



MEETING NOTICE

MEETING: METROPOLITAN POLICY COMMITTEE
DATE: Thursday, February 2, 2023
TIME: 11:30 AM - 1:30 PM
LOCATION: **VIRTUAL:** <https://us06web.zoom.us/j/88316433931?pwd=c3QvSjRGY0docDRMTzc0TnFHalcyQT09>
Passcode: 663728
One tap mobile: +17207072699,,88316433931#,,,,*663728#
Or Telephone: +1 720 707 2699
Webinar ID: 883 1643 3931
Passcode: 663728
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 DECEMBER 1, 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. ELECTIONS OF CHAIR AND VICE CHAIR FOR 2022, APPOINT OMPOC MEMBERS
Staff Contact & Presenter: Paul Thompson, LCOG
Action Requested: Election of MPC officers, Appointment of Oregon MPO Consortium members.
7. METROPOLITAN PLANNING ORGANIZATION (MPO) ISSUES
 - a. Project Proposals for MPO Redistribution Funding (20 min)
Staff Contact & Presenter: Dan Callister, LCOG
Action Requested: Conduct public hearing; provide feedback to staff.
 - b. Annual Listing of Obligated Projects 2022 (15 min)
Staff Contact & Presenter: Dan Callister, LCOG
Action Requested: Information only.
 - c. Safe Lane Coalition Update (20 min)
Staff Contact & Presenter: Drew Pfefferle, LCOG
Action Requested: Information 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

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

- d. Legislative Preview (10 min)
Staff Contact & Presenter: Paul Thompson, LCOG
Action Requested: Information 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:

March 2 Virtual
April 6 Virtual
May 4 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

December 1, 2022
11:30 a.m.

PRESENT: Randy Groves, Chair (City of Eugene); Sean VanGordon, Steve Moe (City of Springfield); Heather Buch, Joe Berney (Lane County); Caitlin Vargas, Don Nordin (Lane Transit District); John Marshall (City of Coburg); Vidal Francis (Oregon Department of Transportation), members.

Brenda Wilson, Paul Thompson, Kelly Clarke, Ellen Currier (Lane Council of Governments); Rob Inerfeld, Jenifer Willer (City of Eugene); Hope Derrickson, Bert Hartman, Becky Knudson, Phil Kase (ODOT); Joe Broach (Portland Metro).

WELCOME, CALL TO ORDER AND INTRODUCTIONS

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

APPROVE November 3, 2022, MPC MEETING MINUTES

Mr. Moe, seconded by Ms. Vargas, moved to approve the November 3, 2022, meeting minutes as submitted. The motion passed unanimously, 9.0.

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.

METROPOLITAN PLANNING ORGANIZATION (MPO) ISSUES

Oregon Household Activity Survey

Ms. Clarke and Mr. Broach presented results of the Oregon Household Activity Survey. Ms. Clarke provided an overview of the project and said the data provided real world travel behavior information that was essential to travel models and other analytic tools used for planning, policy and investment decisions. Surveys were typically conducted about every 10 years and this survey would reflect significant changes. The survey was designed to reflect the uniqueness of Oregon's metro areas and ensure that travel models represented the distinct travel behaviors of residents of those areas. The Oregon Modeling Statewide Collaborative owned the project and the Travel Survey Subcommittee was a subcommittee of the Collaborative and tasked with delivering the survey. Subcommittee members consisted of representatives from all the MPOs, Oregon Department of Transportation (ODOT), Federal Highways Administration, Oregon Health Authority, Portland State University, Oregon Housing and Community Services and TriMet. The consultant responsible for delivering the project was Resource Systems Group, Inc.

Mr. Broach said the survey would identify changes in travel behavior due to the impact of changing modes, technology and policies. It would help plan for the future and determine if policies were affecting travel patterns. He said while there were other sources of travel data, talking to people actually captured information on who was traveling and why. The survey could be refined over time to capture other data as it became important, such as Uber and Lyft, electric and hybrid vehicles, shifts to remote working and online shopping. He reviewed the project's phases, noting that scoping and survey design required significant effort. He said the third phase of implementation would begin soon.

Mr. Broach said the use of smart phones would be used to collect the majority of data, which would allow for more data to be collected passively, making it easier to conduct interim surveys. Other data collection options would also be available to participants. He described outreach efforts to encourage people to participate, particularly groups that had traditionally been underrepresented in the past. He said there were strict protocols in place to assure data privacy. He anticipated that survey results would become available in the summer of fall of 2024. He concluded the presentation with a review of the project budget.

In response to a question from Mr. Moe, Ms. Clarks explained that the project budget included \$1,754,000 contributed collectively by Oregon's eight MPOs based on population sizes. ODOT was contributing \$4 million.

Mr. VanGordon asked how people became part of the surveyed population. Mr. Broach said the bulk of participants would be selected through a random address-based sampling and contacted by mail with an invitation to participate. There would be a targeted oversampling of specific groups such as university students and transit users. There would be a target sample size for each MPO, both within geographic areas and socio-demographically.

Mr. VanGordon asked how the survey would influence the climate friendly rules from the Land Conservation and Development Department. Ms. Clarke said there was no direct link, but once data was integrated into the travel model it could assist in analyzing some of the requirements associated with the new rules.

Ms. Knudson said modeling in Oregon was moving toward a more complex platform that better simulated behavior and travel. This was an opportunity to design data collection that better met the needs of upcoming sophisticated models. The timing was perfect in terms of providing data to assist with planning under the new rules.

Mr. VanGordon urged ODOT to obtain some clarity on the new rules and the changes that would occur.

Mr. Thompson said the Central Lane MPO's portion of cost sharing was about \$307,000, which had been programmed a number of years ago. He said there were many models used by MPOs and using a common data source across those models would help assure consistency.

Mr. Berney said it appeared that agencies were hiring additional staff to determine how to implement new rules, but that did not make sense as it was already known the state was growing, which roads were being used and where congestion was increasing. He urged accountability to the general public.

Mr. Marshall asked how equity would be achieved if participants were randomly selected by address and if responses would be weighted. Mr. Broach explained the sampling would not be totally random; it would be stratified based on census data that identified the location of underrepresented and hard to reach populations. He said responses would be weighted by the consultant to try to achieve equity.

Mr. Marshall said the use of smart phones to collect data would appeal to younger people, but older people might be reluctant to participate. Mr. Broach said that was why other data collection options had been retained, including providing information via the internet or calling to report travel data.

Oregon Department of Transportation Performance Measures

Ms. Clarke said the MPC had acted at its October 2022 meeting to support the state's targets with respect to federal performance measures related to system reliability and CMAQ. The MPC had requested more information on additional measures not addressed at the federal level related to bridge resiliency and other resiliency factors. Mr. Kase and Mr. Hartman from ODOT would present that information.

Mr. Hartman provided an overview of the legislatively approved key performance measures (KPM), how federal performance measures fit in and how ODOT and MPO collaborated on targets. He said ODOT's Strategic Action Plan metrics included programmatic performance measures, key performance measures and federal performance measures. Those metrics were used to determine progress toward achieving strategic outcomes, programmatic goals and performance targets. He reviewed currently approved KPMs in the areas of safety, stewardship, preservation and mobility and the legislative changes from 2013 through 2025. He also reviewed MAP21/FAST Act federal performance measures on which ODOT reported and the established targets for 2022-2025.

Mr. Hartman said a Bridge Condition Report was published annually. The report was on ODOT'S website and interactive, allowing users to drill down into details of specific bridges. A seismic plan was also available on the website. He explained how bridges were inspected and rated every two years, with most being in good to poor condition. He said bridge conditions were continuing to decline. Most bridges in the Eugene/Springfield were in fair condition, with only five percent in good condition. He noted that Oregon had significantly less bridges in good condition than other western states. He described some of the factors that lead to the decline in bridge conditions, including new classes of vehicles for which bridges were not designed and winter maintenance treatments. He said 43 percent of federal funds from the Infrastructure Investment and Jobs Act (IIJA) had to be focused on off-system minor bridges, which detracted from ODOT's ability to work on major bridges.

Mr. VanGordon said it was important for ODOT to make the amount of data available on these topics simpler, more understandable, easily aggregated and more applicable to policy making. Regarding continuous improvement efforts, he said ODOT needed to be much more flexible. It should not take years to develop a performance measure.

Mr. Kase noted that 78 state agencies, boards and commissions were required by state law to report KPMs under a process established by the legislature and governor.

Mr. VanGordon hoped to see government be more responsive to the public's needs and agencies ask for help when a process was too cumbersome.

Mr. Nordin commented that the timeline to accomplish outcomes was very long. He noted that autonomous vehicles were not mentioned in any of the measures. There needed to be a discussion about the state's regulatory process as those vehicles were already in use. Mr. Hartman agreed that swift action was necessary and there were ODOT staff working on the issue who could present information to the MPC.

Mr. Groves said it was not surprising that some western states like Arizona were far ahead of Oregon in

bridge conditions as that state had experienced massive growth with accompanying new construction of bridges. Also highway and bridge surfaces were concrete and Arizona did not experience freeze/thaw conditions during the winter like northwestern states.

Mr. Francis asked if ODOT had considered any winter maintenance alternatives to lessen deterioration of bridge decks. Mr. Hartman said ODOT had expanded use of chemicals in order to meet the public's expectation for winter driving and was consequently paying for that in infrastructure.

Letter of Support for City of Eugene Grant Application

Mr. Inerfeld said the City was applying for Building Resilient Infrastructure and Communities (BRIC) & Flood Mitigation Assistance (FMA) grants from the Federal Emergency Management Agency (FEMA). The BRIC funding would be for 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 would be for critical infrastructure upgrades and design alternatives to the W. 11th Ave. Bridge over Amazon Creek. Those upgrades would include retrofits that would reduce flooding and improve pedestrian safety along the section of Fern Ridge Path beneath the bridge. He asked the MPC for a letter of support for the applications.

Ms. Buch said Lane County had considered applying for those funds, but did not and there was no conflict. She supported the grant application.

Ms. Buch, seconded by Mr. Marshall, moved to approve the City of Eugene's request for a letter of support. The motion passed unanimously, 9:0.

ODOT Congestion Mitigation & Air Quality (CMAQ) Grant Program

Mr. Francis said information on ODOT's CMAQ grant program was provided in response to a request from the MPC following its approval of a letter of support for an Oakridge company applying for funds from the program to retrofit two diesel vehicles. He said CMAQ was a federally funded program for surface transportation improvements intended to improve air quality and mitigate congestion and funds were apportioned annually to each state based on air quality issues. The program had two categories: MPOs and rural communities. He listed the current recipients and described the process for submitting funding applications in each category. He said all projects had to meet the following five criteria:

- must be a transportation project
- must generate a net emissions reduction
- must be located in or benefit a non-attainment or maintenance area
- must conform to the Clean Air Act
- must be consistent with long range transportation plans - State Transportation Improvement Program (STIP) and Metropolitan Transportation Improvement Program (MTIP)

Mr. Francis said grant funds could be used to address public transportation improvements, transportation option strategies, pedestrian and bicycle infrastructure, vehicle fuel efficiency, intelligent transportation systems, relieving or reducing congestion and improved air quality. He said Oakridge was an area that had not consistently met ambient air quality standards.

Ms. Derrickson said notice of the annual allocations of CMAQ funds was sent to MPOs. Rural entities were on a three-year rotation; Lakeview would receive a current allocation and Oakridge would receive an allocation next year. She notified a community when it received an allocation and typically, because the

allocations were small, communities chose to bank their allocations for several years in order to fund projects.

Mr. Francis said CMAQ funds were generally geared toward public entities, but the Department of Environmental Quality (DEQ) had a funding program for emissions mitigation, particularly with regard to diesel engines, and public, private and tribal entities were eligible to apply. A list of recipients of those funds was available on DEQ's website. Private entities were not eligible for ODOT's CMAQ program. The Oakridge construction company for which the MPC provided a letter of support was applying to the DEQ grant program.

Mr. Nordin asked if there were any programs addressing more climate friendly fuels. Mr. Francis said there were references in the project categories to compressed natural gas (CNG) and recycled natural gas (RNG) fueling stations and infrastructure.

Follow-up and Next Steps

- **ODOT Update**—Mr. Francis announced that a draft of the 2024-27 STIP would be available for review and public comment on January 12, 2023.
- **Transportation Improvement Program (TIP) Project Changes**—There were no questions.
- **Next Meeting/Agenda Build**—January 5 Virtual Meeting

Mr. Groves thanked departing committee members Joe Berney, Caitlin Vargas and Don Nordin for their service and commitment of time to transportation matters.

The meeting was adjourned at 1:15 p.m.

(Recorded by Lynn Taylor)



January 24, 2023

To: Metropolitan Policy Committee
From: Daniel Callister
Subject: MPC 7.a Project Proposals for MPO Redistribution Funding

Action Recommended: Conduct Public Hearing

Issue Statement

The Central Lane Metropolitan Planning Organization (MPO) has received \$2.4M of federal redistribution Surface Transportation Block Grant (STBG) funds and is reviewing proposals to utilize these funds. TPC is responsible for providing a funding recommendation to MPC (the MPO's policy committee).

Discussion

The MPO's discretionary federal funds for transportation projects are programmed roughly every three years through a formal project solicitation process. In October 2022, MPC approved \$22.8M of its anticipated annual funding allocations for projects as part of the development of the 2024-2027 Metropolitan Transportation Improvement Program (MTIP). The MPO occasionally receives unanticipated federal discretionary funding outside of the typical MTIP development process, usually in the form of redistribution funding following the end of a federal fiscal year where the State has succeeded in obligating all of its federal funding. These are referred to as "off-cycle" funds, and usually are of a much smaller amount than the MPO's annual allocation.

Central Lane MPO has received \$2.4M of redistribution funding to be programmed for projects. An additional \$889k of federal funding has been reserved by the MPO for contingencies but is technically available for projects as well, making a total of \$3,288,835 in available federal funds. The Technical Advisory Sub-Committee (TASC) has discussed how these funds might be best used to serve the goals and objectives of the Regional Transportation Plan.

Five funding proposals were submitted for consideration. A one-page summary of each of these is provided as an attachment and the full applications are available on thempo.org as part of the public review process for this solicitation. The proposals are:

- [Bike Share Operations and Expansion](#) (City of Eugene)
- [Clear Lake Rd: Lakeview Dr to Hwy 99 Pavement Preservation](#) (Lane County)
- [Coburg Rd and Game Farm Rd](#) (Lane County)
- [Hunsaker Lane: Daffodil Ct to Echo Lane](#) (City of Eugene)
- [Mill Street: Reconstruct South A St to Centennial Blvd](#) (City of Springfield)

The ultimate funding recommendation of the MPO's Transportation Planning Committee (TPC) will be based on how well each project supports the regional primary funding considerations (as approved by MPC on May 5, 2022), the federal performance targets, air quality conformity, environmental justice, Title VI, and other considerations.

TPC's recommendation will also consider whether it would be prudent to continue to retain a certain amount of unprogrammed funds for future contingencies. Typically, the MPO reserves 4% of its discretionary allocation for emergency off-cycle needs, to provide a funding buffer to protect against cancelation of projects in the event of an unexpectedly low federal limitation, to anticipate unforeseen costs on timely priority projects, and other reasons.

Public Involvement

MPO procedures require a public hearing for initial programming of MPO discretionary funding. TPC approved release of these proposals for public comment from January 19 to February 16, including the public hearing scheduled for this MPC meeting. TPC will have an opportunity to review any comments received before making a funding recommendation at their February 16 meeting. Materials were published January 19 on the MPO website and noticed on the MPO's social media. Final action is anticipated by MPC on March 2.

Action Recommended: Conduct Public Hearing

Attachments:

- 1 – Funding Application Summaries

Bike Share Operations & Expansion (Eugene)

Project Visual:



Project Description:

PeaceHealth Rides bike share system has operated as a transit service in Eugene since April 2018 and has provided over 45,000 trips, with the 300 bikes travelling over 500,000 miles, saving the systems 25,000 users over \$300,000 and preventing over 200 tons of CO2 from being released into the atmosphere. The City of Eugene has worked closely with partners at Lane Transit District and the University of Oregon to meet community goals on sustainability and transportation access as well as the title sponsors goals on health and safety.

The City of Eugene contracts with Cascadia Mobility, a non-profit organization, who works in collaboration with area partners to provide a system that connects people with goods, services, housing, jobs, and other transportation options.

This project will support basic bike share operations and also lay out a plan for expanding access to the bike share system by adding to the number of bikes in the network, expanding the network area, increasing access to low income community members, improving outreach and marketing, or a specific combination of these tools.

Project Quick Facts

Location	Eugene, Oregon		
Project Limits (to/from)	City of Eugene		
Length in feet	NA	Estimated Project Cost	
Functional Class	NA	Est. Total Project Cost	\$661,620
Completion/Purchase Year		Federal Funds Requested	\$600,000

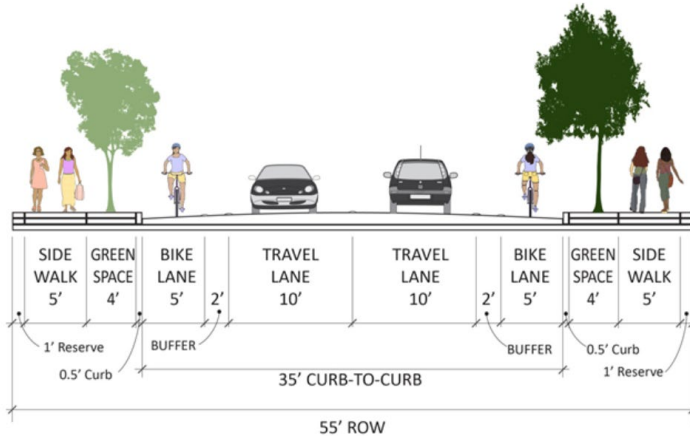
Contact Information

Sponsoring Agency	City of Eugene		
Contact Name & Title	Shane Rhodes, Transportation Options Program Manager		
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

Hunsaker Lane: Daffodil Ct. to Taito St. (Eugene)

Project Visual:



Project Description:

This project will reconstruct Hunsaker from approximately 500 feet east of River Road to Echo Lane. Improvements will include adding curb, gutter, and sidewalk to both the north and south sides of the roadway. The roadway will be 34 feet wide to accommodate two travel lanes (one in each direction) and buffered bike lanes. This project will also include storm sewer improvements to an existing drainage ditch between Summer Lane and Yvonne.

Project Quick Facts

Location	Hunsaker Lane		
Project Limits (to/from)	500' east of River Rd to Echo Lane		
Length in feet	2,220	Estimated Project Cost	
Functional Class	Major Collector	Est. Total Project Cost	\$3,283,872.50
Completion/Purchase Year	2025	Federal Funds Requested	\$500,000

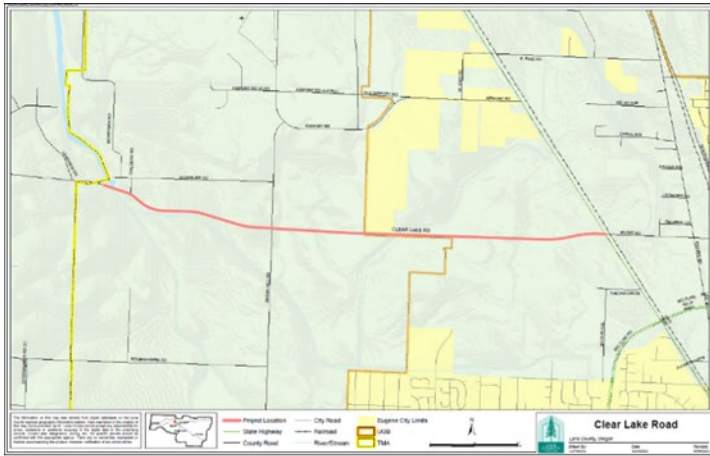
Contact Information

Sponsoring Agency	City of Eugene		
Contact Name & Title	Rob Inerfeld, Transportation Planning Manager		
Contact e-mail	RInerfeld@eugene-or.gov	Phone	541-556-6124

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

Clear Lake Rd: Lakeview Dr to Hwy 99 Pavement Preservation

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 Rd, Eugene		
Project Limits (to/from)	Lakeview Dr to Hwy 99 (Milepost 0 to 2.75)		
Length in feet	14,520	Estimated Project Cost	
Functional Class	Major Collector	Est. Total Project Cost	\$2,454,000
Completion/Purchase Year	2027	Federal Funds Requested	\$242,432.40

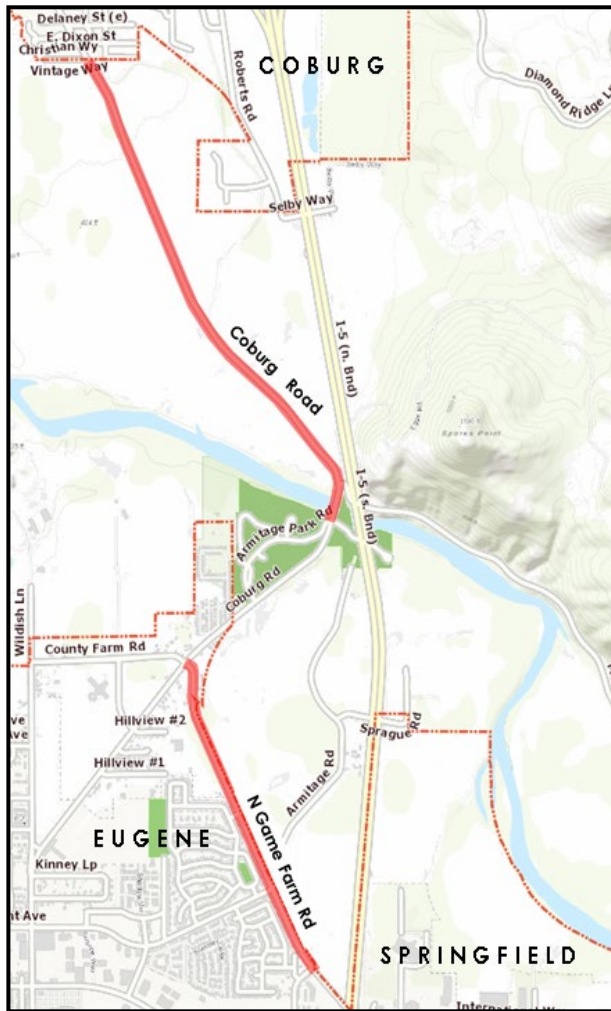
Contact Information

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

Coburg Rd and Game Farm Rd

Project Visual:



Project Description:

Traffic loads and environmental elements over time have contributed to the deterioration of sections of two important connector roads: Coburg Road and North Game Farm Road. These roads are important in linking the three communities of Eugene, Springfield and Coburg, and are part of LTD bus routes.

Pavement preservation treatment will be used to slow the structural decline. When the treatment is applied at the right time, pavement preservation is a cost-effective approach to extending the overall service life of pavements and achieving smoother, safer roads with fewer costly repairs. Pavement preservation will occur along Coburg Road between milepost 4.836 and 6.601, and along North Game Farm Road between milepost 0.590 and 1.690. Specific project elements include: adding mill and fill in the travel lanes and bike lanes; restriping road surface; and bringing all curb ramps along the road to ADA compliance.

The project will enhance safe transportation facilities and operations, and prevent more costly repairs in the future (e.g., reconstruction). This approach will maintain robust infrastructure - which is one of the Lane County Strategic Plan goals.

Project Quick Facts

Location	Coburg Rd and Game Farm Rd		
Project Limits (to/from)	Coburg Rd MP 4.836 – MP 6.601; N Game Farm Rd MP 0.590 – 1.690		
Length in feet	9,319 + 5,808 = 15,127	Estimated Project Cost	
Functional Class	CR=Minor Art. GFR=Maj. Collector	Est. Total Project Cost	\$2,182,000.45
Completion/Purchase Year	2024	Federal Funds Requested	\$198,304

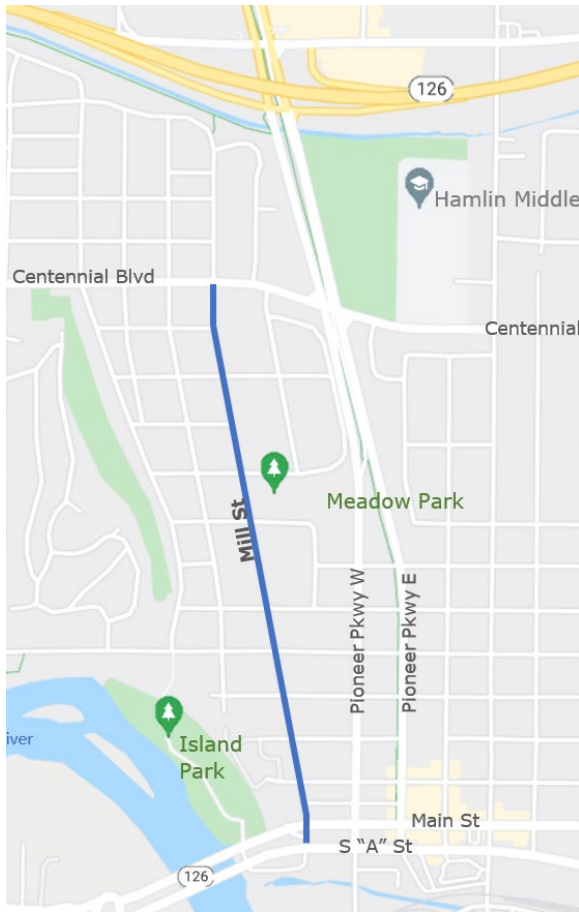
Contact Information

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

Mill Street Reconstruct South A St to Centennial Blvd

Project Visual:



Project Description:

Mill Street, a major collector, needs to be reconstructed from South A St to Centennial Blvd. The road has been overlaid many times, contributing to a large crown in the center of the road; the street foundation is failing, and additional overlays are not possible. Additionally, the pedestrian and bicycle facilities are substandard. Cyclists currently ride in the roadway and weave around cars parked on the street. Between 2008-2015, nine bicyclist-involved crashes were reported along the project length. All except for one were angle, sideswipe, or turning movements, which are the type of crashes that would be expected to occur without good visibility of people biking without infrastructure that encourages a more predictable riding behavior, such as a bike lane.

Reconstruction of the street will include pedestrian-bike project (PB-20) in the Springfield Transportation System Plan. It will include protected bicycle facilities from Main Street to 'E Street and on street bicycle facilities (striping) from 'E' Street to Centennial as well as signage. The project also includes new sidewalks, reconstruction of ramps to meet ADA requirements, and raised crosswalks to improve safety and accessibility for pedestrians. As such, this project will meet federal ADA requirements and state planning rules for bicycle facilities.

Many pedestrians walk along Mill Street to access the bus or EmX on Centennial Blvd or Pioneer Pkwy respectively. Enhanced pedestrian crossings, street lighting, and traffic calming treatments will support pedestrians crossing the street to get to the bus and various uses in the neighborhood.

Mill Street serves as a collector for residences and some commercial use, and provides access to Centennial Blvd and Main Street, two key arterial streets. Access along Mill Street serves an office park; low-, medium-, and high-density residential uses, a mixed-use commercial development, and Meadow Park.

Project Quick Facts

Location	Mill Street		
Project Limits (to/from)	South A St to Centennial Blvd		
Length in feet	4,250'	Estimated Project Cost	
Functional Class	Major Collector	Est. Total Project Cost	\$16,850,650
Completion/Purchase Year	2024	Federal Funds Requested	\$3,288,835

Contact Information

Sponsoring Agency	City of Springfield		
Contact Name & Title	Kristi Krueger, AIC City Engineer		
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



January 24, 2023

To: Metropolitan Policy Committee
From: Daniel Callister
Subject: MPC 7.b Annual Listing of Obligated Projects 2022

Action Recommended: Information only

Issue Statement

The Central Lane Metropolitan Planning Organization (MPO) has prepared a listing of projects for which federal funds were obligated in 2022.

Background

Federal law requires MPOs to publish an annual listing of projects for which federal funds have been obligated ([23 CFR 450.334](#)). CLMPO prepares this report following the end of each federal fiscal year (October 1 – September 30). The report was published December 27, 2022 on the MPO website to satisfy this requirement.

Discussion

Obligation data used to prepare the annual report are provided by Oregon Department of Transportation (ODOT) to the MPOs in Oregon from Federal Highway Administration (FHWA). Data relevant to executed federal grant agreements between Federal Transit Administration (FTA) and Lane Transit District (LTD) - considered to be federal obligations for the purposes of the annual report - are provided by LTD and included in the annual report. Local agencies are asked to review the report for accuracy and any corrections received have been incorporated.

A total of **\$64,551,487** of federal funds obligated in FFY 2022 on 42 projects or programs within the MPO. This includes **\$17,158,833** of the MPO's discretionary funds.

Action Recommended: Information only

Attachments:

1 – CLMPO Annual Listing of Obligated Projects 2022



***Central Lane MPO
Annual Listing of Obligated Projects
Federal Fiscal Year 2022***

December 2022

Introduction

The projects and programs contained in the Central Lane Metropolitan Planning Organization (CLMPO) Transportation Improvement Program (TIP) and for which federal funds were obligated during Federal Fiscal Year 2022 (FFY 2022), which began October 1, 2021 and completed September 30, 2022, are documented in this Listing of Obligated Projects.

Obligation is defined as the federal government’s commitment to pay the federal share of a project’s cost. Federal funds programmed in the TIP are obligated by either the Federal Highway Administration (FHWA) or the Federal Transit Administration (FTA). For FTA projects, obligation occurs when an FTA grant is awarded and available for execution following Department of Labor review. For FHWA projects, obligation occurs when a project agreement is executed, and Oregon Department of Transportation (ODOT) requests that federal funds be obligated (made available) for reimbursing project costs.

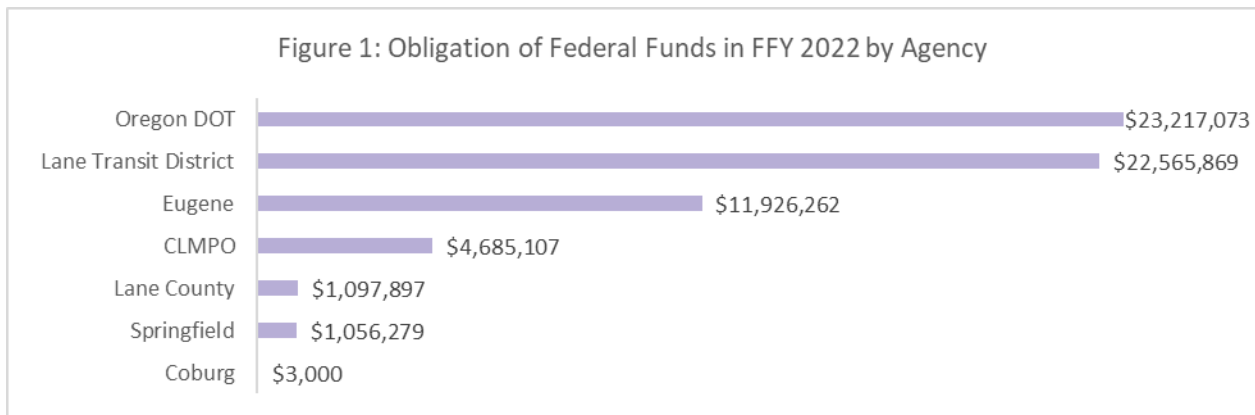
All projects, project phases, and programs that use federal funds within CLMPO’s boundaries are required to be listed in both the approved TIP and the State Transportation Improvement Program (STIP). [23 CFR 450.334](#) requires MPOs to publish an annual listing of projects for which federal funds (under 23 U.S.C or 49 U.S.C. Chapter 53) were obligated in the preceding federal fiscal year. Information contained in this report was obtained from FHWA’s FMIS (Fiscal Management Information System), the state financial plan, and from Lane Transit District (LTD) staff regarding FTA grants.

Central Lane MPO

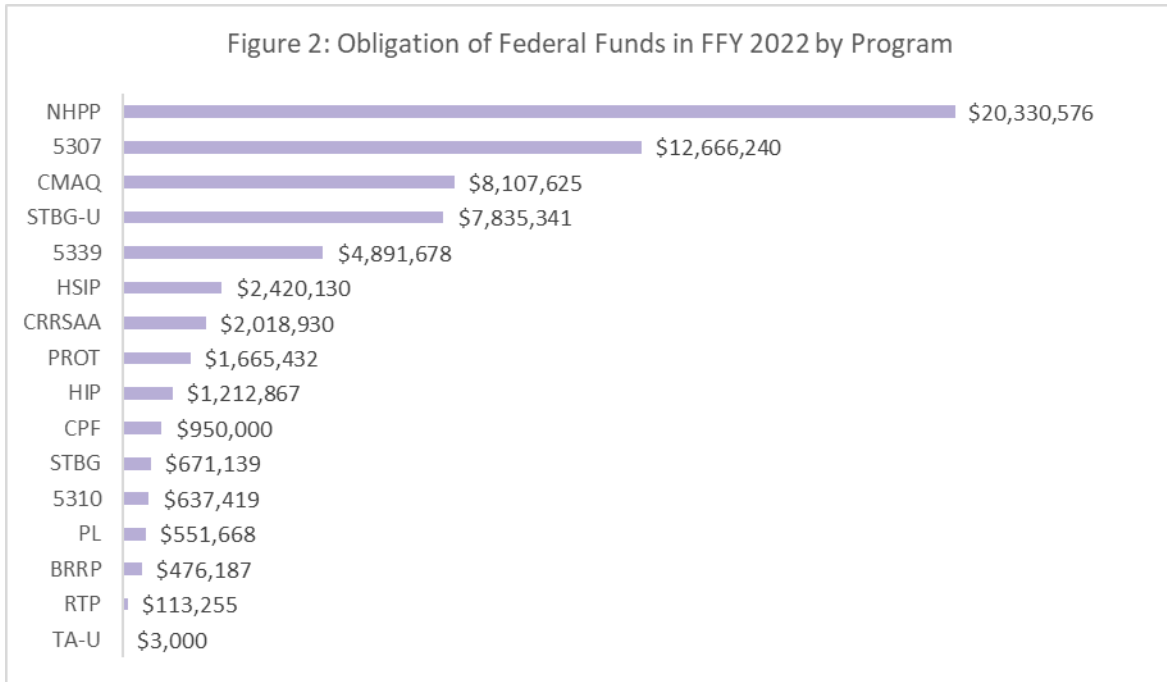
CLMPO is the designated Metropolitan Planning Organization (MPO) for the Eugene-Springfield urbanized area located in central Lane County, Oregon. CLMPO is responsible for planning, programming, and coordinating federal transportation investments within the region and serves as a forum for cooperative regional transportation decision making. To achieve this objective of regional transportation planning, CLMPO has developed important partnerships with Federal agencies, the State of Oregon, City of Eugene, City of Springfield, City of Coburg, Lane County, Lane Transit District (LTD) advocacy groups, the public, and other partners.

Summary of Federal Obligations

A total of **\$64,551,486.97** of federal funds were obligated in FFY 2022 to 42 transportation improvement projects and programs within CLMPO. Figures 1 and 2 illustrate the obligation of these federal funds in FFY 2022 by agency and by federal funding program, respectively.



More federal funds were obligated for ODOT projects (36% of total obligations) in FFY 2022 than for any other agency within the MPO. LTD’s projects were responsible for 35% of the total federal obligations in FFY 2022.



More National Highway Performance Program (NHPP) funds were obligated (32% of total obligations) than from any other federal funding program in FFY 2022 within the MPO. FTA Section 5307 (20%) was the second most obligated funding program. For more information about each of these funding programs see the [Funding Programs](#) section later in this report.

CLMPO is annually allocated federal funds through the following programs: Surface Transportation Block Grant (STBG-U) program for urban areas of a population greater than 200,000; Transportation Alternatives set-aside (TA-U); Congestion Mitigation and Air Quality improvement program (CMAQ); Carbon Reduction Program (CRP); and occasionally Highway Infrastructure Program (HIP) funding. CLMPO has discretion in the programming of these federal funds through the development of the Transportation Improvement Program (TIP) and must obligate the funds within a specified amount of time. Of these MPO discretionary federal funds, **\$17,158,833** were obligated in FFY 2022. The obligated amounts are listed below by funding program:

CMAQ	\$8,107,625	HIP	\$1,212,867
STBG-U	\$7,835,341	TA-U	\$3,000

Negative Obligations

This report also includes negative obligations of federal funds. These amounts appear in the listing as negative dollar amounts. Negative obligations occur any time previously obligated federal funds are removed from a project or phase, and most commonly reflect a project closeout upon completion or a fund source change. In most cases negative obligations return to the budget’s bottom line to be utilized for other projects. Negative obligations in FFY 2022 totaled **\$1,722,879**.

Listing of Federal Obligations

The following section lists CLMPO’s FFY 2022 federal obligations. Obligations are listed by agency and by STIP key number. The list includes only projects for which federal funds were obligated or de-obligated in FFY 2022. All data reflect the status of each project as of December 2022. Below are descriptions for the terms in the column headings.

STIP Key: A project is identified by a unique “key number” which is assigned by ODOT when the project is entered into the State’s financial plan. Multiple project phases may exist within a single STIP Key. Although funding may be provided annually for some activities (such as Regional Transportation Options or Regional Transportation Planning), each separate funding increment of these recurring activities is considered a distinct “project” for the purposes of the financial plan and is given a unique key number.

Federal Proj. No.: Federal aid projects are assigned a Federal identification, required to be listed here.

Work Type: This field, as listed in the STIP, identifies the main purpose of the work being done. These include Bicycle/Pedestrian, Bridge, Air Quality, Culvert, Modernization (projects which add capacity), Operations, Planning, Pavement Preservation, Safety, Transit, Transit Capital, Transit Operations, Transportation Demand Management, Special Programs, Americans with Disabilities Act compliance. Some projects are identified in the STIP as having multiple work types. Having a single work type does not signify that a project does not include elements relating to other work type categories.

Phase: A transportation project generally has multiple stages of work (phases). The phases for which federal funds were obligated are listed and include Planning (PL), Preliminary Engineering/Design (PE), Right of Way Acquisition (RW), Utility Relocation (UR), Construction (CN), and Other (OT).

Funding Program: The source of the federal funds obligated (See *Funding Programs*)

Fund Code: Usually four-digit alpha-numeric code established by USDOT that identifies the authorization of the funding as well as the program and any sub-category within that program. These codes are required to be included in this listing.

FFY 22 Fed. Obligation: Federal funds obligated in FFY 2022. Negative amounts reflect de-obligations.

Total Fed. Programmed: Total federal funds programmed in the TIP for all phases of the project

Prior Fed. Obligation: Total federal funds obligated prior to FFY 2022 for any phase of the project

Fed. Obligation Remaining: Total federal funds remaining to be obligated for the project after FFY 2022

Total Project Cost: The total estimated cost of the completed project as listed in the TIP December 2022, including Federal, local, State, and any other funding programmed for this project.

(B/P): A federal requirement of this listing is the inclusion of federal obligations for projects that include investments in pedestrian walkways and bicycle transportation facilities. These projects are identified in the listing with an “x” under the “B/P” (Bicycle/Pedestrian) column.

Listing of Obligations (1 of 3)

FFY 2022 Listing of Federally Obligated Projects	STIP Key	Federal Proj. No.	Work Type	Phase	Fund Code	Funding Program	FFY 22 Fed. Obligation	Total Fed. Programmed	Prior Fed. Obligation	Fed. Obligation Remaining	Total Project Cost	B/P
Coburg												
Coburg Loop- N. Coburg Industrial Way	21327	1440004	Bike/Ped	RW	Y301	TA-U	\$3,000.00	\$270,798.00	\$267,798.00	\$0.00	\$303,792.04	x
							Obligations:	\$3,000.00				
							Closeout/Savings:	\$0.00				
Eugene												
Franklin Blvd Facility Plan & NEPA Documentation (Eugene)	19746	2385097	Air Quality	PL	L23E	STBG-U	-\$21,130.52	\$801,985.34	\$801,985.34	\$0.00	\$893,776.15	x
River Rd at Irving Rd (city of Eugene)	20206	2385104	Safety	CN	YS32	HSIP	\$1,442,639.38	\$1,912,366.14	\$380,385.37	\$0.00	\$3,038,344.35	x
				CN	MSE2	HSIP	\$33,808.56					
				CN	ZSE2	HSIP	\$32,483.31					
				CN	MS32	HSIP	\$23,049.52					
Coburg Rd: Ferry St RR bridge to Willamette R bridge(Eugene)	20294	2385109	Bridge	CN	Z230	STBG-U	\$3,333,445.76	\$4,552,786.73	\$1,219,340.97	\$0.00	\$5,073,873.55	
				PE	Z230	STBG-U	\$164,352.93					
				PE	Z233	STBG-U	-\$27,464.54					
				PE	M2E3	STBG-U	-\$49,547.64					
				PE	M233	STBG-U	-\$87,340.75					
Seismic Bridges (Eugene)	20914	2385106	Bridge	PE	L23R	STBG-U	-\$2,570.13	\$761,510.05	\$764,080.18	\$0.00	\$848,668.28	
Eugene enhanced walking network	21159	2385107	Air Quality	CN	Z40E	CMAQ	\$902,660.32	\$1,105,214.61	\$226,000.00	\$0.00	\$1,245,011.38	x
				CN	Z400	CMAQ	\$1,252.70					
				CN	M003	CMAQ	\$86.97					
				CN	M400	CMAQ	\$0.01					
High St Protected Bikeway (Eugene)	21164	2385103	Air Quality	CN	Y400	CMAQ	\$1,310,058.00	\$1,506,566.70	\$196,508.70	\$0.00	\$1,812,867.39	x
8th Avenue streetscape and bikeway	21378	2385108	Air Quality	CN	Y003	CMAQ	\$1,853,638.00	\$2,859,000.00	\$405,000.00	\$0.00	\$6,493,891.53	x
			Modern.	CN	Z230	STBG-U	\$519,249.35					
				CN	Z905	HIP	\$57,412.00					
				CN	L23E	STBG-U	\$21,130.52					
				CN	L23R	STBG-U	\$2,570.13					
Hunsaker Lane complete streets improvements	21449	2385119	Bike/Ped	PE	Z905	HIP	\$931,130.00	\$1,431,129.79	\$0.00	\$499,999.79	\$1,594,929.00	x
South Bank shared use path	21515	2385111	AQ, Bike/Ped	CN	Y003	CMAQ	\$647,574.00	\$1,000,000.00	\$352,426.00	\$0.00	\$1,538,603.16	x
City of Eugene Signal Improvements (2024)	21573	2385120	Safety	PE	YS32	HSIP	\$238,757.58	\$1,022,074.26	\$0.00	\$783,316.68	\$1,108,300.00	
Division Ave intersection efficiencies (Eugene)	22343	2385122	Safety	PL	Z230	STBG-U	\$273,676.00	\$362,860.01	\$0.00	\$89,184.01	\$404,390.96	x
Oakway Rd Protected Bike Lanes (Eugene)	22345	2385121	Air Quality	PL	Y003	CMAQ	\$17,946.00	\$270,613.00	\$0.00	\$252,667.00	\$301,585.87	x
Amazon Creek Bridge at Bailey Hill Rd (Eugene)	22405	2385118	Bridge	PE	Z23E	STBG-U	\$119,340.90	\$598,499.10	\$0.00	\$479,158.20	\$667,000.00	
							Obligations:	\$11,926,261.94				
							Closeout/Savings:	-\$188,053.58				

Listing of Obligations (2 of 3)

FFY 2022 Listing of Federally Obligated Projects	STIP Key	Federal Proj. No.	Work Type	Phase	Fund Code	Funding Program	FFY 22 Fed. Obligation	Total Fed. Programmed	Prior Fed. Obligation	Fed. Obligation Remaining	Total Project Cost	B/P
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Central Lane Metropolitan Planning Organization

Central Lane MPO SFY21	20605	PR21201	Planning	PL	Z450	PL	-\$0.23	\$1,479,457.93	\$2,895,935.09	\$0.00	\$1,648,788.52	
				PL	Z230	STBG-U	-\$1,416,476.93					
LCOG Transportation Options FFY22 - FFY24	21322	SA00429	TDM	OT	Z240	STBG	\$402,483.83	\$608,471.92	\$205,988.10	\$0.00	\$664,185.80	
Central Lane MPO Planning SFY23	21843	PR23201	Planning	PL	Y230	STBG	\$1,341,881.93	\$2,062,205.09	\$0.00	\$0.00	\$2,298,233.69	
				PL	Z45E	PL	\$551,668.00					
				PL	Y240	STBG	\$168,655.16					
Electronic Transportation Improvement Program Service FY22	22674	SA00536	Planning	PL	Z23E	STBG-U	\$201,488.01	\$201,488.01	\$0.00	\$0.00	\$224,549.21	
HIP-CRRSAA – LCOG Transp Mgmt Area Rev. Loss COVID-19	NA	CVID004	N/A	OT	Z973	CRRSAA	\$2,018,930.00	\$2,018,930.00	\$0.00	\$0.00	\$2,018,930.00	

Obligations: \$4,685,106.93
 Closeout/Savings: -\$1,416,477.16

Lane County

Howard Elementary & Colin Kelly MS traffic congestion mitig	21168	C039083	Safety	CN	Y003	CMAQ	\$538,684.18	\$722,740.48	\$184,056.30	\$0.00	\$1,208,842.77	x
Laura St upgrade (Springfield)	22348	C039095	Preserv.	PE	Z905	HIP	\$224,325.00	\$4,403,050.00	\$0.00	\$3,957,092.00	\$4,906,998.77	x
				PE	Z23E	STBG-U	\$221,633.00					
East trail 3 phase 2	22550	RT21020	Spec. Progs.	OT	Y940	RTP	\$113,255.15	\$113,255.15	\$0.00	\$0.00	\$178,848.87	x

Obligations: \$1,097,897.33
 Closeout/Savings: \$0.00

Oregon Department of Transportation

OR569: SCS Canal & Union Pacific Railroad bridge	18576	S069020	Bridge	CN	Z913	BRRP	\$476,186.83	\$1,767,367.75	\$1,291,180.92	\$0.00	\$1,970,947.97	
OR99: Eugene - Junction City safety barrier	20244	S091095	Safety	CN	ZS30	HSIP	-\$92,462.72	\$1,184,167.79	\$1,184,167.79	\$0.00	\$1,184,167.79	
I-5: Culverts between Woodburn and Goshen	21192	S001518	Culvert	CN	Y800	PROT	\$1,185,431.96	\$1,500,389.15	\$0.00	\$0.00	\$1,875,486.44	
				CN								
				CN								
				PE	Y800	PROT	\$480,000.00					
OR569: Green Hill Rd. - Coburg Rd. (Eugene)	21261	S069022	Preserv. Bridge, ADA	CN	Y001	NHPP	\$19,851,385.52	\$19,651,350.47	\$878,089.26	\$5,383.80	\$21,946,715.03	
				CN	Z37H	STBG	\$100,000.00					
				CN	M0E1	NHPP	\$24,837.28					
				CN	Z0E1	NHPP	\$9,747.68					
				CN	Z001	NHPP	\$4,660.35					
				OT	Z0E1	NHPP	-\$25,885.54					
				PE	M0E1	NHPP	\$225,793.47					
				PE	Z0E1	NHPP	\$171,785.00					
				PE	Z001	NHPP	\$42,366.82					
I-105: Willamette R - Pacific Hwy	21538	S227020	Pres., Bridge	PE	Z23E	STBG-U	\$450,627.68	\$10,348,492.20	\$641,390.10	\$9,256,474.42	\$11,221,527.00	
City of Springfield signal enhancements (state highways)	21778	SA00381	Safety, B/P	PE	YS32	HSIP	\$194,250.00	\$1,608,777.51	\$212,805.00	\$1,220,972.51	\$1,794,138.00	x

Obligations: \$23,217,072.59
 Closeout/Savings: -\$118,348.26

Listing of Obligations (3 of 3)

FFY 2022 Listing of Federally Obligated Projects	STIP Key	Federal Proj. No.	Work Type	Phase	Fund Code	Funding Program	FFY 22 Fed. Obligation	Total Fed. Programmed	Prior Fed. Obligation	Fed. Obligation Remaining	Total Project Cost	B/P
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Lane Transit District

Energy storage system replacement 2019 (LTD)	20938	OR-2022-043-00	Transit Cap.	OT	5307	FTA 5307	\$120,000.00	\$120,000.00	\$0.00	\$0.00	\$150,000.00	
Energy storage system replacement 2020 (LTD)	20939	OR-2022-043-00	Transit Cap.	OT	5307	FTA 5307	\$160,000.00	\$160,000.00	\$0.00	\$0.00	\$200,000.00	
Energy storage system replacement 2021 (LTD)	20941	OR-2022-043-00	Transit Cap.	OT	5307	FTA 5307	\$240,000.00	\$240,000.00	\$0.00	\$0.00	\$300,000.00	
Security surveillance upgrades - LTD	22259	OR-2022-050-00	Transit	CN	5307	FTA 5307	\$1,676,000.00	\$2,000,000.00	\$0.00	\$0.00	\$2,500,000.00	
				PE	5307	FTA 5307	\$324,000.00					
Preventive maintenance 2022 (LTD)	22260	OR-2021-016-01	Transit Cap.	OT	5307	FTA 5307	\$4,200,000.00	\$4,200,000.00	\$0.00	\$0.00	\$5,250,000.00	
LTD associated capital maintenance (2021)	22263	OR-2022-043-00	Transit Cap.	OT	5307	FTA 5307	\$702,240.00	\$702,240.00	\$0.00	\$0.00	\$877,800.00	
Energy storage system replacement 2022 (LTD)	22268	OR-2022-043-00	Transit Cap.	OT	5307	FTA 5307	\$944,000.00	\$1,958,796.00	\$0.00	\$1,014,796.00	\$2,448,495.00	
Information technology systems upgrade - LTD	22271	OR-2022-042-00	Transit Cap.	OT	5307	FTA 5307	\$2,500,000.00	\$2,500,000.00	\$0.00	\$0.00	\$3,125,000.00	
LTD 5310 Formula Funds (FY21-24)	22273	OR-2022-022-00	Transit	OT	5310	FTA 5310	\$544,938.00	\$1,849,488.00	\$0.00	\$1,212,069.00	\$2,152,505.00	
		OR-2022-026-00		OT	ARPA	FTA 5310	\$46,241.00					
		OR-2022-032-00		OT	CRRSAA	FTA 5310	\$46,240.00					
LTD frequent transit network (2022)	22349	1738-2020-5	Transit	CN	Z230	STBG-U	\$750,000.00	\$750,000.00	\$0.00	\$0.00	\$835,840.86	x
Electric Bus Fleet Procurement - LTD	22353	OR-2022-030-00	Transit	OT	Z400	CMAQ	\$2,670,532.00	\$2,670,532.00	\$0.00	\$0.00	\$2,976,186.34	
LTD bus wash replacement 5307 (Springfield)	22566	OR-2022-049-00	Transit	CN	5307	FTA 5307	\$420,000.00	\$600,000.00	\$0.00	\$0.00	\$750,000.00	
				OT	5307	FTA 5307	\$60,000.00					
				PE	5307	FTA 5307	\$120,000.00					
LTD financial management system upgrade (2022)	22567	OR-2022-047-00	Transit	OT	5307	FTA 5307	\$1,200,000.00	\$1,200,000.00	\$0.00	\$0.00	\$1,500,000.00	
LTD Zero Emission Bus Replacement 5339b (2023)	22648	OR-2022-057-00	Transit	OT	BBFO	FTA 5339b	\$4,891,678.00	\$5,841,678.00	\$0.00	\$0.00	\$7,302,098.00	
		OR-2022-051-00		OT	CDS0	CPF	\$950,000.00					

Obligations: \$22,565,869.00
 Closeout/Savings: \$0.00

Springfield

OR126B: S 20th Street - 75th Street (Springfield)	20144	S015038	Safety	PE	YS32	HSIP	\$168,276.00	\$2,094,100.00	\$250,000.00	\$1,675,824.00	\$2,094,100.00	
OR126B @ 54th St. (Springfield)	20209	S015037	Safety	PE	YS32	HSIP	\$222,000.00	\$2,004,559.68	\$269,650.00	\$1,448,044.43	\$2,140,400.00	
					ZS30	HSIP	\$7,715.25					
				RW	ZS30	HSIP	\$57,150.00					
S 28th Street Dust Mitigation (Springfield)	21174	C039085	Air Quality	RW	Y003	CMAQ	\$165,192.93	\$1,215,192.93	\$170,000.00	\$880,000.00	\$1,808,256.36	
OR225: OR126 - end of City juris. (Springfield)	22406	C039096	Planning	PE	Z23E	STBG-U	\$435,945.00	\$435,945.00	\$0.00	\$0.00	\$800,000.00	

Obligations: \$1,056,279.18
 Closeout/Savings: \$0.00

Project Descriptions

The following pages provide project descriptions as included in the TIP for each of the projects for which federal funds were obligated in FFY 2022 within CLMPO, listed alphabetically by agency.

Central Lane Metropolitan Planning Organization

Central Lane MPO planning SFY21 Central Lane MPO planning funds for Federal fiscal year 2020. Projects will be selected in the future through the MPO process.

Central Lane MPO planning SFY23 Planning funds for projects identified in state fiscal year 2022 of the Unified Planning Work Program (UPWP). The UPWP is a guide for transportation planning activities to be conducted over the course of each state fiscal year (July 1 to June 30).

Electronic Transportation Improvement Program Service FY22 Funding to pay for electronic Transportation Improvement Program (eTIP) platform service including system implementation. The eTIP service will reduce errors and provide a useful online resource to the public for information regarding federally funded transportation projects in the Portland, Salem, and Eugene metropolitan areas.

HIP-CRRSAA – LCOG Transp Mgmt Area Rev. Loss COVID-19 Highway Infrastructure Programs - Coronavirus Response and Relief Supplemental Appropriation Act, 2021 (HIP-CRRSAA). HIP-CRRSAA Special Authority provides for Federal participation in coverage for other revenue losses. The LCOG TMA is seeking reimbursement for the revenue loss incurred due to COVID-19.

LCOG Transportation Options FFY22 – FFY24 Lane Council of Governments (LCOG) funding to promote and encourage the use of alternative transportation options during federal fiscal years 2022, 2023 and 2024.

City of Coburg

Coburg Loop- N. Coburg Industrial Way Engineering for preservation of roadway surface to extend the useful life of the facility from 750ft north of Pearl St to Trail's End Park with new striping for bicycle lanes. Includes shared-use path along west side of N Coburg Industrial Way from Sarah Lane Connector to Wetland Park to promote the use of alternative forms of transportation.

City of Eugene

8th Avenue Streetscape and Bikeway Reconstruct roadway, move curbs, widen sidewalks, install protected bike lanes relocate street tree zone, convert 8th Ave to two-way street

Amazon Creek Bridge at Bailey Hill Rd (Eugene) Strengthening of bridge #40039 on Bailey Hill Rd over Amazon Creek to help prevent damage from an earthquake.

City of Eugene Signal Improvements (2024) Upgrade traffic signals at intersections to improve traffic flow and vehicle safety.

Coburg Rd: Ferry St RR bridge to Willamette R bridge (Eugene) Bridge #06648: Cleaning, preparation and spot paint; concrete overlay and other repairs per inspection report. Bridge #40056: Deck sealing, crack repairs to girder top/deck interface, epoxy injection cracks, repair

spalling. Perform seismic analysis and preliminary design for seismic strengthening on bridges #06648, 40056 and 07214A.

Division Ave Intersection Efficiencies (Eugene) Planning and design for future 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.

Eugene Enhanced Walking Network Enhanced pedestrian crossings and sidewalk infill at various locations.

Franklin Blvd facility plan & NEPA documentation (Eugene) Prepare design concepts and NEPA documentation westbound from I-5 to Alder Street.

High Street Protected Bikeway (Eugene) 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.

Hunsaker Lane Complete Streets Improvements 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.

Oakway Rd Protected Bike Lanes (Eugene) Design for a future construction project to make bicycle and pedestrian improvements to better connect the shared-use path on Coburg to the protected bike lanes on Oakway.

River Rd at Irving Rd (city of Eugene) Upgrade signal hardware. Add left turn lanes on Irving Road approaches. Install urban green bike lanes on River Road at the intersection.

Seismic Bridges (Eugene) Engineering for seismic strengthening of Eugene bridges on major and minor arterials.

South Bank shared use path Repair and realign South Bank Path; rebuild 3,000 lineal feet of path; replace asphalt pavement with 12ft wide concrete; lighting and trail amenities.\

Lane County

East Trail 3 Phase 2 Re-route approximately 0.6 miles, improve 0.2 miles, and decommission 0.65 miles of pedestrian / equestrian multi-use trail while providing fire access and restoring habitat on all project trail corridors. **applicant is Friends of Buford Park & Mt. Pisgah*

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

Laura St Upgrade (Springfield) Upgrade Laura Street (MP 0.14 to MP 0.39) to urban standards to create a road that provides safe facilities for all users, avoid further costly pavement treatments,

and facilitate the transfer of facility from Lane County to city of Springfield. Upgrade includes sidewalks, curbs, storm water treatment and bike lanes.

Lane Transit District

Electric Bus Fleet Procurement – LTD Purchase of all-electric buses and associated infrastructure to replace older, aging vehicles in fleet.

Energy Storage System Replacement 2019 (LTD) Replace energy storage systems on hybrid buses

Energy Storage System Replacement 2020 (LTD) Replace energy storage systems on hybrid buses

Energy Storage System Replacement 2021 (LTD) Replace energy storage systems on hybrid buses

Energy Storage System Replacement 2022 (LTD) Replace energy storage systems on hybrid buses

Information Technology Systems Upgrade – LTD Replacement of LTD's administrative information technology systems

LTD 5310 Formula Funds (FY21-24) General formula funds to be used for projects at LTD's discretion. This program supports transportation services planned, designed, and carried out to meet the special transportation needs of seniors and individuals with disabilities

LTD Associated Capital Maintenance (2021) Replacement of major bus components using 5307 funds

LTD Bus Wash Replacement 5307 (Springfield) Replace existing bus wash equipment at Lane Transit District's Glenwood facility (3500 E 17th Ave. Springfield) with new system to improve efficiency, reduce water usage and provide employees with a reliable system. Funded using FTA Section 5307 funds.

LTD Financial Management System Upgrade (2022) Upgrade Lane Transit District's financial management system with new comprehensive financial management system to improve fiscal efficiency and staff productivity, as well as internal accountability. Funded using FTA section 5307 funds.

LTD Frequent Transit Network (2022) Various safety and amenity improvements to the frequent transit network including shelter or station improvements, transit signal priority, wayfinding signage, bicycle lockers, ADA improvements, enhanced lighting, and other improvements that will facilitate connections, improve safety, or allow for strategic investment.

LTD Zero Emission Bus Replacement 5339b (2023) Replace diesel buses that have met their useful life with zero-emission buses to improve safety and reliability of transit service.

Preventive Maintenance 2022 (LTD) Funding used for preventative maintenance projects to extend useful life of current facilities. Using 5307 funds

Security Surveillance Upgrades – LTD Upgrade security surveillance at Lane Transit District (LTD) facilities.

Oregon Department of Transportation

City of Springfield signal enhancements (state highways) Make signal enhancements on various signals on state highways and add illumination at the intersection of OR126 and 52nd Street for increased safety.

I-105: Willamette R – Pacific Hwy. Pavement resurfacing to repair rutting and wear and restore smoothness.

I-5: Culverts between Woodburn and Goshen Rehabilitate small culverts along using trenchless technologies along the I-5 corridor between MP 187 and 267 **this project is only partially within CLMPO boundaries*

OR569: Green Hill Rd. - Coburg Rd. (Eugene) Paving, median barrier, ADA upgrades, rail and deck strengthening at Prairie Rd bridge structure, bus pullout at Green Hill Rd. Install cameras and traffic sensors at various locations in Eugene to increase efficiency, safety and reduce maintenance costs.

OR569: SCS Canal & Union Pacific Railroad Bridge Rail; seismic reinforcement; deck overlay; joints; concrete repair; spot paint; BR #09460

OR99: Eugene – Junction City safety barrier Install median safety barrier with intermittent breaks for access between Milliron and Airport Roads. **this project is only partially within CLMPO boundaries*

City of Springfield

OR126B @ 54th St. (Springfield) Add intersection improvements, including hazmat, survey work, and scoping a pipe to enhance safety.

OR126B: S 20th Street – 75th Street (Springfield) Design for a future construction project to provide safety solutions identified by the Springfield Main Street Safety Planning Phase.

OR225: OR126 – end of City Juris. (Springfield) Develop a design concept and complete NEPA analysis for the McVay Highway (OR225) corridor from Franklin Blvd (OR126) to the southern end of city jurisdiction (approx 0.9mi), to provide certainty to development along corridor and support the City's transportation safety priorities

S 28th Street Dust Mitigation (Springfield) Repave the road to create a smoother driving surface and extend its useful life.

Funding Programs

Projects in the Central Lane MPO utilize a wide variety of federal funding programs to implement the objectives of the Regional Transportation Plan. This section lists and describes those funding programs and includes the total amount (if any) of obligations from that program in FFY 2022.

Bridge Replacement and Rehabilitation Program (BRRP) funds available to States for which at least 5 percent of total deck area of bridges is classified as “poor”. Funds to be used to replace or rehabilitate highway bridges on public roads.

FFY 2022 obligations: \$476,187

Community Project Funding (CPF) A source of competitive grants for public transportation projects whose recipients and purposes are specifically identified by Congress in the FY 2022 Consolidated Appropriations Act. Funds may be used for any purpose under Chapter 53 of Title 49 U.S. Code.

FFY 2022 obligations: \$950,000

Congestion Mitigation and Air Quality improvement program (CMAQ) provides annual funding to states and local jurisdictions to meet the requirements of the Clean Air Act. Funding is available for transportation projects and programs that reduce congestion and improve air quality. For projects in CLMPO to be eligible they must demonstrate a reduction of coarse particulate (PM10) emissions.

FFY 2022 obligations: \$8,107,625

Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) Special one-time allocation of federal funding to offset revenue losses incurred due to COVID-19.

FFY 2022 obligations: \$2,018,930

FTA Section 5303 Formula funding provided by Federal Transit Administration for MPO planning.

FFY 2022 obligations: \$0

FTA Section 5307 funds are distributed on a statutory formula basis to support capital, certain operating, and planning expenditures for publicly owned transit systems. When used for capital or planning projects, Section 5307 funds have a funding ratio of 80 percent federal and 20 percent local; when used for operations, the maximum federal percentage is 50 percent. The MPO policy board approved LTD as a direct recipient of these funds. LTD thus decides on which projects to spend these funds.

FFY 2022 obligations: \$12,666,240

FTA Section 5309 The discretionary Capital Investment Grant (CIG) program provides funding for fixed guideway investments including bus rapid transit (BRT) as well as corridor-based BRT investments that emulate the features of rail. LTD is the recipient of these funds in the MPO.

FFY 2022 obligations: \$0

FTA Section 5310 funds are federal funds for capital and operating expenses that support transportation to meet the special needs of the elderly and persons with disabilities. LTD manages these funds.

FFY 2022 obligations: \$637,419

FTA Section 5337 The State of Good Repair grants program, these funds are for projects that maintain, rehabilitate, and replace capital assets, as well as projects that implement transit asset management plans. LTD is the recipient of these funds in the MPO.

FFY 2022 obligations: \$0

FTA Section 5339 funds are formula funds from the Federal Transportation Bill that fund the purchase, rehabilitation, and repair of buses and bus facilities. LTD is the recipient of these funds in the MPO.

FFY 2022 obligations: \$4,891,678

Highway Infrastructure Program (HIP) for construction of federal-aid system roads, bridges and tunnels.

FFY 2022 obligations: \$1,212,867

Highway Safety Improvement Program (HSIP) projects consistent with the state strategic highway safety plan, including improvements to intersections, signage, grade separations, pavement, and safe streets projects.

FFY 2022 obligations: \$2,420,130

Metropolitan Planning (PL) program establishes a cooperative, continuous, and comprehensive framework for making transportation investment decisions in metropolitan areas. Distribution of the funds is done by formula, developed by ODOT in consultation with the MPOs and approved by the OTC.

FFY 2022 obligations: \$551,668

National Highway Performance Program (NHPP) projects must be on an eligible facility and support progress toward achievement of national performance goals for improving infrastructure condition, safety, mobility, or freight movement on the NHS, and be consistent with metropolitan and statewide planning requirements.

FFY 2022 obligations: \$20,330,576

Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Formula Program Established to help make surface transportation more resilient to natural hazards, including climate change, sea level rise, flooding, extreme weather events, and other natural disasters through support of planning activities, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure.

FFY 2022 obligations: \$1,665,432

Recreational Trails Program (RTP) A grant program administered by the Oregon Parks and Recreation Department to develop, improve, or expand motorized and non-motorized trails and their facilities.

FFY 2022 obligations: \$113,255

Surface Transportation Block Grant (STBG) Program has the most flexible eligibilities among all Federal-aid highway programs. Funds are available for all roads not functionally classified as local or rural minor collector. Planning, capital, and bicycle-pedestrian projects are also eligible under this program. This funding is split into different programs; those referenced in this report are:

Surface Transportation Block Grant – Urban (STBG-U) funds provided to the MPO based on a formula set by the Federal Government in the Transportation Bill. The MPO receives approximately \$5M per year, subject to Congressional budgeting and has established a process by which these funds are programmed for eligible projects within the MPO's region. Eligible recipients include the MPO, Eugene, Springfield, Coburg, Lane County, LTD, ODOT, and other agencies. The awarding of these funds and the process used are approved by the MPO policy board.

FFY 2022 obligations: \$7,835,341

Surface Transportation Block Grant (STBG) funds provided to ODOT based on a formula set by the Federal Government in the Transportation Bill. Projects are selected at ODOT's discretion.

FFY 2022 obligations: \$671,139

Transportation Alternatives - Urban (TA-U) a set-aside of the STBG program for on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility among other activities. Funds provided to the MPO based on a formula set by the Federal Government in the Transportation Bill.

FFY 2022 obligations: \$3,000

Transportation Alternatives (TA) a set-aside of the STBG program for on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility among other activities. Funds provided to ODOT based on a formula set by the Federal Government in the Transportation Bill.

FFY 2022 obligations: \$0

Transportation Improvement Program (TIP) Project Changes
Transportation Planning Committee (TPC) – Central Lane MPO
January 19, 2023

It is proposed that TPC recommend the following changes to the Metropolitan Policy Committee (MPC).

[none]

TPC is authorized to formally approve the following proposed changes. Approval is contingent upon completion of the public review period as specified in the individual descriptions. Changes approved by TPC will be forwarded to MPC for their information only.

Project Name: OR126B: S 20th Street - 75th Street (Springfield)

Applicant: City of Springfield

STIP Key Number: 20144

Description: Design for a future construction project to provide safety solutions identified by the Springfield Main Street Safety Planning Phase.

Funding: \$2,094,100 (Highway Safety Improvement Program)

Proposed Changes: Cancel project

Notes on Changes: This is ODOT All Roads Transportation Safety (ARTS) funding that needs to be expended before October 2024. It has taken longer to complete the Main Street Facility Plan than anticipated. City Council has not yet adopted the plan. It is no longer feasible to expend the design funds by 2024.

Action: These changes are requested by Oregon DOT. CLMPO approved the original project scope for inclusion in the TIP. Any changes must be approved by the MPO upon consideration of the federal requirements of [Title 23 U.S.C. 450.326](#). 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.

Public review period: December 28, 2022 – January 11, 2023

Supplemental explanation

The following additional explanation was provided by ODOT (Bill Johnston) and Springfield (Sandy Belson) at the January 19 TPC meeting.

These are ODOT All Roads Transportation Safety (ARTS) funds that were originally allocated for a median project in the 2018-21 STIP. ODOT subsequently moved the funds to the 2021-24 STIP. The funds cannot be moved again. The design phase of the project needs to be completed before October 2024. This is not feasible because the Springfield City council has not yet adopted the facility plan, and may not adopt it all. Consequently, the funds need to be reallocated to other ARTS projects.

Some of the safety concerns identified along Main Street at the time the ARTS funds were allocated have been addressed or will be addressed in the near future, either by ODOT or Springfield. This includes the installation of several pedestrian crossings, improved lighting and pedestrian barriers near Bob Straub Parkway, improvements at the 54th St intersection, and the Virginia-Daisy bike path that will help direct bicycles off Main Street.

MPC has authorized MPO staff to approve certain types of project changes. The following proposals were approved by MPO staff, or will be approved upon completion of the public review period (as necessary):

[none]

Comments received:

[none]