



MEETING: TRANSPORTATION PLANNING COMMITTEE
DATE: Thursday, May 19, 2022
TIME: 10:00 am- 12:00 pm
LOCATION: Remote via phone
CONTACT PERSON: Paul Thompson, 541-682-4405
INFORMATION: <https://zoom.us/j/93007368475?pwd=dGtCUmtOelpZT0ZIRHdHUUdQVG14QT09>
[+1 \(669\) 900-9128](tel:+16699009128) Meeting ID: 930 0736 8475 Passcode: 520413

TPC AGENDA

1. Call to order, introductions, agenda review 5 minutes
2. Comments from the public 10 minutes
3. Safe Lane Coalition Report 10 minutes
4. Transportation Options Update 10 minutes
5. Transportation Improvement Program Amendments 5 minutes
See Attached
Action Requested: Approval
6. *Tentative:* Local Participation in ODOT projects 25 minutes
Action Requested: Discussion
7. Expedited Carbon Reduction Funds Application- Bike Share 5 minutes
See Attached
Action Requested: Recommend to MPC
8. Project Brainstorm Review 15 minutes
Action Requested: Discussion
9. June Metropolitan Policy Committee Agenda 5 minutes
Action Requested: Discussion
10. Information Share & Other as needed and time allows

MTIP Amendments
Transportation Planning Committee – Central Lane MPO
May 19, 2022

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

[none]

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

22351 – Springfield

Walking and biking network improvements (Springfield)

Description: Addressing highest need locations for filling gaps in the walking and biking networks and near schools in Springfield to complete connections and improve safety for all users. Locations are: midblock crossing over Filbert Ln, north of Horace Street; intersection of Thurston Rd at 69th St; 28th St from Main St (McKenzie Hwy) to Olympic St

Funding: \$557,227.24 (HIP)

Amendment: Slip preliminary engineering, right of way acquisition, and utility relocation phases from 2022 to 2023; slip construction phase from 2023 to 2024; remove the locations listed in the project description and replace with the following language reflective of the updated project scope: “Project includes two portable temporary rapid flashing beacons, crossing on Mohawk Blvd south of I St, crossing on 5th St north of Q St, and EWEB path crossing enhancements with refuge islands at 5th and 19th Streets.”

Note: the location changes are due to input from the Bicycle Pedestrian Advisory Committee, some original locations being funded by other grant sources and because of changes of context including COVID impacts on traffic related to schools in some locations.

Public comment period complete May 13, 2022

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

22574 – ODOT

OR528: Jurisdictional transfer (Springfield)

Description: City of Springfield receives OR528 from the State in return for a payment of \$12M in FY2023, to be used for 42nd Street and other highway improvements and operations.

Funding: \$12,000,000 (S070 – HB2017)

Amendment: Advance project from FFY 2023 to FFY 2022.

Public review not required

21843 – LCOG

Central Lane MPO planning SFY23

Description: 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).

Funding: \$2,519,446.89 (PL, 5303, Urban STBG)

20606 – LCOG

Central Lane MPO planning SFY22

Description: 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).

Funding: \$1,631,830.15 (PL, 5303, Urban STBG)

Amendment: Split \$150,000 (includes match) of Urban STBG funding from K21843 to K20606 to ensure sufficient funding for Central Lane MPO planning SFY22.

Note: K21843 includes \$1.5M of Urban STBG savings from previous years of this ongoing program.

Public review not required

CALLISTER Dan

From: Rob Zako <rob@best-oregon.org>
Sent: Friday, May 13, 2022 6:50 AM
To: Central Lane Metropolitan Planning Organization; THOMPSON Paul E; CALLISTER Dan
Cc: Colin Hill
Subject: Comments on MTIP amendment, due May 13, 2022

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,

BEST is responding to the MTIP amendment public comment opportunity detailed below.

We support this amendment for # 22351 – Springfield Walking and biking network improvements.

We note that this is a minor amendment to a project already in the MTIP, slipping the timeline and adjusting the project description.

We'd like to take this opportunity to apply the "Regional Primary Funding Considerations" that Dan presented and the MPO approved at their May meeting:

1. **Eliminate fatal and serious injury crashes for all modes of travel.**
The project is clearly aimed to improve the safety of walking and biking, two of the most vulnerable modes of travel, as designated locations.
2. **Preserve and maintain transportation system assets to maximize their useful life and minimize project construction and maintenance costs.**
The project does not appear to have much direct impact on preservation and maintenance of the transportation system.
3. **Eliminate barriers that people of color, low-income people, youth, older adults, people with disabilities and other historically excluded communities face meeting their travel needs.**
Although perhaps not directly aimed at the identified segments of the community, the project is intended to reduce barriers for people walking (seniors?) or biking (youth?).
4. **Reduce the transportation system's vulnerability to natural disasters and climate change.**
The project does not appear to have much direct impact on the resilience of the transportation system

5. Improve public health by providing safe, comfortable, and convenient transportation options that support active living and physical activity for all ages and abilities to meet daily needs and access services.

The project clearly supports active living (transportation) by supporting walking and biking.

6. Increase the percentage of trips made using active and low carbon transportation modes while reducing vehicle miles traveled within our region.

The project supports increasing the percentage of trips made using active and low carbon transportation modes by supporting walking & biking.

7. Strive to reduce vehicle - related greenhouse gas emissions and congestion through more sustainable street, bike, pedestrian, transit, and rail network design, location, and management.

The project clearly supports reducing GHGs from transportation by supporting low-carbon modes of transportation: walking & biking.

8. Complete gaps in the regional bicycle and pedestrian networks, including paths.

The project might complete gaps in the regional bicycle and pedestrian networks. But without referencing a plan for those networks or a map, the description of the project provided to the public is insufficient to determine.

In brief, qualitatively the project appears to **support** or have no impact on each of the regional primary funding considerations.

But note that in a different context to select or prioritize projects considered for funding, the analysis above would not be quantitative or objective enough to clearly distinguish this project from others.

For BEST,
Rob

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Rob Zako (*he/him/his*)
Executive Director
Better Eugene-Springfield Transportation (BEST)
PO Box 773, Eugene, OR 97440-0773
541-343-5201 (home office)
541-606-0931 (mobile)
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BEST is building a successful community by bringing people together to promote transportation options, safe streets, and walkable neighborhoods.



Public Comment Opportunities

The public is invited to comment on the following open topic(s):

Comments regarding the following amendment(s) to the Metropolitan Transportation Improvement Program will be accepted until May 13, 2022:

22351 – Springfield

Walking and biking network improvements (Springfield)

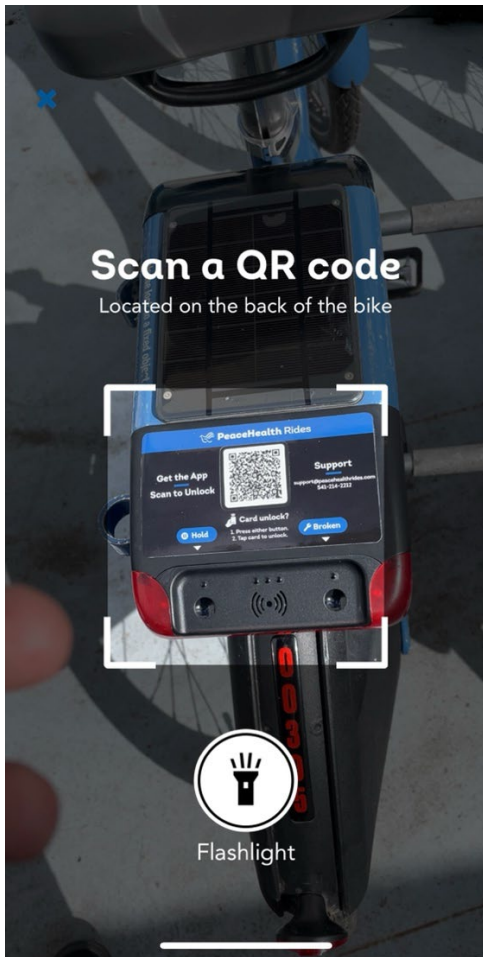
Description: Addressing highest need locations for filling gaps in the walking and biking networks and near schools in Springfield to complete connections and improve safety for all users. Locations are: midblock crossing over Filbert Ln, north of Horace Street; intersection of Thurston Rd at 69th St; 28th St from Main St (McKenzie Hwy) to Olympic St

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Bike Share Planning & Operations

Project Visual:



Project Description:

Funding from the Central Lane MPO is requested to support a gap in PeaceHealth Rides operational funding for 2022 and 2023. This funding will also enable planning for future bike share system expansion, increase outreach, and identify additional bike share partners. Continued growth in bike share ridership is critical to reaching city goals around mode share and greenhouse gas emissions.

Since launching on April 19, 2018, people have taken the now nonprofit operated PeaceHealth Rides fleet of 300 bikes on more than 600,000 trips, which covers over 700,000 miles, or about 3 times the distance to the moon.

Each trip has averaged just over one mile, a critical middle distance that studies show is often too far to walk, and too inconvenient to ride transit.

Project Quick Facts

Location	Eugene
Project Limits (to/from)	

Length in feet		Estimated Project Cost	
Functional Class		Est. Total Project Cost	\$72,440
Completion/Purchase Year		Federal Funds Requested	\$65,000
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
<i>For questions regarding the programming of CLMPO's discretionary federal funds contact Daniel Callister at (541) 666-9571 or dcallister@lcog.org</i>			



FUNDING APPLICATION

for Discretionary Federal Funds through CLMPO

The *Application Instructions* is a companion document to this application and provides section-by-section instructions, additional details, and helpful hyperlinks to assist applicants as they complete the application.

Section 1: Applicant Information			
Date:	5-18-2022		
Sponsoring Organization:	City of Eugene		
Contact Person & Title:	Shane Rhodes		
Contact e-mail:	srhodes@eugene-or.gov	Phone:	541-682-5094

Section 2: Project Information <i>(see instructions)</i>			
Project Title:	Bike Share Planning & Operations		
Project Benefit:			
Location:	Eugene		
Project Limits:	Current bike share operating area; generally, Valley River Center and Whiteaker on the west to Walnut Street on the east and Autzen Stadium on the north to 29 th Avenue on the south.		
Length in Feet:			
Functional Class:			
Traffic Volume (yr):			
Bike/Ped Volumes (yr):	600 rides per day	STIP Key Number:	
On the NHS? (yes/no):		Project includes bike/ped facility? (yes/no):	
State Senate District(s):	<input type="checkbox"/> 4 <input type="checkbox"/> 6 <input type="checkbox"/> 7	State Rep. District(s):	<input type="checkbox"/> 7 <input type="checkbox"/> 8 <input type="checkbox"/> 11 <input type="checkbox"/> 12 <input type="checkbox"/> 13 <input type="checkbox"/> 14
Project Description:			

Funding from the Central Lane MPO is requested to support a gap in PeaceHealth Rides operational funding for 2022 and 2023. This funding will also enable planning for future bike share system expansion, increase outreach, and identify additional bike share partners. Continued growth in bike share ridership is critical to reaching city goals around mode share and greenhouse gas emissions.

Section 3: Eligibility	Yes	No	N/A
Is the project within the Central Lane MPO boundaries? See Instructions if uncertain.	x		
General Federal Aid Eligibility: Does the project meet the general requirements for federal aid projects as outlined in Title 23, U.S.C.?	x		
RTP: Is the project listed in, consistent with, or able to be added to the financially constrained Regional Transportation Plan (RTP) during project time frame?	x		
RTP project number: <input type="text"/>			
State/Local Plans: Is the project identified in an adopted state or local plan?			
Describe:			
Sufficient Funding: Is the total of requested funds plus local match and other committed funds sufficient to complete the project?	x		

Provide information if the answer is "No" or "N/A" for any of the above eligibility questions:

This application does not require applicants to identify a specific funding program for their proposed project. Due to the numerous funding programs, each with its own set of eligibility criteria, each application that meets the general eligibility criteria will be prioritized according to its merits. A staff committee will work in consultation with project sponsors to identify a suitable funding program or combination of programs for successful projects.

Section 4: Project Budget and Funding Request Summary:

-All amounts must reflect year of expenditure dollars (correcting for inflation)

-Federal funds require 10.27% match from non-federal sources.

Estimated Total Project Cost		\$72,440			
Project Phase	Estimated FFY to Obligate	Federal Funds Requested	Required Match (10.27%)	Additional Committed Funding (incl. Fed.)	Estimated Total Cost
<i>Planning*</i>		\$	\$	\$	\$
<i>Design/Prelim. Engineering</i>		\$	\$	\$	\$
<i>Right of Way</i>		\$	\$	\$	\$
<i>Utility Relocation</i>		\$	\$	\$	\$
<i>Construction</i>		\$	\$	\$	\$
<i>Other</i>		\$65,000	\$7,440	\$	\$72,440
Total request of federal funds:		\$ 65000	\$7,440	\$	\$72,440

Enter amounts and sources of "Additional Committed" funding:	\$	Source:	
	\$	Source:	
	\$	Source:	
	\$	Source:	

*State and Federal agencies will not typically approve a project with both a Planning and a Design/Engineering phase under a single Key Number. If your project includes funding for both phases, please explain why.

Provide other funding information, as relevant:

Section 5: Regional Primary Funding Considerations

The 2045 RTP identifies 7 general goals and 28 specific objectives to achieve those goals. The following subset of objectives was identified by the MPO as the primary funding considerations for this call for projects:

- Eliminate fatal and serious injury crashes for all modes of travel.
- Preserve and maintain transportation system assets to maximize their useful life and minimize project construction and maintenance costs.
- Eliminate barriers that people of color, low-income people, youth, older adults, people with disabilities and other historically excluded communities face meeting their travel needs.
- Reduce the transportation system's vulnerability to natural disasters and climate change.
- Improve public health by providing safe, comfortable, and convenient transportation options that support active living and physical activity for all ages and abilities to meet daily needs and access services.
- Increase the percentage of trips made using active and low carbon transportation modes while reducing vehicle miles traveled within our region.
- Strive to reduce vehicle-related greenhouse gas emissions and congestion through more sustainable street, bike, pedestrian, transit, and rail network design, location, and management.
- Complete gaps in the regional bicycle and pedestrian networks, including paths.

Describe how the proposed project supports the primary funding considerations listed above (up to three):

Bike share in Eugene has proven to be very popular since launch in 2018. Now marketed and operated by a local nonprofit, Cascadia Mobility, bike share is as popular as ever, averaging over 600 trips per day. Recent technology upgrades, improved maintenance and redistribution, and improved community connections are some of the reasons bike share is well positioned to continue to increase ridership.

The work Cascadia Mobility will do to continue bike share operations and assist Eugene and Springfield explore system expansion, increase outreach, and identify additional partners helps to achieve the following goals:

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

Access to transportation is a key social determinant of health. Through targeted education, outreach and partnership with community based organizations and health organizations that serve disadvantaged populations, plus a discounted rate plan available for low income clients of partner community based organizations, Cascadia Mobility is working to lower barriers to access to bike share.

- Improve public health by providing safe, comfortable, and convenient transportation options that support active living and physical activity for all ages and abilities to meet daily needs and access services.

Bike share is an easy, fun, and affordable way to get around. Bike share lowers the barrier for access to a bike, any time. The more people we can get riding bike share, the closer we come to achieving this objective.

- Increase the percentage of trips made using active and low carbon transportation modes while reducing vehicle miles traveled within our region.

Encouragement programs for bike share, expanded partnerships, and increased system size will all lead to improved network connection and an increase in the percentage of trips made by bike.

Additional Project Benefits
Describe any other project benefits worth consideration by those reviewing this application.

Bike share makes use of bike infrastructure and lowers the bar for access to bikes. Bike share helps “normalize” biking by making bikes accessible to all. The more people see bikes, the more people are likely to bike, the more bike infrastructure is needed. Bike share is a catalyst to expand use of active transportation and the infrastructure that supports it.

Section 6: Performance Measures:
Indicate which performance measure(s) this project supports. See Instructions for more details.

a. Roadway Safety

<input type="checkbox"/> Serious Injuries and Fatalities per vehicle-mile traveled	<input type="checkbox"/> Number of Serious Injuries and Fatalities for non-motorized users
<input type="checkbox"/> Number of Serious Injuries and Fatalities	

b. Pavement and Bridge Condition on the NHS

<input type="checkbox"/> Condition of Interstate Pavements	<input type="checkbox"/> Condition of NHS Bridges
<input type="checkbox"/> Condition of Non-Interstate NHS Pavements	

c. Performance of the NHS

<input type="checkbox"/> Percent of reliable person-miles on Interstate	<input type="checkbox"/> Truck Travel Time Reliability on Interstate
<input type="checkbox"/> Percent of reliable person-miles on NHS	

d. Transit Asset Management

<input type="checkbox"/> Percent of vehicles that exceed useful life benchmark	<input type="checkbox"/> Percent of facilities < 3 on the TERM scale
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e. CMAQ Performance Measures

<input type="checkbox"/> Total Emissions Reductions (PM10)	<input type="checkbox"/> Annual hours of peak hour excessive delay
<input type="checkbox"/> Percent of non-SOV travel	

Section 7: Air Quality Status

	Yes	No
a. Is the project exempt from air quality conformity analysis? see 40 CFR Sec. 93.126		
b. If exempt, under what category is the project exempt? (e.g. Safety – Railroad/Highway Crossing)		

Section 8: Submittal Approval	
Project Sponsor Authority Information	
The Authorizing Authority identified below approved the submittal of this application on behalf of the Project Sponsor. Project sponsors will be required to sign an Intergovernmental Agreement (IGA) with ODOT prior to receiving any project funds. The IGA with the state will detail the requirements for the use and management of requested funds.	
Authorizing Authority Name:	City of Eugene
Authorizing Authority Title: (e.g. Mayor, Executive Director, etc.)	Transportation Planning Manager
<input checked="" type="checkbox"/> Submittal was approved by the identified authorizing individual.	
Co-Sponsor Authority Information (if applicable)	
Authorizing Authority Name:	
Authorizing Authority Title:	
<input type="checkbox"/> Submittal was approved by the identified authorizing individual.	

Section 9: Project Summary Sheet
Follow the <i>Application Instructions</i> to complete the project summary sheet form and submit it with this completed application.

Email this completed application in Word format together with the completed Project Summary Sheet to dcallister@lcog.org or by mail to:

Daniel Callister
 Lane Council of Governments
 859 Willamette St. Ste. 500
 Eugene, OR 97401-2910