



MEETING NOTICE

MEETING: METROPOLITAN POLICY COMMITTEE
DATE: Thursday, December 7, 2023
TIME: 11:30 AM - 1:30 PM
LOCATION: **VIRTUAL:**
<https://us06web.zoom.us/j/83812586475?pwd=qy1L8Pf2OWbq-LVRiwFwSlB8XfbgQ.Mb86zaiElFYsXRKa>
Passcode: 663728
One tap mobile: +16694449171,,83812586475#,,,,*663728#
Telephone: +1 669 444 9171 **Webinar ID:** 838 1258 6475 **Passcode:** 663728
Webcast: <http://metrotv.ompnetwork.org/>
CONTACT PERSON: Paul Thompson, 541-682-4405, pthompson@lcog.org

A G E N D A

1. WELCOME & INTRODUCTIONS
2. CALL TO ORDER
3. APPROVE November 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 Boundary Adjustment (10 min)
Staff Contact & Presenter: Paul Thompson, LCOG
Action Requested: Approve proposed adjustments to MPO boundary.
 - b. Central Lane MPO Public Participation Plan (20 min)
Staff Contact & Presenter: Dan Callister, LCOG
Action Requested: None, information & discussion only, provide feedback to staff.
 - c. Annual Obligation Report (15 mins)
Staff Contact & Presenter: Dan Callister, LCOG
Action Requested: None, information & discussion only.
 - d. Follow-up and Next Steps (10 min)
 - 1) ODOT Update
 - 2) TIP Project Changes
 - 3) Next Steps/Agenda Build

-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.lcog.org

UPCOMING MEETINGS:

Jan. 4th – **CANCELLED**

Feb. 1st – 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

November 2, 2023
11:30 a.m.

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

Brenda Wilson, Paul Thompson, Dan Callister, Kelly Clarke, Delaney Thompson, Kate Wilson (Lane Council of Governments); Rob Inerfeld, Jenifer Willer, Katherine Rohan (City of Eugene); Sandy Belson (City of Springfield); Megan Winner (City of Coburg); Bill Johnston (Oregon Department of Transportation), Sasha Vartanian (Lane County); Tom Schwetz (Lane Transit District); Neil Moyer (Metro TV), Ned Conroy (Federal Transportation Administration); Jasmine Harris (Federal Highway Administration)

WELCOME, CALL TO ORDER AND INTRODUCTIONS

Mr. Loveall called the meeting to order and welcomed those present. A quorum was established.

APPROVE October 5, 2023, MPC MEETING MINUTES

Mr. Farr, seconded by Ms. Vinis, moved to approve the October 5, 2023, meeting minutes as submitted. The motion passed unanimously, 8:0.

ADJUSTMENTS TO THE AGENDA/ANNOUNCEMENTS FROM MPC MEMBERS

Ms. Vinis announced that the City of Eugene and Lane Transit District (LTD) had partnered on a grant application for Safe Streets and Roads for All funding and an award had been received. It was a citywide planning grant to improve roadway and crossing safety, particularly around bus stops.

COMMENTS FROM THE AUDIENCE

There was no one wishing to speak.

METROPOLITAN PLANNING ORGANIZATION (MPO) ISSUES

Central Lane MPO Quadrennial Certification Report

Mr. Thompson stated that under federal regulations larger MPOs, known as Transportation Management Areas (TMA) were required to undergo a certification review every four years to ensure compliance with federal regulations and requirements, as well as fulfilling its MPO responsibilities. The review was conducted in June 2023 and a draft report was issued in August and published for public comment. He introduced Ned Conroy (Federal Transportation Administration) and Jasmine Harris (Federal Highway Administration) to present their findings. Copies of the certification letter and report were included in the agenda packet.

Mr. Conroy said the focus of the review was to determine how well the recommendations and corrective

actions from the previous review had been addressed. He indicated that all corrective actions from the previous report were addressed, with nine fully resolved and three partially resolved. He commended the MPO for addressing those issues and working closely with federal agencies during the process and for the clarity and format of its Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP), which made it easy for the community and public officials to understand. He briefly reviewed the specific corrective actions and related findings. He particularly called out the improvements in public participation during the difficult period of the COVID-19 pandemic that made it easier to reach diverse populations.

Mr. Conroy noted that the Public Participation Plan (PPP)) needed to be updated to reflect the new strategies and additional work was required on the Congestion Management Plan (CMP). He said overall it was an excellent review.

Ms. Harris spoke to the two commendations that were part of the report. The first commendation related to the very public-friendly nature of the RTP; the second related to the Lane Youth Transportation Advisory Council and the associated outreach to youth and marginalized groups. She also complimented Mr. Thompson and MPO staff for their good work. Opportunities moving forward were closing out corrective actions and considering recommendations in the report as the MPO was able to given staffing and time constraints. She mentioned that the federal land management consultation process, while identified as a corrective action, was not fully implemented by most MPOs. She said the Central Lane MPO was now certified for four years, with very few corrective actions.

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

Mr. Thompson expressed his appreciation for the entire review team and thanked staff from LCOG and MPO jurisdictions for their efforts during the certification review process. He said that work had already begun to address the two corrective actions in the report.

Draft MPO Boundary Adjustment

Mr. Thompson explained that after each U.S. census MPOs were required to review and adjust their boundaries. He described the process involved in the review. A map in the agenda packet displayed the current and proposed MPO boundaries. He said only two small changes were being proposed: a small amount of land southwest of Goshen and a small amount of land southeast of Walterville that should be brought within the MPO's boundary. He requested that a public hearing be held and the proposed changes would be available for public comment for 30 days, with an action item scheduled for the MPC's December meeting.

Mr. Farr asked how the proposed changes were noticed to the public. Mr. Thompson said the information would be distributed to an interested parties list and the media.

Mr. Moe asked if the inclusion of land near Goshen would help that community with future planning efforts. Mr. Thompson replied that including that area meant transportation facilities within it would be eligible for the MPO's federal funding.

Mr. Loveall opened the public hearing. There being no one wishing to speak, the hearing was closed.

Follow-up and Next Steps

- **ODOT Update**—Mr. Francis reported on ODOT's reduction of service for maintenance activities and provided a brochure that identified areas of service reductions within Region 2. He said the metropolitan area would not be as affected by the reduction as most of ODOT's main arteries went through it. He described ways in which the level of service might be reduced and emphasized services would be priority-based throughout the region.

Mr. Francis said the 2027-2030 State Transportation Improvement Program (STIP) outreach process had begun and would continue through November. The Oregon Transportation Commission (OTC) would meet in November to make some final adjustments to decisions related to the 2027-2030 STIP. He said in the past the OTC had relied on input from advisory groups and the public to inform their decisions, but would not do so for the 2027-2030 STIP because there were so few discretionary funds. ODOT would provide advice on how to best allocate funds.

Mr. Francis announced that Savannah Crawford had been selected as the new Region 2 manager. He commended Rob Inerfeld, City of Eugene staff, and Sarah Mazze, Eugene School District 4J staff, for their coordination with ODOT staff to arrange a bicycle tour for OTC members during their recent meeting in Eugene. He received excellent feedback on the tour from OTC members.

- **Transportation Improvement Program (TIP) Project Changes**—There were no questions.
- **Next Meeting/Agenda Build**—December 7 - Virtual meeting, January 4 - Canceled.

Mr. Loveall adjourned the meeting at 12:07 p.m.

(Recorded by Lynn Taylor)



November 28, 2023

To: Metropolitan Policy Committee

From: Paul Thompson

Subject: Item 6.a: MPO Boundary Adjustment

Action Requested: Approve proposed adjustments to MPO boundary.

Background

Federal legislation (*23 USC 134(c): 49 USC 53039(d)*) requires boundaries of a metropolitan planning area to be determined by agreement between the metropolitan planning organization (MPO) and the Governor of the state in which the MPO resides. By law, each metropolitan planning area shall encompass at least the existing urbanized area (UZA) as defined by the most recent U.S. Census, and the contiguous area expected to become urbanized within a 20-year forecast period; and may encompass the entire metropolitan statistical area or consolidated metropolitan statistical area, as defined by the Bureau of the Census. The boundary of the MPO may be adjusted and updated at any time.

The Central Lane MPO metropolitan planning area currently does not quite cover the UZA as defined by the Bureau of the Census after the 2020 Census. To comply with federal regulations, the MPO boundary must be expanded to include all of the UZA. Once approved by MPC, the new boundary recommendation will be forwarded to ODOT who is coordinating the Governor's approval of changes to MPO boundaries statewide.

Discussion

The attached maps present the recommendation for establishing the updated boundary of the Central Lane MPO. In addition to meeting federal requirements for the minimum MPO boundary, the proposal incorporates other basic objectives – keeping the MPO boundary as consistent as possible with the Eugene-Springfield-Coburg Urban Growth Boundaries, ensuring that the boundary does not fall on the centerline of a road or in the middle of a bridge, interchange, or other similar transportation feature, and keeping the boundary as consistent as possible with established data boundaries such as census block group boundaries.

In large part the proposed MPO boundary is the same as the existing boundary established after the 2010 Census. The proposed MPO boundary has expanded only slightly in two locations to accommodate the need to incorporate land defined by the Bureau of the Census as urbanized area based on the 2020 Census, at the eastern edge of Springfield and an area near the Interstate 5/Highway 58 interchange just south of Goshen. These two areas are shown in the attached map insets.

Public Involvement

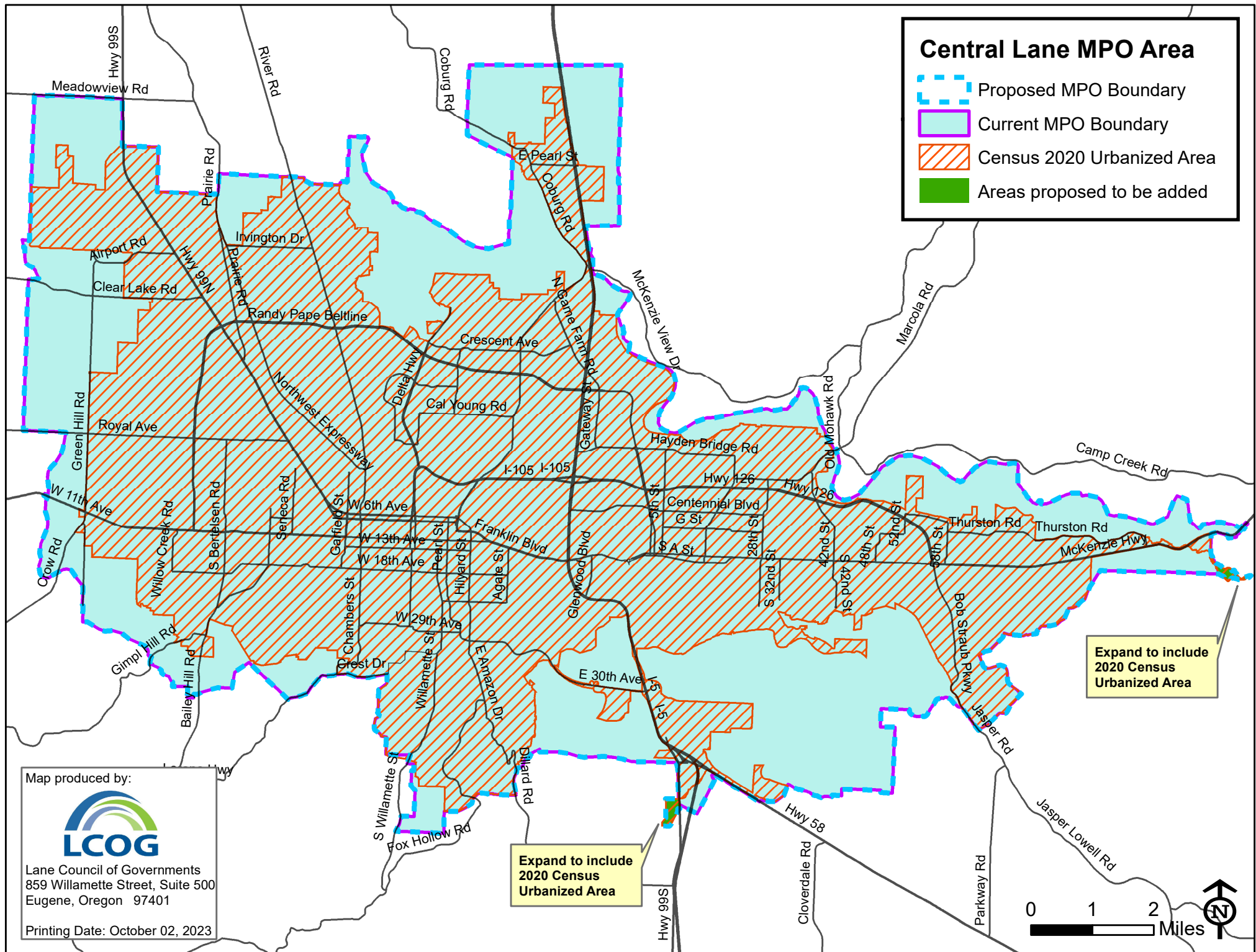
A public comment period on the proposed boundary change is open from October 27 through November 30, 2023. A public hearing on the proposal was held at the November 2, 2023 MPC meeting. As of the date of this memo no public comments have been received.

The MPO's Transportation Planning Committee (TPC) considered the proposed boundary adjustments at both its October and November meetings. TPC unanimously recommends approval of a recommendation to the Governor to establish the new boundary as shown.

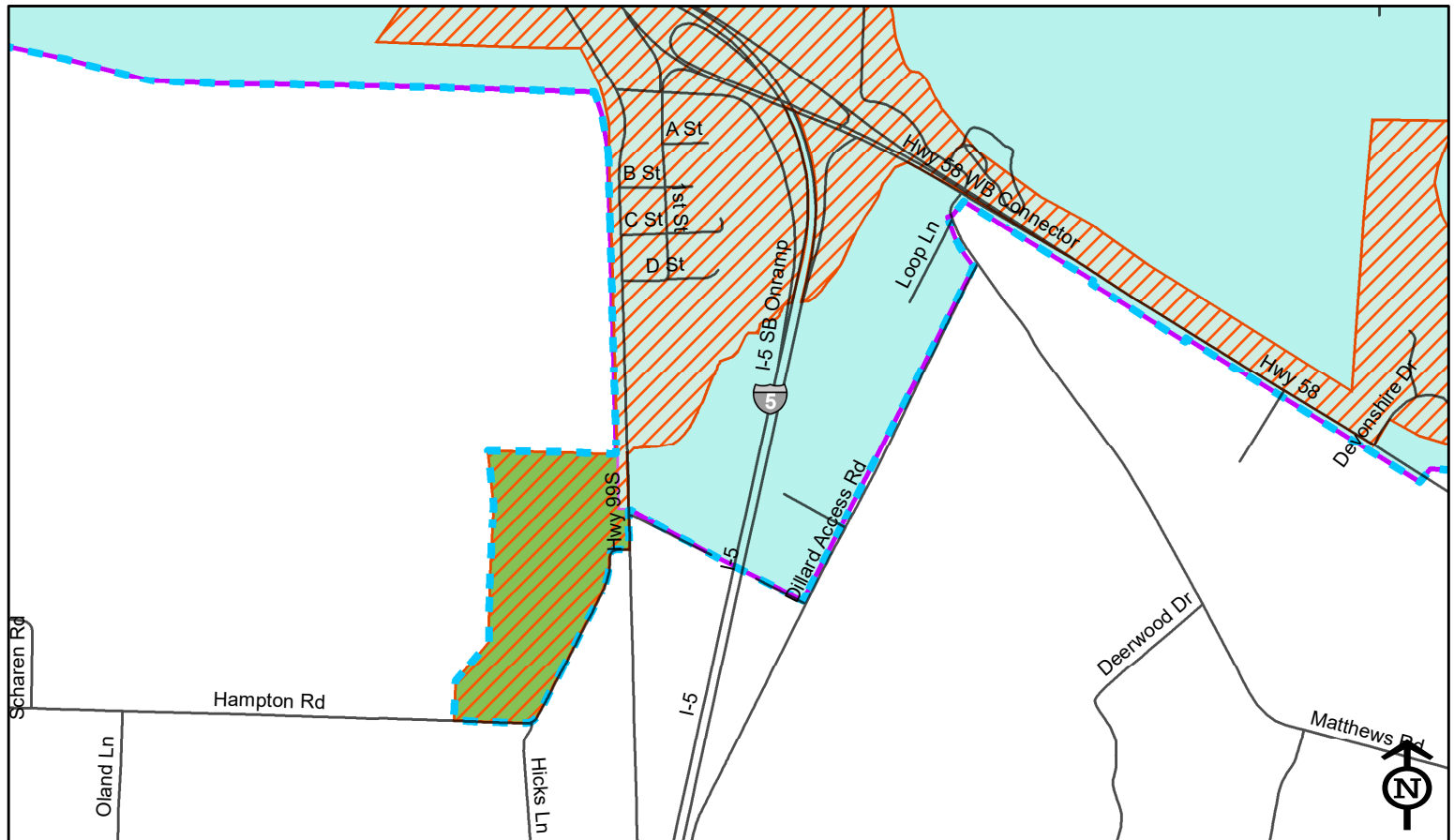
Action Requested: Approve proposed adjustments to MPO boundary.

Attachments:

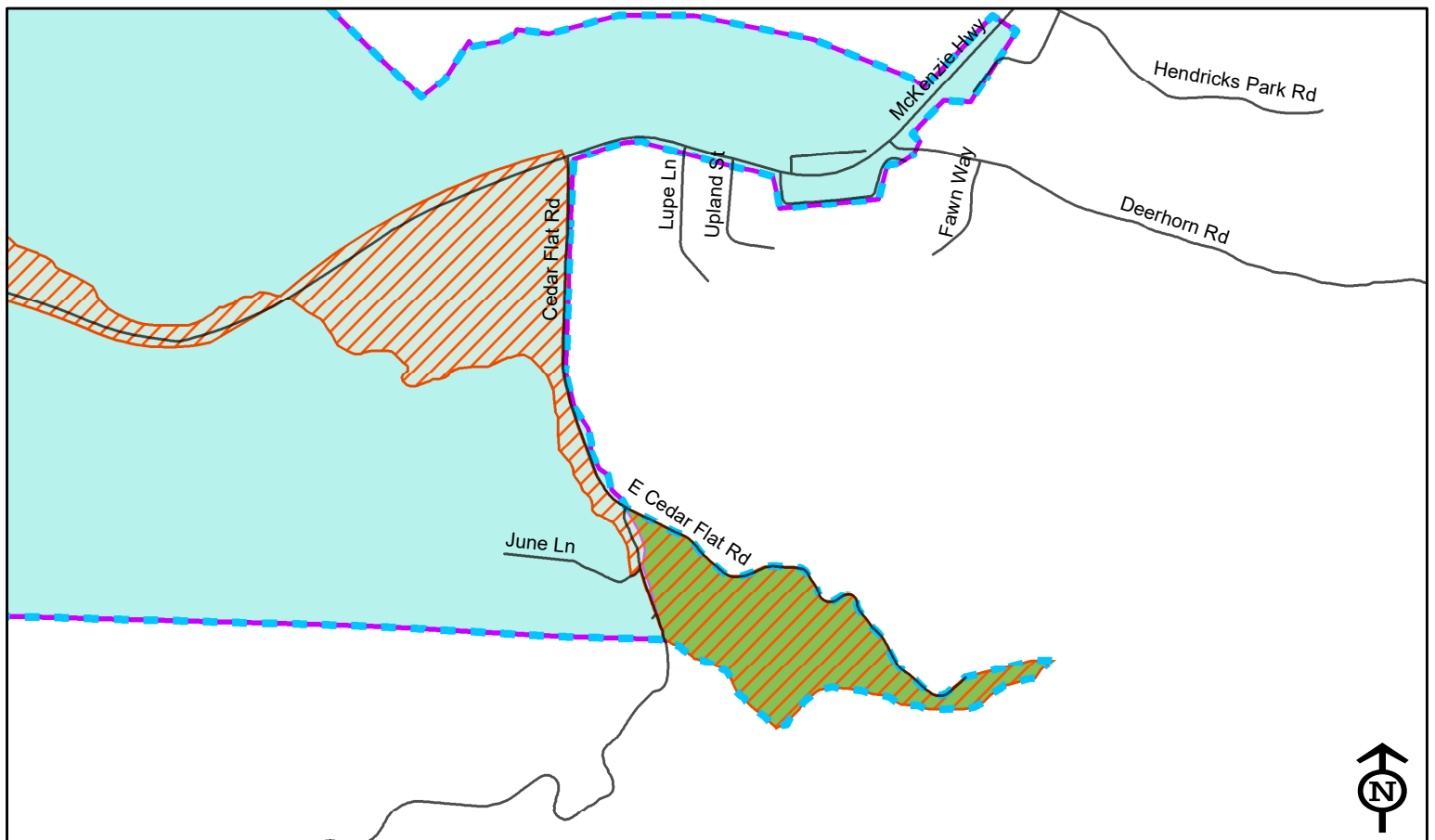
- Attachment 1: Map & Insets – *Proposed MPO Boundary for the Central Lane MPO*



Addition: Southwest of Goshen



Addition: Southwest of Walterville





November 28, 2023

To: Metropolitan Policy Committee
From: Daniel Callister
Subject: MPC 6.b Public Participation Plan Update

Action Recommended: Information & discussion only, provide feedback to staff

Introduction

MPO staff will provide an update on the development of the 2024 Public Participation Plan (PPP). A presentation will include an overview of responses from a public participation survey published and distributed by the MPO.

Discussion

The purpose of a PPP is to ensure broad public involvement during the development, review, and refinement of regional transportation programs. Staff have been working on an update to the MPO's 2015 PPP. An online survey was created, vetted through the staff committee, and published in English and Spanish, and promoted on LCOG's Twitter and Facebook, emailed to distribution lists, and shared by some of the MPO's partner agencies through various channels. Printed posters were placed around Eugene's and Springfield's downtown and on the U of O campus with a QR code linking to the survey. The effort was incentivized, offering participants a chance to win one of five \$50 gift cards to a local grocery store of their choice.

The survey has been open since November 1 and will remain open until December 15. While survey results may not be statistically representative of the population, the data will provide helpful input about what's working well, where improvements are needed, and what the MPO should be looking at more closely as it updates the PPP.

At the MPC meeting MPO staff will present an overview of survey responses received as of December 6th.

Action Recommended: Information & discussion only, provide feedback to staff

Attachments: None



November 28, 2023

To: Metropolitan Policy Committee
From: Daniel Callister
Subject: MPC 6.c Annual Listing of Obligated Projects 2023

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 2023.

Background

Federal regulation 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 prepared and published November 21, 2023 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 agency staff review the report for accuracy and any errors identified have been corrected.

A total of **\$37,567,598** of federal funds obligated in FFY 2023 on 29 projects or programs within the MPO. This includes **\$5,299,586** of the MPO's discretionary federal funds. An itemized listing of each obligation (by sponsor agency and project) is included in the attached report.

Action Recommended: Information only

Attachments:

1 – CLMPO Annual Listing of Obligated Projects 2023



***Central Lane MPO
Annual Listing of Obligated Projects
Federal Fiscal Year 2023***

November 2023

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 2023 (FFY 2023), which began October 1, 2022 and completed September 30, 2023, 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.

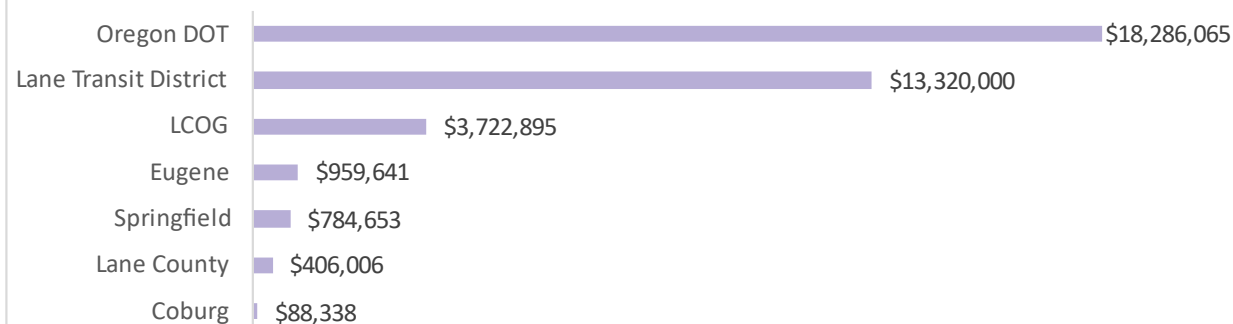
Central Lane MPO

Lane Council of Governments is the designated Metropolitan Planning Organization (MPO) for the Eugene-Springfield urbanized area located in central Lane County, Oregon, referred to as the Central Lane MPO (CLMPO). 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

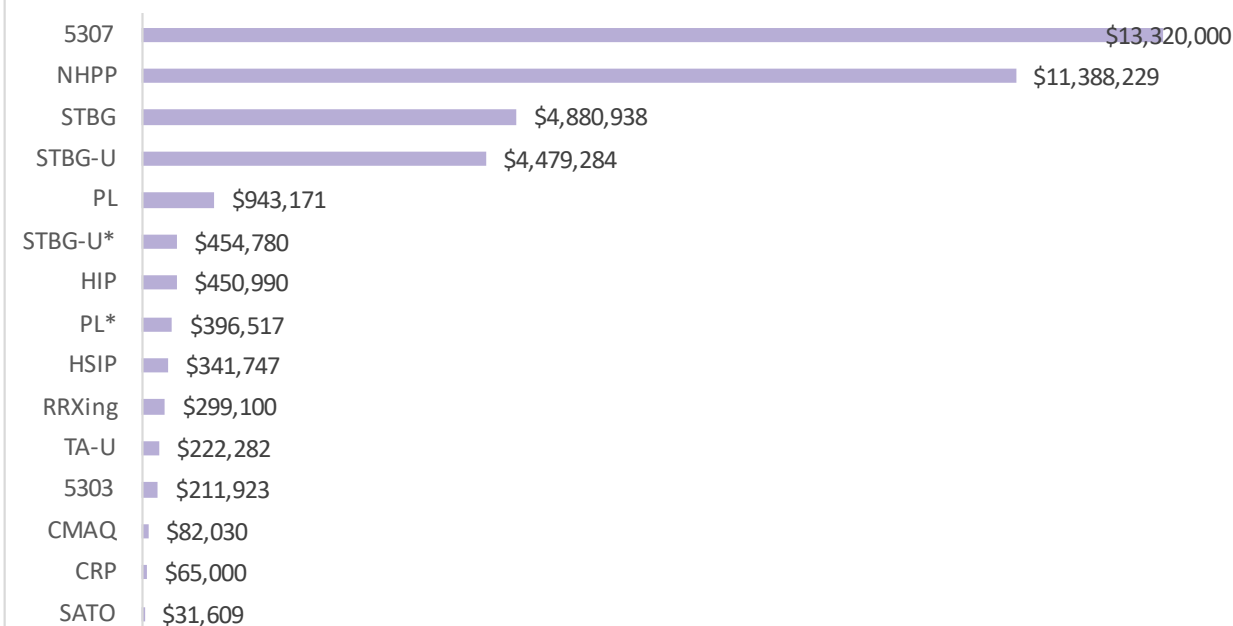
A total of **\$37,567,598** of federal funds were obligated in FFY 2023 to 29 transportation improvement projects and programs within the CLMPO area. Figures 1 and 2 illustrate the obligation of these federal funds in FFY 2023 by agency and by federal funding program, respectively.

Figure 1: Obligation of Federal Funds in FFY 2023 by Agency



Federal funds obligated for ODOT-sponsored projects represent 49% of the total obligations in FFY 2023 within the MPO, and LTD's projects were responsible for 35%.

Figure 2: Obligation of Federal Funds in FFY 2023 by Program



More FTA Section 5307 funds were obligated (35% of total) than from any other federal funding program in FFY 2023 within the MPO. National Highway Performance Program (NHPP) was the second most obligated funding program (30%).

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, **\$5,299,586** were obligated in FFY 2023. The obligated amounts are listed below by funding program:

STBG-U	\$4,479,284	CMAQ	\$82,030
HIP	\$450,990	CRP	\$65,000
TA-U	\$222,282		

See the [Funding Programs](#) section for more information about these and all other funding programs referenced in this report.

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 2023 totaled **\$1,723,732**.

Listing of Federal Obligations

The following section lists CLMPO's FFY 2023 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 2023. All data reflect the status of each project as of November 2023. 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 may 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 and others. Some projects are identified in the STIP as having multiple work types.

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 23 Fed. Obligation: Federal funds obligated in FFY 2023. 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 2023 for any phase of the project

Fed. Obligation Remaining: Total federal funds remaining to be obligated for the project after FFY 2023

Total Project Cost: The total estimated cost of the completed project as listed in the TIP November 2023, including Federal, local, State, and any other funding programmed for this project.

B/P: Projects that include investments in pedestrian walkways or bicycle transportation facilities are identified with an “x” under this (Bicycle/Pedestrian) column.

Listing of Obligations (1 of 3)

FFY 2023 Listing of Federally Obligated Projects	STIP Key	Federal Proj. No.	Work Type	Phase	Fund Code	Funding Program	FFY 23 Fed. Obligation	Total Fed. Programmed	Prior Fed. Obligation	Fed. Obligation Remaining	Total Project Cost	B/P
Coburg												
N. Coburg Industrial Way (Coburg)	21327	1440004	Bike/Ped	PE	YS70	HIP	\$88,338.00	\$267,798.00	\$179,460.00	\$0.00	\$303,792.04	x
Obligations:							\$88,338.00					
Closeout/Savings:							\$0.00					
Eugene												
13th Ave: Lincoln St to Alder St (Eugene)	20165	2385100	Safety	PE	ZS30	HSIP	-\$2,372.34	\$2,848,411.65	\$2,848,411.65	\$0.00	\$3,011,186.44	x
				CN	ZS30	HSIP	-\$3,850.57					
Coburg Rd: Ferry St RR bridge to Willamette R bridge (Eugene)	20294	2385109	Bridge	PE	Z230	STBG-U	-\$188,686.97	\$4,552,786.73	\$4,552,786.73	\$0.00	\$4,532,717.94	
				PE	Z240	STBG	-\$296,891.97					
Eugene enhanced walking network	21159	2385107	Air Quality	PE	Z400	CMAQ	-\$1,183.33	\$1,130,000.00	\$1,130,000.00	\$0.00	\$1,243,692.62	x
				CN	Z40E	CMAQ	\$1,369.22					
				CN	Z40E	CMAQ	-\$26,154.61					
8th Avenue streetscape and bikeway	21378	2385108	Air Quality, Modern.	CN	Y003	CMAQ	\$71,889.32	\$2,812,495.02	\$2,859,000.00	\$0.00	\$9,023,107.65	x
				CN	Y003	CMAQ	-\$71,889.32					
Maxwell Road and Prairie Road (Eugene)	21381	2385112	Safety, Bike/Ped	PE	YS40	RRXing	\$299,100.00	\$2,488,944.60	\$430,000.00	\$1,850,343.00	\$2,857,472.22	x
South Bank shared use path	21515	2385111	AQ, Bike/Ped	PE	Z230	STBG-U	-\$30,517.99	\$1,000,000.00	\$1,000,000.00	\$0.00	\$1,478,833.13	x
				PE	Z400	CMAQ	-\$3,423.21					
Regional bicycle enhancements (CLMPO)	22338	2385129	Bike/Ped	PE	Z3E1	TA-U	\$50,054.09	\$137,380.22	\$0.00	\$53,013.38	\$153,104.00	x
				PL	Z3E1	TA-U	\$22,432.50					
				OT	Z3E1	TA-U	\$11,880.25					
Division Ave intersection efficiencies (Eugene)	22343	2385122	Safety	PL	Z230	STBG-U	-\$228,811.00	\$44,865.00	\$273,676.00	\$0.00	\$50,000.00	x
18th Ave at Hilyard St (Eugene)	22344	2385124	Safety	PE	Y301	TA-U	\$137,915.00	\$700,000.00	\$0.00	\$562,085.00	\$780,118.13	x
Bike Share Planning and Operations 2022 (Eugene)	22622	2385126	Planning	OT	Y601	CRP	\$65,000.41	\$65,000.41	\$0.00	\$0.00	\$72,440.00	
Bailey Hill Rd and Bertelsen Rd roundabout (Eugene)	22780	2385128	Safety	PE	Z230	STBG-U	\$154,843.16	\$1,350,000.00	\$0.00	\$1,050,000.00	\$1,504,513.53	x
				PE	Y230	STBG-U	\$145,156.84					
Obligations:							\$959,640.79					
Closeout/Savings:							-\$853,781.31					
Lane County												
Howard Elementary & Colin Kelly MS traffic congestion mitig	21168	C039083	Safety	PL	Z230	STBG-U	-\$0.01	\$705,196.04	\$722,740.48	\$0.00	\$1,647,393.41	x
				PE	Z230	STBG-U	-\$0.18					
				RW	Z40E	CMAQ	-\$17,544.25					
				CN	Y003	CMAQ	\$8,771.16					
				CN	Y003	CMAQ	-\$8,771.16					
Gilham Road: Ayers Road to Mirror Pond Way	21385	C039086	Safety	RW	Y230	STBG-U	\$137,017.71	\$1,603,713.96	\$324,284.40	\$1,198,094.14	\$1,787,266.20	
Laura St upgrade (Springfield)	22348	C039095	Preserv.	RW	Z23E	STBG-U	\$179,460.00	\$4,403,050.00	\$445,958.00	\$3,696,875.00	\$4,906,998.77	x
				RW	Z910	HIP	\$80,757.00					
Obligations:							\$406,005.87					
Closeout/Savings:							-\$26,315.60					

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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Lane Council of Governments

Central Lane MPO Planning SFY22	20606	PR22201	Planning	PL	Z230	STBG-U	\$64,361.80	\$1,528,602.99	\$1,464,241.18	\$0.00	\$1,703,558.44	
				PL	Z450	PL	-\$0.01					
Central Lane MPO Planning SFY23	21843	PR23201	Planning	PL	Z1MP	S303	\$207,362.63	\$2,783,791.14	\$2,062,205.09	\$0.00	\$3,102,408.50	
				PL	Y230	STBG-U	\$620,000.00					
				PL	Y240	STBG	-\$168,655.16					
				PL	Y450	PL	\$62,878.58					
Central Lane MPO Planning SFY24	21853	PR24201	Planning	PL	Z0MP	S303	\$4,560.57	\$1,747,975.85	\$0.00	\$0.00	\$1,944,421.72	
				PL	Y230	STBG-U	\$905,638.01					
				PL	Y240	STBG	\$207,628.33					
				PL	Y410	SATO	\$31,608.91					
				PL	Y450	PL	\$598,540.03					
Regional safety analysis & programming (CLMPO)	22339	C039097	Planning	PL	Y230	STBG-U	\$228,812.00	\$403,785.00	\$0.00	\$0.00	\$450,000.00	
				PL	Z230	STBG-U	\$174,973.00					
Electronic Transportation Improvement Program Service FY22	22674	SA00536	Planning	PL	Y240	STBG	\$18,526.60	\$616,531.25	\$201,488.01	\$0.00	\$687,096.00	
				PL	Y450	PL*	\$169,725.89					
				PL	Y450	PL*	\$226,790.75					
				PL	Y450	STBG-U	\$96,708.35					
				PL	Z23E	STBG-U*	\$104,779.66					
				PL	Z23E	STBG-U	-\$201,488.01					
Obligations:							\$3,722,895.11		*MPO discretionary funds NOT provided by LCOG			
Closeout/Savings:							-\$370,143.18					

Springfield

OR126B: S 20th Street - 75th Street (Springfield)	20144	S015038	Safety	PE	YS32	HSIP	-\$92,953.86	\$308,646.14	\$418,276.00	\$0.00	\$308,646.14	
Franklin Boulevard design phase 2	21375	6960049	Planning	PE	Z230	STBG-U	-\$17,198.83	\$655,776.17	\$672,975.00	\$0.00	\$730,832.69	x
Mill Street: S. A Street to Centennial Boulevard (Springfield)	21393	6960053	Modern., ADA	PE	Z230	STBG-U	\$53,838.00	\$8,965,680.84	\$1,553,567.56	\$6,999,355.28	\$17,006,740.32	x
				RW	Z23E	STBG-U	\$358,920.00					
OR225: OR126 - end of City juris. (Springfield)	22406	C039096	Planning	PE	Z910	HIP	\$281,895.00	\$717,840.00	\$435,945.00	\$0.00	\$800,000.00	
OR126B @ 54th St. (Springfield)	20209	S015037	Safety	PE	YS32	HSIP	\$90,000.00	\$2,116,116.12	\$491,650.00	\$0.00	\$2,300,400.00	
Obligations:							\$784,653.00					
Closeout/Savings:							-\$110,152.69					

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

LTD Glenwood Petroleum Fuel System Updates 5307 (2022)	22593	OR-2023-03	Transit	PE	5307	FTA 5307	\$140,000.00	\$800,000.00	\$0.00	\$0.00	\$1,000,000.00	
				CN	5307	FTA 5307	\$640,000.00					
				OT	5307	FTA 5307	\$20,000.00					
Preventive maintenance 2023 (LTD)	22261	OR-2022-01	Transit Cap.	OT	5307	FTA 5307	\$4,200,000.00	\$4,200,000.00	\$0.00	\$0.00	\$5,250,000.00	
LTD Op. Comm. Control Ctr expansion 5307 (Springfield)	22569	OR-2023-03	Transit	PE	5307	FTA 5307	\$1,600,000.00	\$8,320,000.00	\$0.00	\$0.00	\$10,400,000.00	
				UR	5307	FTA 5307	\$80,000.00					
				CN	5307	FTA 5307	\$6,600,000.00					
				OT	5307	FTA 5307	\$40,000.00					

Obligations: \$13,320,000.00

Closeout/Savings: \$0.00

Oregon Department of Transportation

OR569 over Union Pacific Railroad and NW Expressway	20116	S069023	Bridge	PE	Z0E1	NHPP	-\$76,878.82	\$544,950.08	\$698,707.72	\$0.00	\$607,322.07	
OR58: Goshen-Pheasant Lane	20504	S018052	Preserv.	CN	Z232	STBG	-\$114,629.87	\$3,014,107.17	\$2,974,757.63	\$0.00	\$3,359,291.53	
				CN	Z232	STBG	\$79,180.14					
OR99W: 1st Ave - Enid Rd	21235	S091092	Preserv.	CN	Z24E	STBG	\$458,142.20	\$5,953,058.63	\$5,560,264.04	\$0.00	\$6,834,412.85	
				PE	Z240	STBG	-\$4,016.75					
				CN	Z24E	STBG	-\$108,139.39					
OR569: Green Hill Rd. - Coburg Rd. (Eugene)	21261	S069022	Pres. Bridge, ADA	PE	Z001	NHPP	-\$59,674.08	\$19,586,292.84	\$21,308,665.38	\$0.00	\$21,879,941.05	
I-105: Willamette R - Pacific Hwy	21538	S227020	Preserv., Bridge	CN	Y001	NHPP	\$5,128,751.30	\$6,988,409.61	\$1,092,017.78	\$0.00	\$7,577,976.17	
				CN	Y001	NHPP	\$798,464.33					
OR99W: Theona Dr (Eugene)	21564	S091104	Safety	PE	YS30	HSIP	\$63,000.00	\$653,758.32	\$115,828.32	\$474,930.00	\$723,300.00	
City of Springfield signal enhancements (state highways)	21778	SA00381	Safety, B/P	CN	Z230	STBG-U	\$180,934.29	\$1,711,783.00	\$407,055.00	\$37.22	\$1,794,138.00	
				CN	YS30	HSIP	\$50,814.98					
				CN	Z230	STBG-U	\$954,295.83					
				CN	ZS32	HSIP	\$137,931.67					
Oregon Household Survey	22413	SA00561	Planning	PL	M45E	PL	\$675.25	\$4,973,537.19	\$0.00	\$0.00	\$5,754,281.00	
				PL	Y230	STBG-U*	\$349,999.94					
				PL	Y230	STBG-U	\$224,325.00					
				PL	Y236	STBG	\$528,260.25					
				PL	Y240	STBG	\$3,589,200.00					
				PL	Z450	PL	\$281,076.75					
OR132: Green Acres Rd to Good Pasture Island Rd	22627	S132000	Modern.	PE	Y001	NHPP	\$5,461,013.56	\$0.00	\$0.00	\$0.00	\$6,086,051.00	

Obligations: \$18,286,065.49

Closeout/Savings: -\$363,338.91

*MPO discretionary funds NOT provided by LCOG

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 2023 within CLMPO, listed alphabetically by agency.

City of Coburg

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

13th Ave: Lincoln St to Alder St (Eugene) Safety projects at various locations including illumination, intersection work, bike/pedestrian improvements, ADA upgrades, signal work, signs, striping, medians; Construct two-way protected bikeway along 13th Avenue from Alder Street to Olive Street.

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.

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

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

Maxwell Road and Prairie Road (Eugene) Provide continuous walking route from River Road neighborhood and Bethel neighborhood, includes ADA access ramps, pedestrian countdown timers and APS, sidewalks, and crosswalks.

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.

Regional bicycle enhancements (CLMPO) Regional bicycle improvements including bicycle parking, bicycle repair stations, an e-bike loaner program, and maintenance of electronic bike lockers to promote transportation options.

Division Ave intersection efficiencies (Eugene) Planning 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.

18th Ave at Hilyard St (Eugene) Intersection improvements including adding a bicycle-only signal phase, replacing ADA ramps, and striping improvements to promote safer travel for all modes

Bike Share Planning and Operations 2022 (Eugene) Funding to support PeaceHealth Rides (bike share) program for 2022 and 2023; enable planning for future bike share system expansion, increase outreach, and identify additional bike share partners to provide and promote transportation options and reduce greenhouse gas emissions.

Bailey Hill Rd and Bertelsen Rd roundabout (Eugene) Project will construct a roundabout with accompanying bicycle and pedestrian facilities at the intersection of Bailey Hill Rd and Bertelsen Rd to reduce vehicle speeds at the intersection and continuing on to more dense areas of Eugene.

City of Springfield

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.

Franklin Boulevard design phase 2 Complete design of Phase 2 of the Franklin Blvd project to transform Franklin Boulevard from an auto-oriented arterial into a multiway boulevard that serves all modes of travel.

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

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

OR126B at 54th St. (Springfield) Add intersection improvements to improve accessibility and safety at this intersection by adding left turn lanes on 54th Street, updating existing signal and installing ADA compliant curb ramps.

Lane Council of Governments

Central Lane MPO planning SFY22 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).

Central Lane MPO planning SFY23 Planning funds for projects identified in state fiscal year 2023 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).

Central Lane MPO planning SFY24 Planning funds for projects identified in state fiscal year 2024 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). The UPWP includes activities to increase safe and accessible transportation options.

Regional safety analysis & programming (CLMPO) Expanding efforts of the Safe Lane Coalition including coalition coordination; safety data analysis; programming, educational marketing and outreach; temporary safety installations to improve transportation safety.

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. **This project includes discretionary federal funding from CLMPO, ODOT and other Oregon MPOs.*

Lane County

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.

Gilham Road: Ayers Road to Mirror Pond Way Design and build pavement and sidewalk improvements to extend useful life and improve pedestrian safety. Constructing between Ayers Road and Don Juan Avenue.

Laura St upgrade (Springfield) Upgrade Laura Street (MP 0.12 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

LTD Glenwood Petroleum Fuel System Updates 5307 (2022) Upgrade and replace the petroleum fuel system which has met its useful life at Lane Transit District's Glenwood facility to maintain good working condition of this asset.

Preventive maintenance 2023 (LTD) Funding used for preventative maintenance projects to extend useful life of current facilities using 5307 funds

LTD Op. Comm. Control Ctr expansion 5307 (Springfield) Operation Command Control Center expansion at Lane Transit District's Glenwood facility, including modern operations dispatch and restrooms to provide more productive and efficient service. Funded using FTA Section 5307 formula funds.

Oregon Department of Transportation

OR569 over Union Pacific Railroad and NW Expressway (Eugene) Complete design to replace bridge rail system to conform to current safety standards; joint replacement, and overlay the bridge driving surface to preserve the bridge structure.

OR58: Goshen-Pheasant Lane Grind existing surfacing and inlay the travel lanes. (Single Lift Inlay + Localized Asphalt/Concrete Pavement Repair) Update ADA as required.

OR99W: 1st Ave - Enid Rd Repave the road to create a smoother driving surface and extend its useful life.

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

I-105: Willamette R - Pacific Hwy Pavement resurfacing to repair rutting and wear, and restore smoothness on multiple bridges to extend useful life.

OR99W: Theona Dr (Eugene) Increase driver safety by constructing improvements to increase the intersection sight distance.

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.

Oregon Household Survey Conduct survey across all Oregon to capture critical transportation user information necessary to inform transportation models and critical policy issues. **This project includes discretionary federal funding from CLMPO, ODOT and other Oregon MPOs.*

OR132: Green Acres Rd to Good Pasture Island Rd Complete design to replace bridge over Beltline; add up to 2 lanes to southbound Delta; replace signal at westbound off-ramp; widen slough bridge on eastbound Beltline--all to improve traffic flow and safety.

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 that obligated in FFY 2023 for projects in CLMPO.

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 2023 obligations: \$82,030

Carbon Reduction Program (CRP) provides funds for projects designed to reduce transportation emissions, defined as carbon dioxide (CO2) emissions from on-road highway sources.

FFY 2023 obligations: \$65,000

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

FFY 2023 obligations: \$211,923

FTA Section 5307 funds are distributed on a statutory formula basis to support capital, certain operating, and planning expenditures for publicly owned transit systems. The MPO policy board approved LTD as a direct recipient of these funds. LTD thus decides on which projects to spend these funds.

FFY 2023 obligations: \$13,320,000

Highway Infrastructure Program (HIP) for construction of federal-aid system roads, bridges and tunnels. The MPO will sometimes receive HIP funding to use at their discretion for eligible projects.

FFY 2023 obligations: \$450,990

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

FFY 2023 obligations: \$341,747

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

FFY 2023 obligations: \$943,171

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 National Highway System, and be consistent with metropolitan and statewide planning requirements.

FFY 2023 obligations: \$11,388,229

Railway-Highway Crossings Program (RRXing) Program provides funds for the elimination of hazards at railway-highway crossings.

FFY 2023 obligations: \$299,100

Safe and accessible Transportation Options (SATO) The Bipartisan Infrastructure Law (BIL aka IIJA) requires each MPO to use at least 2.5% of its PL funds (and each State to use 2.5% of its State Planning and Research funding) on specified planning activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities.

FFY 2023 obligations: \$31,609

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 2023 obligations: \$4,479,284

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 2023 obligations: \$4,880,938

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 2023 obligations: \$222,282

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

Project Name: I-5: Northbound Muddy Creek bridge (Lane County) ****action pending****

Applicant: ODOT

STIP Key Number: 23128

Description: Complete design to seismically retrofit the bridge to improve it to a state in which it could not only survive a large earthquake but also safely carry traffic immediately after. Bridge 08171N, located just north of Coburg at 44.156434 lat., -123.056861 long.

Funding: \$1,809,692 (HB2017 Bridge-Seismic)

Proposed Changes: Cancel project

Notes on Changes: [from ODOT] While seismic funding was provided in HB 2017, it is significantly less than is needed to finish the Phase 1 work detailed in the 2014 Seismic Plus Report. This is one of the remaining seismic bridges in the first phase. These remaining bridges were built during the Interstate Era and are in relatively good condition with many years of remaining service life. Immediate replacement is not the best investment, as decades of service life will be lost. Seismic retrofit is also a relatively poor investment for these bridges, as a significant amount of funding will be applied to an older bridge that does not improve its condition or extend its service life. At this time, it would be better to invest in projects that can achieve progress on the Phase 1 routes while also improving bridge conditions.

Action: These changes are requested by ODOT. 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: October 24, 2023 – November 7, 2023

Project Name: I-5: NB McKenzie overflow bridge (MP 196.69) ****action pending****

Applicant: ODOT

STIP Key Number: 23130

Description: Complete design to seismically retrofit the bridge to improve it to a state in which it could not only survive a large earthquake but also safely carry traffic immediately after. Bridge 08178N, located south of McKenzie River at 44.101991 lat., -123.044359 long.

Funding: \$1,547,288 (HB2017 Bridge-Seismic)

Proposed Changes: Cancel project

Notes on Changes: see Notes on Changes for 23128 above

Action: These changes are requested by ODOT. 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: October 24, 2023 – November 7, 2023

Project Name: I-5: NB McKenzie overflow bridge (MP 196.19) ****action pending****

Applicant: ODOT

STIP Key Number: 23131

Description: Complete design to seismically retrofit the bridge to improve it to a state in which it could not only survive a large earthquake but also safely carry traffic immediately after. Bridge 08180N, located north of the Beltline interchange at 44.094775 lat., -123.045245 long.

Funding: \$1,762,645 (HB2017 Bridge-Seismic)

Proposed Changes: Cancel project

Notes on Changes: see *Notes on Changes for 23128 above*

Action: These changes are requested by ODOT. 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: October 24, 2023 – November 7, 2023

Project Name: Springfield Northeast Critical Links

Applicant: Willamalane Park & Rec

STIP Key Number: 23517

Description: Complete the planning for two missing critical path links, to provide a continuous east-west bike route in north Springfield (approx 2.05 miles over two segments).

Funding: \$396,225.31 (Transportation Alternatives)

Proposed Changes: Add new 2024 project using State discretionary federal funds.

Notes on Changes: These links are identified in Springfield's Transportation System Plan as Moe Mountain Path and McKenzie River Path.

Action: These changes are requested by Willamalane. 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: October 30, 2023 – November 13, 2023

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: Springfield Transportation System Planning 2024

Applicant: City of Springfield

STIP Key Number: 22751

Description: Transportation planning work to include updates to Springfield's Transportation System Plan to develop design concepts to facilitate pedestrian and bicycle projects.

Funding: \$334,336.34 (Carbon Reduction Program)

Proposed Changes: Slip planning phase from 2024 to 2025

Notes on Changes:

Action: These changes are requested by City of Springfield. 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 applicable

Project Name: Regional bicycle enhancements (CLMPO)

Applicant: City of Eugene

STIP Key Number: 22338

Description: Regional bicycle improvements including bicycle parking, bicycle repair stations, an e-bike loaner program, and maintenance of electronic bike lockers to promote transportation options.

Funding: \$153,104 (Surface Transportation Block Grant- Urban)

Proposed Changes: Rename project “Regional bicycle enhancements Eugene 2024”; Remove bicycle repair stations and e-bike loaner program from the project description.

Notes on Changes: Having CLMPO in the name was complicating the intergovernmental agreement process. Bicycle repair stations and e-bike loaner program are not part of this project.

Action: These changes are requested by City of Eugene. 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 applicable

Project Name: Berkeley Park Path (Eugene)

Applicant: City of Eugene

STIP Key Number: 22460

Description: Construction of an approximately 0.13 mile path through Berkeley Park, connecting Wilson St to a higher density housing development parking lot and then connecting to Fern Ridge Trail through the park. The path will improve access and safety for people walking and biking through the area.

Funding: \$546,825.40 (Transportation Alternatives – Statewide Off-System Bike-Ped)

Proposed Changes: Slip preliminary engineering phase from 2024 to 2025; slip right of way phase from 2025 to 2026; slip construction phase from 2026 to 2027.

Notes on Changes:

Action: These changes are requested by City of Eugene. 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 applicable

Project Name: 18th Ave at Hilyard St (Eugene)

Applicant: City of Eugene

STIP Key Number: 22344

Description: Intersection improvements including adding a bicycle-only signal phase, replacing ADA ramps, and striping improvements to promote safer travel for all modes

Funding: \$780,118.13 (Surface Transportation Block Grant- Urban)

Proposed Changes: Slip right of way, construction, and other phase each from 2024 to 2025.

Notes on Changes:

Action: These changes are requested by City of Eugene. 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 applicable

Project Name: Oregon Transportation Network - LTD FFY23

Applicant: ODOT

STIP Key Number: 22045

Description: Urbanized public transit capital funding for Federal fiscal year 2023. Funds will be transferred to FTA for delivery. Projects and programs to be determined based on funding requirements

Funding: \$1,123,784 (Surface Transportation Block Grant to be flexed to FTA as 5310 funds)

Proposed Changes: Reduce project cost by \$23,191; update project name to Oregon Transportation Network – LTD FFY23 5310 (STBG)

Notes on Changes: Project cost change is to match the FTA allocation/grant amount. Name change to clarify funding programs to be utilized.

Action: These changes are requested by ODOT. 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 applicable

Comments received:

[none]