



MEETING NOTICE

MEETING: METROPOLITAN POLICY COMMITTEE
DATE: Thursday, March 2, 2023
TIME: 11:30 AM - 1:30 PM
LOCATION: VIRTUAL: <https://us06web.zoom.us/j/88437958247?pwd=MXhCNDBoRnBoUVVLQWlva3V2TnRhZz09>
Passcode: 663728
Or one tap mobile: +12532158782,,88437958247#,,,,*663728#
Or Telephone: 253-215-8782
Webinar ID: 884 3795 8247
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 February 2, 2023 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. MPO Redistribution Funding Recommendation (15 min)
Staff Contact & Presenter: Dan Callister, LCOG
Action Requested: Approve Resolution 2023-01 programming funds and amending the Transportation Improvement Program.
 - b. Oregon MPO Consortium (OMPOC) 2023 Legislative Priorities (30 min)
Staff Contacts & Presenters: Kelly Clarke and Paul Thompson, LCOG
Action Requested: Information and discussion; provide direction to OMPOC members.
 - c. Legislative Update (10 min)
Staff Contact & Presenter: Paul Thompson, 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

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d. 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:

April 6 Virtual
May 4 Virtual
June 1 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

February 2, 2023
11:30 a.m.

PRESENT: Steve Moe, Chair; Sean VanGordon (City of Springfield); Lucy Vinis (City of Eugene); Pat Farr, David Loveall (Lane County); Nancy Bell (City of Coburg); Bill Johnston for Vidal Francis (Oregon Department of Transportation), members; Anne Heath (City of Coburg); Jameson Auten (Lane Transit District), *ex officio* members.

Paul Thompson, Dan Callister, Drew Pfefferle, Ellen Currier, Kate Wilson, Kelly Clarke, Megan Winner, Rachel Dorfman (Lane Council of Governments); Rob Inerfeld, Jenifer Willer (City of Eugene); John Marshall (City of Coburg); Sandy Belson (City of Springfield); Sasha Vartanian, Cassidy Mills (Lane County); Tom Schwetz, Andrew Martin (Lane Transit District).

WELCOME, CALL TO ORDER AND INTRODUCTIONS

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

APPROVE November 3, 2022, MPC MEETING MINUTES

Ms. Vinis, seconded by Mr. Loveall, moved to approve the December 1, 2022, meeting minutes as submitted. The motion passed unanimously, 6:0.

ADJUSTMENTS TO THE AGENDA/ANNOUNCEMENTS FROM MPC MEMBERS

There were no adjustments to the agenda.

Ms. Vinis announced that the City of Eugene was hosting an open house on the improvements to Franklin Boulevard on February 2 from 4:30 p.m. to 6:30 p.m. at the University of Oregon Ford Alumni Center.

Mr. Farr commented that he had previously served on the MPC for six years and was pleased to again be a member.

COMMENTS FROM THE AUDIENCE

There was no one wishing to speak.

ELECTIONS OF CHAIR AND VICE CHAIR FOR 2023 AND APPOINTMENT OF OREGON METROPOLITAN PLANNING ORGANIZATION CONSORTIUM (OMPOC) MEMBERS

Mr. Thompson said the MPC annually elected a chair and vice chair. Officers must come from the cities of Eugene and Springfield or Lane County. Traditionally the jurisdictions had rotated those responsibilities. Based on that tradition the current vice chair, Steve Moe, would be nominated into the chair position and the vice chair position would be filled by a Lane County representative for the 2023 calendar year.

Mr. Farr nominated Mr. Moe as the 2023 MPC chair. There being no other nominations, Mr. Moe was unanimously elected, 6:0.

Mr. Farr nominated Mr. Loveall as the 2023 MPC vice chair. There being no other nominations, Mr. Loveall was unanimously elected, 6:0.

Mr. Thompson said OMPOC consisted of all of the Oregon MPOs. The consortium consisted of two representatives from each MPO policy board, typically appointed for the calendar year. OMPOC typically met quarterly and the next meeting was February 3, 2023.

Mr. Moe indicated he was currently serving as one of the MPC's OMPOC member and would be interested in continuing in that capacity.

Ms. Vinis said she hoped to see a Lane Transit District (LTD) representative serve in the second position as there were many transit issues to be addressed in the coming year.

Mr. Schwetz explained that an LTD Board member was not available at this meeting but board member Susan Cox would be appointed to the MPC. He was willing to attend the meeting on February 3 in her place.

There were no objections to Mr. Moe and Ms. Cox serving as the MPC's OMPOC members and Mr. Schwetz attending the February 3, 2023, OMPOC meeting in Ms. Cox's place.

METROPOLITAN PLANNING ORGANIZATION (MPO) ISSUES

Project Proposals for MPO Redistribution Funding

Mr. Callister said in years when the Oregon Department of Transportation (ODOT) obligates 100 percent of its federal funds it received redistribution funding, which was federal funding that other states had been unable to obligate. Under an agreement with ODOT, MPO's that met their obligation targets would receive a share of the redistribution funds. The Central Lane MPO's share for the current year was \$2.4 million that could be programmed at the MPO's discretion. In addition, almost \$900,000 in federal funds had been reserved by the MPO for contingencies and was available for projects. He provided a brief summary of the five proposals for funding, details of which were included in the agenda packet.

- 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)

Mr. Callister said the MPC's eight primary funding objectives guided the project selection process and full details of each project were available on the Lane Council of Governments (LCOG) website. The public comment period was open until February 16 and no comments had been received to date. He asked that a public hearing be held, with action on funding recommendations to be taken at the MPC's March meeting.

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

Mr. Loveall noted there was a funding gap on the Mill Street project and asked when the reconstruction would be completed. Mr. Callister replied that it was currently scheduled for completion in 2024, but that was probably not realistic at this point.

Ms. Belson said the Mill Street project was currently at 30 percent design and it was determined to be significantly underfunded. She said the timeline would depend on how quickly the funding gap could be filled. The Springfield City Council would hold a work session on the project sometime in the next month to discuss how to address the funding gap. Once the gap was filled the City would have a more definitive timeline for the project.

Ms. Vinis commented that the City of Eugene's request for \$600,000 for the Bike Share program was for three years of operational support.

Mr. Loveall asked if the Bike Share program would be expanded into Springfield. Mr. Inerfeld said the funds were requested for basic program operations. LCOG was working with Springfield on bike share and other initiatives and Eugene was also looking at the cost of an expansion into Springfield, but needed a robust, viable program before considering any expansion.

Ms. Belson said the City Council would be discussing a bike share program in Springfield, but redistribution funds were prioritized for the Mill Street project. If there was council support for bike share staff would research other funding options.

Mr. Thompson affirmed that LCOG was discussing a bike share program expansion with Springfield. He noted that \$2.4 million was the total available for redistribution and Springfield recognized that one possible outcome would be if the other four projects were funded the Mill Street project would accept whatever funds remained available.

Annual Listing of Obligated Projects 2022

Mr. Callister briefly reviewed the list of 2022 obligated projects and explained how the list was developed from data provided by ODOT, LTD and local agencies. He said federal law required MPOs to publish this annual report. A total of \$64,551,487 of federal funds was obligated in FFY 2022 on 42 projects or programs within the MPO. This included \$17,158,833 of the MPO's discretionary funds. The MPO's receipt of redistribution funds was based on its ability to meet its obligation targets for its discretionary funds. A full listing of projects was included in the agenda packet.

Safe Lane Coalition (SLC) Update

Mr. Pfefferle provided a brief background of the formation of the SLC, which arose from a 2017 statewide and regional safety planning effort and was funded through ODOT. He described the collaborative group of individuals, organizations and agencies working to reduce fatal and severe crash-related injuries in Lane County using partner resources to influence and establish transportation safety programs and practices. Those efforts focused on three areas:

- speed reduction
- DUII prevention
- safety education and outreach

Mr. Pfefferle said the SLC applied for \$450,000 in federal funding to support continued work of the SLC, safety analysis and planning in Springfield and the MPO, marketing support for regional DUII and speed

reduction campaigns and Quick Build projects in Eugene. He explained that Quick Build projects were temporary, low cost projects that could be quickly constructed. He highlighted the Eugene Quick Build that placed a temporary traffic circle at the intersection of Adams and Clark streets to mitigate the wide pedestrian crossing, poor visibility and fast vehicle traffic safety concerns; the success of that project was a catalyst for additional funding for projects.

Mr. Pfefferle reviewed SLC's current education campaigns; one campaign focused on DUII prevention and one focused on speed reduction. Grant funding had been received for those campaigns and a request for proposals (RFP) would soon be issued seeking an advertising agency to assist in developing and disseminating those campaigns over the next few years. He reported that the Slow Down, Neighbors Ahead yard sign program had received good public support throughout the region in 2022 and he expected that support would continue in 2023 as new signs were available for distribution. The Be Safe, Be Seen program works with local organizations to distribute lights and reflective gear to ensure safe travel at night. Lane County Public Health and the Oregon Liquor and Cannabis Commission were collaborating on the delivery of responsible alcohol sales training for local businesses. An ODOT Oregon Friendly Driver course was offered statewide through partner agencies and organizations.

Mr. Pfefferle said upcoming efforts would include obtaining sponsorships for the Oregon Friendly Driver program and establishing a Rural Transportation Collaborative, electric mobility device outreach, rapid education response outreach and back to school safety.

Mr. VanGordon arrived at 12:30 p.m.

Legislative Preview

Mr. Thompson reviewed some of the transportation-related bills that he was following during the 2023 Oregon legislative session. He summarized those of most interest to the MPO:

- HB 2101 - establish a program to provide state funding in exchange for federal funds
- HB 2619 - proposal to modify the membership of the Oregon Transportation Commission (OTC)
- HB 2658 - options for varying vehicle registration fees based on relative carbon emissions
- HB 2677 - require ODOT to provide a funding plan for highway maintenance when projects added lane miles
- HB 2691 - agreements related to high speed ground transportation (rail) needed to include Eugene
- HB 2777 - allow cities and counties to impose a public transit incentive surcharge on any parking fine
- SJR 2 - proposed constitutional amendment to expand current restrictions on use of the state gas tax revenue (would require statewide vote to enact)
- SJR 19 - proposed constitutional amendment to require any proposed toll go to a vote of electors in the counties within 15 miles of any section of highway to be tolled (would require statewide vote to enact)
- HB 2301 - impose a tax on the use of electricity to charge the battery of electric vehicles
- HB 3113 - appropriate General Fund money to ODOT for bringing safety and increasing access to walking, biking and transit on state highways that serve as community main streets
- HB 3131 -

Mr. Thompson indicated he would send members a document listing more transportation bills in the legislature with links to the language of each bill.

Mr. VanGordon noted that many bills addressed similar issues and asked if bill sponsors were speaking to

each other. Mr. Thompson said that early in the legislative session bills often were introduced that were similar in nature. Generally those issues were addressed in committees.

Ms. Vinis commented that the bills related to deriving more revenue from electric vehicles could be in conflict with efforts to reduce the carbon footprint by encouraging use of EVs. She it could make more sense if those revenues were directed to developing the EV charging network. Mr. Thompson agreed that was a good point and would be discussed in committees considering those bills. He said ODOT viewed the need to generate revenue from EVs to maintain the roadways as EVs wore down pavement the same as gasoline-powered vehicles. He noted that Oregon had incentives for the purchase of some types of EV and there were discussions about an incentive for the purchase of electric bicycles.

Mr. Farr hoped that legislators would be encouraged to have conversations about the fair balance of revenue generation for users of the roadways.

Follow-up and Next Steps

- **ODOT Update**—There was no update.
- **Transportation Improvement Program (TIP) Project Changes**—There were no questions.
- **Next Meeting/Agenda Build**—March 2 - Virtual Meeting, April 6 - Virtual Meeting, May 4 - Virtual meeting

In response to an inquiry from Mr. Farr, Mr. Thompson replied that staff was exploring options for moving back to in person meetings.

Mr. Moe adjourned the meeting at 12:45 p.m.

(Recorded by Lynn Taylor)



February 17, 2023

To: Metropolitan Policy Committee
From: Daniel Callister
Subject: MPC 6.a Redistribution Funding Recommendation

Action Recommended: Approve Resolution 2023-01 programming funds and amending the Transportation Improvement Program

Issue Statement

The Central Lane Metropolitan Planning Organization (MPO) has received \$2.4M of federal redistribution STBG funds. The MPO received five proposals to utilize these funds. The Transportation Planning Committee (TPC) recommends MPC approve funding the proposals as presented in Exhibit A.

Discussion

Central Lane MPO has received \$2.4M of federal redistribution funding to be programmed for projects at the MPO’s discretion. 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 Attachment 2. The Technical Advisory Subcommittee discussed the proposals received and on February 16 TPC supported the funding recommendation presented as Exhibit A for MPC approval.

Exhibit A

Proposal	Funding Recommendation
Eugene - Bikeshare Operations & Expansion	\$600,000.00
Eugene - Hunsaker Safety Improvements project additional funding	\$500,000.00
Lane County - Coburg Rd and Game Farm Rd local overmatch	\$198,304.00
Lane County - Clear Lake Rd project local overmatch	\$242,432.40
Springfield - Mill St Reconstruct South A St to Centennial Blvd	\$859,263.60
Total:	2,400,000.00

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.

TPC’s recommendation for programming these off-cycle funds takes into account 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.

Public Involvement

The MPO’s outreach and engagement is guided by the procedures outlined in the Public Participation Plan. A public comment period was open January 19 through February 16. Notices were published on the MPO’s website, Facebook, and Twitter pages. A public hearing was held at February 2 MPC. Comments received have been included as Attachment 3.

Action Recommended: Approve Resolution 2023-01 programming funds and amending the Transportation Improvement Program

Attachments:

- 1 – Resolution 2023-01
- 2 – Funding Application Summaries
- 3 – Comments Received

RESOLUTION 2023-01

PROGRAMMING OF FEDERAL DISCRETIONARY FUNDS

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

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

WHEREAS, federal regulations require that transportation projects using several categories of federal funds and projects that are regionally significant for air quality purposes be included in a Metropolitan Transportation Improvement Program (MTIP); and

WHEREAS, 23 CFR §450.326(a) requires that the MTIP be updated every four years and be kept current to reflect decisions regarding the programming of federal funds; and

WHEREAS, the proposed amendments do not affect fiscal constraint of the MTIP; and

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

NOW, THEREFORE, BE IT RESOLVED:

That the Metropolitan Policy Committee approves programming of the Central Lane MPO's discretionary federal funding, as set forth in Exhibit A, attached to and incorporated within this resolution by reference.

PASSED AND APPROVED THIS 2nd DAY OF MARCH 2023, BY THE METROPOLITAN POLICY COMMITTEE.

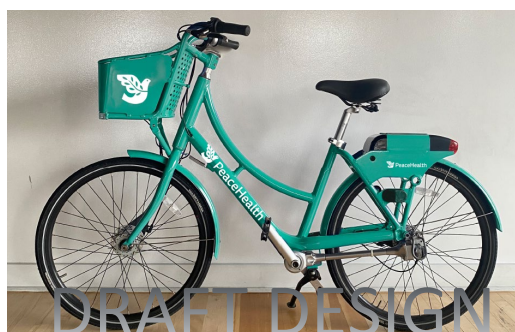
ATTEST:

Steve Moe, Chair
Metropolitan Policy Committee

Brendalee Wilson, Executive Director
Lane Council of Governments

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

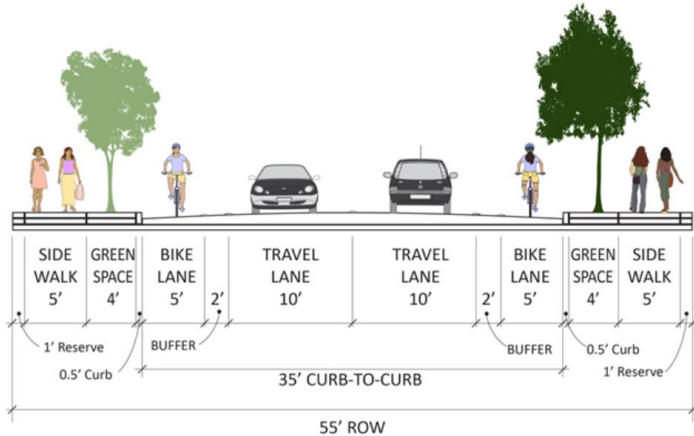
Contact Information

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

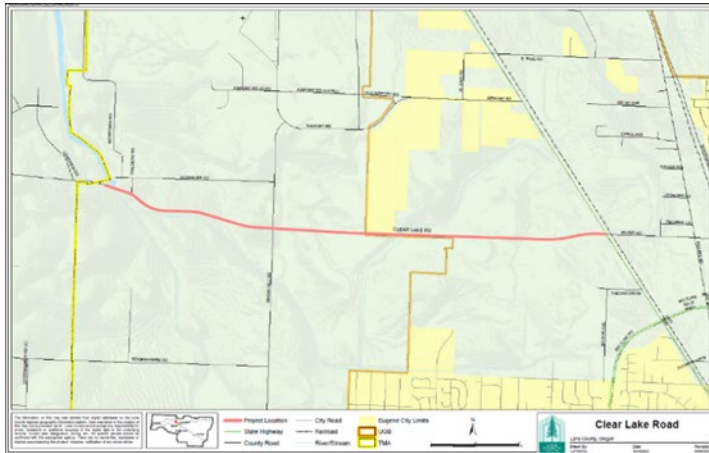
Contact Information

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

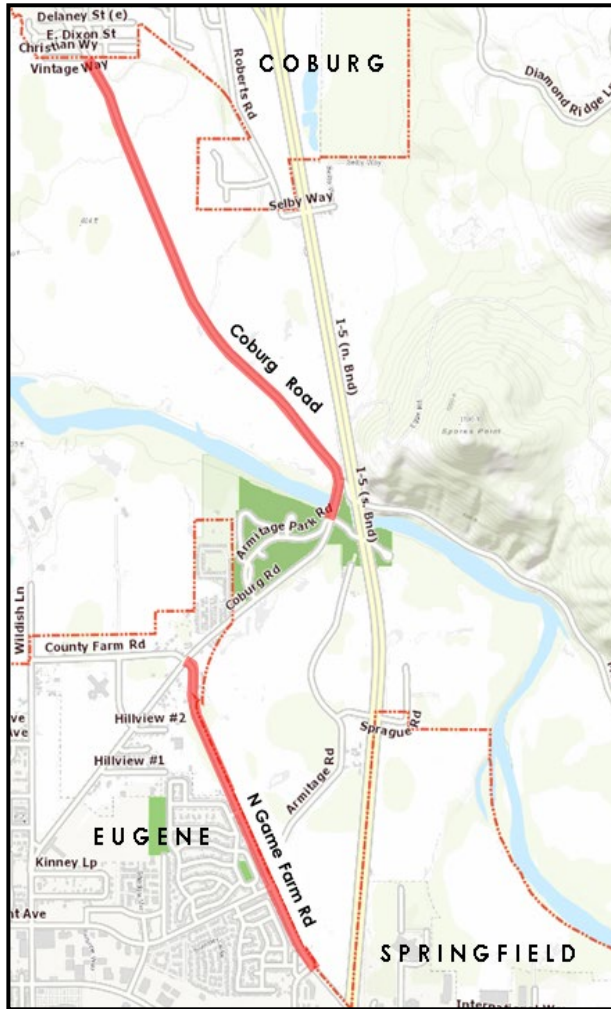
Contact Information

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

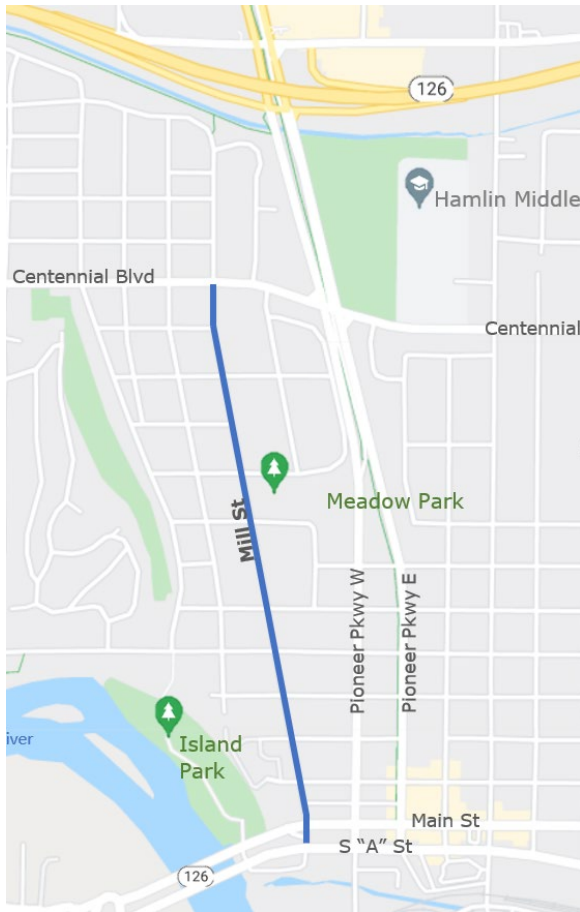
Contact Information

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

From: [Rob Zako](#)
To: [Central Lane Metropolitan Planning Organization](#)
Cc: [*LCOG TPC](#); [BEST Safe Streets Committee](#)
Subject: Project Proposals for MPO Redistribution Funding - BEST's comments
Date: Monday, February 13, 2023 8:01:52 AM

CAUTION: This email originated from outside the organization. DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Dear Central Lane MPO ... and TPC,

EXECUTIVE SUMMARY: BEST suggests no substantive changes to [TPC's proposed recommendation](#) on how to allocate \$2.4 million of federal redistribution STBG funds to five proposed project:

\$600,000.00: Eugene - Bikeshare Operations & Expansion
\$500,000.00: Eugene - Hunsaker Safety Improvements project additional funding
\$198,304.00: Lane County - Coburg Rd and Game Farm Rd local overmatch
\$242,432.40: Lane County - Clear Lake Rd project local overmatch
\$859,263.60: Springfield - Mill St Reconstruct South A St to Centennial Blvd

\$2,400,000.00: TOTAL

POLICY ISSUES: All five projects are for pavement preservation, to support active transportation, or for a combination of the two. In general, as Oregon's Constitution currently limits the use of state and local motor vehicle taxes to be used for investments in roads, we favor using flexible federal funding for projects that could not be funded with such state or local taxes. For example, bike share operations and expansion could not be funded from such state or local funds, hence using federal funds is smart. On the other hand, pavement preservation projects that primarily benefit motor vehicle drivers should be substantially paid for by revenues aimed at such uses, for example, state or local gas taxes, or street repair bond measures. We appreciate that current revenues streams are not sufficient for preservation needs, but question using flexible federal funds to backfill such needs.

PUBLIC INVOLVEMENT ISSUES: BEST opted to NOT testify to the [recent public hearing before MPC](#). As we have noted before, it is often not clear what sort of public comment is helpful. In this case, as TPC is recommending funding all five proposed projects, and as MPC is likely to ratify that recommendation, it is not clear what, if anything, BEST or other members of the public could say to have any impact on the funding allocation. Absent any apparent alternatives, we are not motivated to oppose funding for any of the five projects. Nor are we motivated to suggest tweaks to the distribution of funding.

For some time, we have been wanting to submit more comprehensive comments on the [Central Lane MPO's public participation efforts](#), but have had more pressing issues to address. In brief, the Central Lane MPO could do a better job INFORMING the public about how taxpayer monies are being spent, in particular, maintaining a comprehensive list of funded projects, not just posting and taking down when there is a public hearing. Beyond simply informing the public, Central Lane MPO could do more to highlight the policy choices they are facing and how the public could be CONSULTED or INVOLVED in helping to set funding priorities. In general, we are seeing the Central MPO operating at the lowest levels of the [Spectrum of Public Participation](#).

For BEST,
Rob



February 23, 2023

To: Metropolitan Policy Committee
From: Kelly Clarke, Paul Thompson
Subject: MPC 6.b: Oregon Metropolitan Planning Organization Consortium
(OMPOC) 2023 Legislative Priorities

Action Recommended: Information and discussion; provide direction to OMPOC Members

Background

OMPOC is a forum for Oregon's Metropolitan Planning Organizations (MPOs) to work together on matters of mutual interest and statewide significance including:

- The growing complexity of transportation planning in Oregon's rapidly growing metropolitan regions.
- The evolving role of the State of Oregon in making transportation investments in metropolitan areas.
- The connection between land use and transportation that drives investment in our metropolitan regions.
- Innovative approaches for meeting the increasing demands of a modern, multimodal transportation system.

Oregon currently has eight MPOs: Portland Metro, Salem-Keizer, Corvallis Area, Central Lane, Bend Area, Albany Area, Middle Rogue (Grants Pass area), and Rogue Valley (Medford area). Each MPO has two OMPOC representatives.

Discussion

OMPOC developed a preliminary list of priority legislation during its February 3rd meeting. The preliminary list is attached and reflects the House and Senate Bills and themes OMPOC members elevated to supporting and advocating for. The intent is for OMPOC members to review the preliminary list with their respective MPO boards and reconvene March 20th to 1) discuss and finalize the list; and 2) determine OMPOC's approach to advocating for priority legislation. Each piece of legislation OMPOC supports must be supported by all of its members.

The Transportation Planning Committee (TPC) discussed the preliminary list of priority legislation during its February 16th meeting and provided the following feedback:

- HB 2095 which would authorize all cities to elect to operate photo radar if city pays costs of operating photo radar: This bill was brought forth by the League

of Oregon Cities (LOC). Staff is in contact with LOC to for confirmation on whether or not this bill is explicitly referring to mobile radar or if it is intended to also refer to permanent radar equipment.

- HB 2301 (and others such as HB 2658, HB 3131) would impose tax on use of electricity to charge battery of electric vehicle at rate equivalent to rate of license tax imposed on first sale, use or distribution of motor vehicle fuel. The intent of these bills is an effort to have electric vehicles pay their share for their wear and tear and other impacts on the transportation system. TPC questioned how this tax would be levied and how effective this tax would be in light of the state's goals for widespread electric vehicle adoption.
- Overall, TPC supported OMPOC's preliminary list of priority legislation.

Action Recommended

Provide feedback and direction to Central Lane MPO's OMPOC members.

Attachments

1. OMPOC 2023 Preliminary Priority Legislation
2. Summary of Legislation

Preliminary list of OMPOC priority legislation discussed at the February 3, 2023 OMPOC meeting.

Intent: Each OMPOC member will review this list with their MPO boards for feedback and direction.

Legislation	Description and Summary of OMPOC Discussion
<p>HB 2102 Directs Department of Transportation to establish local transportation program to provide state funding in exchange for federal surface transportation funding available to cities and counties.</p>	<p>Establishes/continues ODOT fund exchange program. The fund exchange provides an important mechanism for local jurisdictions to effectively deliver projects with de-federalized funds. It allows for autonomy at the local level.</p> <p>Must be balanced with ODOT’s budget needs to fund operations and maintenance.</p> <p>Should also consider funding local match grant program to provide the ability for small jurisdictions to apply for federal funds when they don’t have their own source of local matching funds.</p>
<p>HB 2677 Requires Department of Transportation to provide funding plan for highway maintenance when transportation project that adds lane miles is added to STIP.</p>	<p>Support to require a funding plan for highway maintenance when a transportation project that adds lane miles is added to the STIP. Addresses funding both for ongoing maintenance of the new capacity as well as maintaining existing maintenance levels on the system as a whole.</p> <p>OMPOC also supports enhancing ODOT’s budget for operations and maintenance of the existing system.</p>
<p>HB 2095 Authorizes all cities to elect to operate photo radar if city pays costs of operating photo radar.</p>	<p>League of Oregon Cities requested this bill.</p> <p>The process to identify LOC’s Transportation priority was through tallying votes from each member City. Photo radar is LOC’s transportation priority.</p> <p>The intent of this bill is to eliminate the 10 cities currently allowed to use photo radar and make it effective statewide. Mobile photo radar would be available for use for all jurisdictions. Additional notes:</p> <ul style="list-style-type: none"> • Currently, mobile or fixed photo radar is only allowed on high <u>crash</u> corridors. This Bill would expand, or lower, the threshold to allow photo radar in high <u>speed</u> corridors so that the corridor does not become a high crash corridor. • Mobile photo radar can be moved around to specific locations. Staff determines if a ticket can be issued. They cost a lot to use. No one wants them to be used as a money maker. • Equity concerns – need to make sure placement of these systems is for safety only and not placed in

	<p>minority or disadvantaged areas. Will need to do reports in communities that take this on.</p> <ul style="list-style-type: none"> • OMPOC stressed that an equity component should also be included in the legislation. • The focus is on speed. Do not want over representation of underrepresented communities. • Also included in the bill is signage as an education component.
<p>Local speed limit setting</p>	<p>The League of Oregon Cities is supporting this as a Bill or as a part of HB 2095. Current law allows for a process that local jurisdictions may go through to lower speed limits in 5 MPH increments. This proposed legislation would allow for lowering in 10 MPH increments.</p>
<p>HB 3113 Appropriates moneys from General Fund to Department of Transportation, for biennium beginning July 1, 2023, for improving safety and increasing access to walking, biking and transit on state highways that serve as community main streets.</p>	<p>ODOT’s Great Streets Program. Support for this will greatly help local jurisdictions improve walking, biking, and transit conditions where a community main street is also a state highway.</p> <p>OMPOC supports making Great Streets funding available not just for state highways but also local streets that serve as main streets in jurisdictions.</p>
<p>Tolling</p>	<p>Support for keeping tolling as an option to fund mega projects. OMPOC supports the League of Oregon Cities’ stance that tolling should pay for both the project and the impacts of tolling on the local neighborhoods.</p>
<p>HB 2619 Modifies membership of Oregon Transportation Commission.</p>	<p>OMPOC recognizes the challenges ODOT has in recruiting for OTC membership. OMPOC supports this with the caveat of wanting to better understand how recruiting for positions is accomplished now and wanting to see more outreach and transparency in filling future openings.</p>
<p>HB 2301 (and others such as HB 2658, HB 3131) Imposes tax on use of electricity to charge battery of electric vehicle at rate equivalent to rate of license tax imposed on first sale, use or distribution of motor vehicle fuel. (Other similar legislation is directed at collecting revenue from EVs equivalent to what is collected from ICE vehicles.)</p>	<p>OMPOC generally supports this effort to have EVs pay their share for their wear and tear and other impacts on the transportation system. OMPOC is aware of the state’s efforts to shift to widespread electric vehicle adoption and government incentives available to purchase electric vehicles and supports this, but the burden of EVs use of the system should not fall on the other users.</p>
<p>SJR 2 Proposes amendment to Oregon Constitution to authorize use of motor vehicle-related tax revenue for infrastructure that reduces traffic burden of, or pollution from, motor vehicles on public roads in this state.</p>	<p>OMPOC supports expanding the use of state highway fuel tax and related revenue beyond the right-of-way in this manner.</p>

LEGISLATION ASSIGNED¹ TO JOINT COMMITTEE ON TRANSPORTATION

BILL ²	SUMMARY
HB 2095	Authorizes all cities to elect to operate photo radar if city pays costs of operating photo radar.
HB 2096	<i>Placeholder</i>
HB 2097	<i>Placeholder</i>
HB 2098	<i>Placeholder</i>
HB 2099	<i>Placeholder</i>
HB 2100	<i>Placeholder</i> Directs Department of Transportation to study issues related to transportation funding and to report to appropriate committee or interim committee of Legislative Assembly on or before September 15, 2024.
HB 2101	Directs Department of Transportation to establish local transportation program to provide state funding in exchange for federal surface transportation funding available to cities and counties.
HB 2137	Establishes Willamette River Bridge Task Force.
HB 2139	Directs Oregon Department of Aviation to prepare report with specific recommendations for expediting return of commercial air service within City of Salem.
HB 2269	Authorizes Oregon Department of Aviation to establish by rule fees related to airports and aircraft.
HB 2289	Updates reference to applicable federal regulation in statute that specifies required percentage of ethanol in gasoline sold or offered for sale in this state.
HB 2518	Expands traffic offense of pedestrian with improper position upon or improperly proceeding along a highway to include prohibiting pedestrian on interstate highways.
HB 2524	Increases tax on fuel usable in aircraft operated by turbine engines.
HB 2613	Appropriates \$30,000,000 to Department of Environmental Quality for deposit in Zero-Emission Incentive Fund.
HB 2619	Modifies membership of Oregon Transportation Commission.
HB 2658	Directs Department of Transportation to determine carbon emissions of motor vehicles and impose additional registration fee based on relative vehicle carbon emissions.
HB 2662	Requires Department of Transportation, in collaboration with Tri-Met and Portland & Western Railroad to study extending Westside Express Service commuter line to Salem.
HB 2666	Requires the mass transit district known as TriMet to adopt ordinance to modify district boundaries to exclude specified territory.
HB 2668	Establishes Aurora State Airport Advisory Council for purpose of developing intergovernmental planning agreement among its members.
HB 2677	Requires Department of Transportation to provide funding plan for highway maintenance when transportation project that adds lane miles is added to STIP.
HB 2691	Provides that any agreement related to providing ultra-high-speed ground transportation in this state must include service to Eugene.
HB 2692	Directs Department of Transportation to work with Washington State Department of Transportation and British Columbia Ministry of Transportation and Infrastructure to develop plans to operate and fund rail transportation.
HB 2756	Transfers jurisdiction of Hall Boulevard to City of Tigard.
HB 2777	Authorizes city or county to impose public transit incentive surcharge on amount of any fine for violation of city's or county's motor vehicle parking code.
HB 2779	<i>Placeholder</i> Directs Department of Transportation to study issues related to improving ground transportation infrastructure resilience and to report to appropriate committee or interim committee of Legislative Assembly on or before September 15, 2024.
HB 2781	Authorizes formation of bridge district in capital city region, consisting of Benton, Marion, Polk and Yamhill Counties.
HB 2785	<i>Placeholder</i> Directs Department of Transportation to study issues related to improving transportation infrastructure resilience and to report to appropriate committee or interim committee of Legislative Assembly on or before September 15, 2024.
HB 2787	Directs Department of Transportation to notify vehicle dealers when department discovers documentation or fees vehicle dealer submitted to register or title vehicle are missing or incomplete.
HB 2790	Directs Department of Transportation to provide two days' notice to vehicle dealers and dismantlers before inspecting records unless department is responding to complaint.
HB 2793	<i>Placeholder</i>
HB 2796	Expands all-terrain vehicle highway access routes to include county roads.
HB 2834	Prohibits governing body of local government from granting exclusive right to one operator to develop vertiports or control vertiport operations within local government's jurisdiction.

BILL ²	SUMMARY
HB 2951	Directs Department of Transportation to establish program for awarding grants to providers of traffic safety education courses to fund Spanish language traffic safety education courses.
HB 3034	Appropriates moneys from General Fund to Department of Transportation for transfer to City of Sherwood to construct underpass beneath Cedar Creek Trail.
HB 3041	Directs Department of Transportation to study laws related to graduated driver license program and to provide results of study in report to interim committees of Legislative Assembly no later than September 15, 2024.
HB 3058	Directs Oregon Department of Aviation to study issues related to improving airport infrastructure resilience and to report to appropriate committee or interim committee of Legislative Assembly on or before September 15, 2024.
HB 3080	Directs Department of Transportation to allow vehicle dealers that sold more than 100 vehicles in previous calendar year to electronically transmit certain documents related to vehicle sales.
SB 14	Requires Department of Transportation to study options for expanding passenger rail service in Oregon. (Portland<>Ontario)
SB 16	Requires Department of Transportation to study funding options to support transportation by rail.
SB 72	Establishes DMV Modernization Task Force to study options for expanding number of driver and motor vehicle services available to public through private providers.
SB 445	Establishes Rural Traffic Safety Grant Fund to provide grants to rural cities for installation and improvement of traffic control devices and crosswalks.
SB 512	Requires that fee for motor vehicle emission certificates of compliance issued after inspection that did not occur at department test station and did not use testing equipment owned by department not exceed lowest fee for other motor vehicle emissions certificates of compliance.
SB 598	Transfers jurisdiction of Southeast Powell Boulevard to City of Portland.
SB 635	Authorizes county governing body to require and charge fee for permit to construct or alter line, fixture or facility within right of way of public road under jurisdiction of county.
SB 645	Provides one month extension on use of studded tires for vehicles traveling in Deschutes County.
SB 671	Directs Department of Transportation to provide walk-in appointments for written driver license test.
SB 693	Establishes voluntary bicycle registration program.
SB 719	Defines terms used in Article IX, section 16, of Oregon Constitution.
SB 771	Provides that person who is registered owner of motor vehicle registered at address that is within City of Wilsonville may apply for exemption from paying toll on Interstate 5 Boone Bridge.
SJR 2	Proposes amendment to Oregon Constitution to authorize use of motor vehicle-related tax revenue for infrastructure that reduces traffic burden of, or pollution from, motor vehicles on public roads in this state.
SJR 19	Proposes amendment to Oregon Constitution to prohibit public body from assessing highway toll unless toll was assessed before January 1, 2018, toll is assessed for use of Bridge of the Gods, Hood River Bridge or Hood River-White Salmon Interstate Bridge, or proposed toll is approved by majority of total votes cast in elections held in counties with border located within 15-mile radius of any section of highway proposed to be tolled.

BILL ²	SUMMARY
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LEGISLATION ASSIGNED¹ TO OTHER COMMITTEES

SB 119	Requires Department of Transportation, Oregon Department of Administrative Services and any contracting agency that uses funds from American Rescue Plan Act of 2021 to study use of apprentices in projects for public works and other public improvement projects.
SB 125, HB 2720	Directs Department of Transportation to establish grant program for fuel cell electric vehicle and hydrogen fueling demonstration projects.
SB 343	Directs Department of Transportation to study issues related to driving privileges and to report to appropriate committee or interim committee of Legislative Assembly on or before September 15, 2024.
SB 431	Appropriates moneys from General Fund to Department of Transportation for distribution to Port of Hood River for construction of Hood River-White Salmon Interstate Bridge.
SB 440	Directs Department of Transportation to establish intensive planting pilot program to plant trees and vegetation in highway right of way for purpose of sequestering carbon.
HB 2051	Applies insurance requirements for drivers that provide transportation services in affiliation with transportation network companies to drivers that provide delivery services to customers in affiliation with transportation network companies.
HB 2233, HB 2585	Ends automatic voter registration through Oregon Motor Voter.
HB 2301	Imposes tax on use of electricity to charge battery of electric vehicle at rate equivalent to rate of license tax imposed on first sale, use or distribution of motor vehicle fuel.
HB 2338, HB 2369	Directs Department of Transportation to study issues related to driving privileges and to report to appropriate committee or interim committee of Legislative Assembly on or before September 15, 2024.
HB 2614	Requires transportation network companies to meet or exceed specified targets for percentage of service miles provided by zero-emission vehicles.
HB 2786	Requires Oregon Department of Emergency Management to study seaport transportation infrastructure resilience.
HB 2799	Appropriates moneys from General Fund to Department of Transportation for grants to erect and maintain livestock safety fencing along portions of state highway where there is high risk of conflict between traveling public and livestock.
HB 3000	Appropriates moneys from General Fund to Department of Transportation to cover costs associated with Fallen Hero roadside memorial signs and veterans' recognition registration plates for biennium beginning July 1, 2023.
HB 3001	Directs Department of Transportation to waive fee for Fallen Hero roadside memorial highway sign if applicant is Gold Star Family member and funds are appropriated or otherwise made available to department for purpose of paying fees.
HB 3113	Appropriates moneys from General Fund to Department of Transportation, for biennium beginning July 1, 2023, for improving safety and increasing access to walking, biking and transit on state highways that serve as community main streets.
HB 3131	Requires Department of Transportation to study means of imposing tax on use of electricity to charge electric vehicles at rate equivalent to tax rate imposed per gallon on motor vehicle fuel.

1. Committee assignments may change as bills progress

2. [Click on link provided above to read full text of highlighted bills. Otherwise, go to this page, click on the "Bills" icon, and search for the bill](#)

Transportation Improvement Program (TIP) Project Changes
Transportation Planning Committee (TPC) – Central Lane MPO
February 16, 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.

[none]

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):

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

Applicant: City of Springfield

STIP Key Number: 21393

Description: Repave roadway to create a smoother driving surface and make ADA upgrades. Complete reconstruction from Main St to Centennial Blvd. Decorative lighting from Main St to A St, replacement of sanitary sewer line, lateral lining, complete replacement of storm water line, adding bicycle facilities, adding traffic calming measures.

Funding: \$9,251,000 (local funds, Urban Surface Transportation Block Grant)

Proposed Changes: Add \$317,829.81 ODOT ADA funds for ramp upgrades

Notes on Changes: \$60,000 to be added to engineering phase and \$\$257,829.81 to construction

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: not required

Comments received:

[none]