2022

To: Metropolitan Policy Committee  
From: Paul Thompson  
Subject: MPC 6.c: Letter of Support for City of Eugene Grant Application

**Action Recommended:** Approve letter of support

The purpose of this agenda item is to present a request from the City of Eugene for a letter of support from the Central Lane MPO.

The City is applying for Building Resilient Infrastructure and Communities (BRIC) & Flood Mitigation Assistance (FMA) grants from the Federal Emergency Management Agency (FEMA).

The BRIC funding will be geared toward two projects involving the facility master planning and expansion of the Public Works campus on 1820 Roosevelt Blvd., and structural enhancements to the 77 N. Garfield St. site. The FMA grant application is for critical infrastructure upgrades and design alternatives to the W 11th Ave. bridge over Amazon Creek. These upgrades will include retrofits that will reduce flooding and improve pedestrian safety along the section of Fern Ridge Path beneath the bridge.

City of Eugene staff will provide more details on the grant applications and projects at the December 1<sup>st</sup> MPC meeting.

On November 17<sup>th</sup> the advisory Transportation Planning Committee (TPC) unanimously recommended MPC's approval of the attached letter of support.

**Action Recommended:** Approve letter of support

**Attachment:** Draft letter of support





December 1, 2022

The Honorable Deanne Criswell  
The Office Administrator  
Federal Emergency Management (FEMA)  
U.S. Department of Homeland Security  
245 Murray Lane, SW  
Washington, DC 20528-00275

**SUBJECT: Support for the City of Eugene's BRIC and FMA Grant Application**

Dear Office Administrator Criswell,

We thank you for your dedication and commitment to supporting residents and emergency personnel in building, maintaining, and enhancing our nation's capacity to equip for, prevent, respond to, recover from, and mitigate all hazards.

I am writing this letter on behalf of the Metropolitan Policy Committee, the Policy Board for the Central Lane Metropolitan Planning Organization (MPO), to express my strong support for the City's Building Resilient Infrastructure and Communities (BRIC) and Flood Mitigation Assistance (FMA) applications. The proposed projects are meant to ensure Eugene's community well-being and access to safe roads and emergency response systems regardless of the potential hazards, all while advancing the City's vision of climate and emergency equity, climate justice, and creating safe and active streets for all.

Building an expanded and resilient Public Works campus and developing strategies for the site's first phase is critical to the City's proposed BRIC projects. As the Public Works Department's Operations Center (DOC) and Incident Command Post (ICP), the Public Works campus on Roosevelt Boulevard provides emergency response services to the City, including transportation system operations, wastewater transport to the regional treatment plant, stormwater transport, and response to environmental spills. The BRIC funding will provide consulting services & facilitate project scoping and planning to help the facility remain operational during a natural disaster.

The FMA funding is essential to replace the W 11th Avenue Bridge, which operates as a critical crossing passage of Amazon Creek into Eugene. This bridge, set on a major arterial, also features an undercrossing of the shared-use Fern Ridge Path, a vital link between downtown and west Eugene. The path floods yearly, and no design alternatives can reduce the present flood capacity in the Amazon Creek floodway, making it impossible for anyone to access the path during heavy rain.

Per a 2019 inspection report, the original bridge built in the 1970s had a sufficiency rating of 54.2 out of 100, which is not compliant with the Oregon Department of Transportation's (ODOT) guidelines that require bridges to withstand fifty-year flood flows. This bridge needs immediate attention with the inability to withstand potential seismic events, structural conditions, and the deteriorating conditions of the path stimulated by the creek.

Our community, while resilient, is also at a high risk of a powerful seismic disaster as Eugene is located in the valley directly east of the Cascadia Subduction Zone. Referencing the 2020 McKenzie River Valley Holiday Farm Fire, which burned 173,393 acres and displaced 2,500 residents, the City is also susceptible to catastrophic wildfires within and has seen the devastation neighboring communities have experienced.

In conclusion, we are confident that the FEMA funding will reduce the negative impacts of a natural disaster while enhancing our communities' health, well-being, and social connectedness. Please join the City of Eugene, its Public Works Department, Eugene Police Department, Eugene Emergency Management, and Eugene/Springfield Fire and EMS in supporting Eugene's preparedness and response capability during a catastrophic event through funding the proposed FEMA applications.

If you have any questions or concerns, please do not hesitate to contact me.

Sincerely,

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

Transportation Improvement Program (TIP) Project Changes  
Transportation Planning Committee (TPC) – Central Lane MPO  
November 17, 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:*

**Project Name:** Northwest Oregon 2024-2027 ADA curb ramp design, phase 1

**Applicant:** Oregon Department of Transportation

**STIP Key Number:** 22985

**Description:** Design for future construction of curb ramps to meet compliance with the Americans with Disabilities Act (ADA) standards.

**Funding:** \$ 22,000,000 (Surface Transportation Block Grant Flex (State))

**Project Changes:** Add a new project using ODOT discretionary federal STBG funds

**Notes on Changes:** This is a large ODOT Region 2 project that includes 3,057 ramps in total, of which 713 are within CLMPO boundaries (along OR126B, OR126, and OR528)

**Action:** These changes are requested by ODOT. 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:** October 20 to November 3, 2022

**Project Name:** Maxwell Road and Prairie Road (Eugene)

**Applicant:** City of Eugene

**STIP Key Number:** 21381

**Description:** Provide continuous walking route from River Road neighborhood and Bethel neighborhood, includes ADA access ramps, pedestrian countdown timers and APS, sidewalks, and crosswalks.

**Funding:** \$812,500 (Surface Transportation Block Grant, Congestion Mitigation & Air Quality, Transportation Alternatives, local funds)

**Project Changes:** Add 2023 right of way acquisition phase with \$333,333.33 funding from ODOT Rail; Add \$333,333.33 funding from ODOT Rail to preliminary engineering phase; Add \$1,478,158.89 funding from ODOT Rail to construction phase; Slip construction phase from 2023 to 2024

**Action:** These changes are requested by City of Eugene. 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. 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:** November 4 to November 18, 2022

**Project Name:** Hunsaker Lane complete streets improvements

**Applicant:** City of Eugene

**STIP Key Number:** 21449

**Description:** Complete the Beaver Street and Hunsaker Lane design and reconstruct Hunsaker Ln with curb, gutter, sidewalk, and east-bound and west-bound buffered bike lanes, and improve drainage ditch between Summer Ln and Yvonne to expand low-stress active transportation connectivity and access.

**Funding:** \$2,726,645.25 (Surface Transportation Block Grant, Congestion Mitigation & Air Quality)

**Project Changes:** Cancel 2024 construction phase from the current TIP; Add 2025 construction phase to the draft 2024-2027 TIP; reduce project scope to the length of Hunsaker Lane between Daffodil Ct. and Taito St.; update project name to “Hunsaker Lane: Daffodil Ct. to Taito St. (Eugene)”; update project description to “Complete Hunsaker lane designs with curb, gutter, sidewalk, and east-bound and west-bound buffered bike lanes, and improve drainage ditch from 300’ west of Daffodil Ct to Taito Street to expand low-stress active transportation connectivity and access.”

**Notes on Changes:** Construction phase will be programmed for 2025 at the current funding amount. Although, in practical terms, this action equates to slipping construction from 2024 to 2025, cancellation of the 2024 phase is required as a technicality for the purposes of demonstrating fiscal constraint of both the 2021-2024 and the 2024-2025 Transportation Improvement Programs.

**Action:** These changes are requested by City of Eugene. 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. 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:** November 4 to November 18, 2022

**Project Name:** Division Ave intersection efficiencies (Eugene)

**Applicant:** City of Eugene

**STIP Key Number:** 22343

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

**Funding:** \$404,390.96 (Surface Transportation Block Grant)

**Project Changes:** Reduce Planning phase funding to \$40,000 (from \$304,999.44); cancel Engineering phase; split \$200,000 to High St Protected Bikeway construction (K21164); split \$164,390.96 to 8<sup>th</sup> Ave Streetscape and Bikeway construction (K21378).

**Notes on Changes:** City will be receiving a large ARTS grant (over \$6 million) for the Division Ave project that will likely be a few years out. As a result, they propose utilizing these federal funds on other projects already supported by federal MPO funds.

**Action:** These changes are requested by City of Eugene. MPO approved the use of these federal funds for the original project scopes. 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. 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:** November 8 to November 22, 2022