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December 4, 2025

DELIVERED ELECTRONICALLY

Central Lane Metropolitan Planning Organization
c/o Lane Council of Governments
859 Willamette, Suite 500
Eugene, OR 97401

Re: Project Proposals for Central Lane MPO Funding 2028-2030

Dear Metropolitan Policy Committee members and staff:

Thank you for this opportunity to comment on eligible proposals for use of anticipated MPO discretionary federal transportation funding through federal fiscal year 2030.

Public Notice

The primary public notice of this opportunity to comment is found on the [Public Comment Opportunities](#) webpage. It summarizes the opportunities, lists the 19 proposal, and provides links to additional information.

Alas, the list alone does not provide enough information for someone interested to understand the full range of proposals. Rather they would need to click through 19 times to view 19 one-page descriptions, which many would not have the patience to do.

To make that public notice more accessible, include a link to [all 19 one-page descriptions in a single document](#), as is already included in the packet for your December 4, 2025, meeting.

Note that BEST summarized all 19 proposals in a single [blog post](#).

Safety First

In evaluating the 19 proposal using Regional Primary Funding Considerations, put safety first:

- 1. Eliminate fatal and serious injury crashes for all modes of travel. (Goals 1,2,4)**
2. Preserve and maintain transportation system assets to maximize their useful life and minimize project construction and maintenance costs. (Goals 6,7)
3. Address challenges experienced by people of all ages, abilities, and backgrounds in meeting their travel needs. (Goals 2,3,4)
4. Reduce the transportation system's vulnerability to natural disasters. Bridges crossing I-5 and rivers are of particular importance given the region's hospitals are all on the east side of I-5. (Goals 2,7)

Building a successful community by bringing people together
to promote transportation options, safe streets, and walkable neighborhoods.

Better Eugene-Springfield Transportation • PO Box 773, Eugene, OR 97440 • 541-343-5201

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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. (Goals 1,2,3)
6. Increase the percentage of trips made using active and lower polluting transportation modes while reducing vehicle miles traveled within our region. (Goals 1,3,4,6,7)
7. Strive to reduce vehicle-related pollution and congestion through more efficient street, bike, pedestrian, transit, and rail network design, location, and management. (Goals 1,2,3,5,6,7)
8. Complete gaps in the regional bicycle and pedestrian networks, including paths, with a focus on separated facilities where feasible. (Goals 1,2,3,4,6)

Recommended Proposals

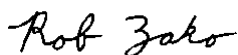
In general, BEST support funding for all 19 proposals. But we recognize that it likely won't be possible to fully fund all of them.

We endorse the oral comments provide by Allen Hancock, Charlie Loeb, Noah Birnel, and Sarah Mazze during the public hearing on December 4, 2025.

In addition, we especially support these three proposals:

- [River Road and Highway 99 Multimodal Safety Project](#) (Eugene, \$2,500,000): Over 20% of the city's high crash intersections are located along either River Road or Highway 99. With the support of a \$77,140 study and assessment grant from the [ODOT Innovative Mobility Program](#), BEST is engaging with the community to document safety and other problems and to increase public understanding of the need to address these problems. **As the public has a short attention span, it is critical to build on this current public engagement to see timely improvements.**
- [30th Ave Spring Boulevard to McVay Highway](#) (Lane County, \$2,389,815): 30th Avenue has had more fatalities and serious injuries involving bicyclists/pedestrians than any other road under Lane County jurisdiction. Some from BEST and many others use this corridor daily to get to and from Lane Community College. **It is critical to make safety improvements to this corridor ASAP.**
- [Transit-Shared Mobility Integration and Modernization](#) (Lane Transit District, \$1,250,000): Providing traditional fixed-route transit service is costly. For a growing number of people and trips, shared mobility options are more convenient—and costs less. **It makes sense to build on the current success of bike share to provide a unified, regionally coordinated network of electric-assist bicycles, seamlessly integrated with LTD's transit services.**

For BEST,



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