



Title VI Plan

FY 2009-2010
Annual Report

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INTRODUCTION

As a recipient of state and federal funds, the Central Lane MPO is subject to the provisions of Title VI, including environmental justice.

Title VI of the Civil Rights Act of 1964 and other federal nondiscrimination statutes prohibit discrimination based on race, color, national origin, disability, age, gender, or income status in the provisions of benefits and services of programs and activities receiving federal funding. The regulations require:

- A pro-active approach to eliminating discrimination;
- The execution of Title VI Assurances as a condition of federal money;
- An identified Title VI liaison within the agency; and
- A complaint procedure accessible to all parties involved in a project.

Environmental Justice is the fair treatment and meaningful involvement of all people—regardless of race, ethnicity, income or education level—in environmental decision making, including for transportation issues. Further, environmental justice ensures that no population is forced to shoulder a disproportionate burden of the negative human health and environmental impacts of pollution or other environmental hazards.

In June, 2009, the Central Lane MPO adopted a [Title VI Plan](#). The Title VI Plan contains the following:

- A Nondiscrimination Policy Statement;
- Designation of a Civil Rights liaison;
- A written process for filing a Title VI complaint against the MPO;
- Data collection that identifies residential, employment, and transportation patterns of low-income and minority populations so that their needs can be identified and addressed, and the benefits and burdens of transportation investments can be fairly distributed;
- Title VI Standard Language for contracts to communicate the MPOs expectations about Title VI commitments to local agency partners; and
- A list of relevant authorities. The plan has been submitted to and approved by ODOT.

This document provides an overview of activities conducted over the last year (July, 2009 through June, 2010) to implement the Title VI Plan. The annual report provides an opportunity to evaluate and identify opportunities to improve implementation of the Title VI Plan, addressing public participation, planning, contracts, and training activities. This report largely follows the report template provided by ODOT for MPO planning managers to use for reporting on Title VI activities that occurred over the past year. The Citizen Advisory Committee has been consulted in development of the Annual Report. A copy of the annual report will be submitted to the ODOT Title VI Program Manager to be included in

the ODOT region Title VI reports, and the subsequent state report for Federal Highway Administration (FHWA) and Federal Transit Administration (FTA).

Section I STATUS OVERVIEW OF THE TITLE VI PLAN

ACCOMPLISHMENTS OF FISCAL YEAR 2009 - 2010

Public Outreach Accomplishments

Community Focus Group

The Citizen Advisory Committee (CAC) of the Central Lane Metropolitan Planning Organization conducted a Community Focus Group on Wednesday, August 5th, 2009.

The purpose of the meeting was to meet with community leaders who were asked to represent the needs of key interest areas, such as minorities, youth and University students, and the business community. The event was just a first step of a long-range plan to improve the CAC's outreach efforts and to involve a broader cross-section of our community in transportation decision-making.

CAC Chair Dave Jacobson and Vice Chair Wendy Butler-Boyeson gave a brief overview of the MPO and, in particular, the purpose and goals of the Citizen Advisory Committee. Focus group participants were asked to discuss and provide some answers to the following questions:

- How important is regional transportation planning?
- Do you want to be involved in regional transportation decisions?
- What are the transportation issues that are most relevant to each perspective?
- How do people want to be involved?
- What are the best ways to reach the larger community?

A number of good ideas about improving public information and public involvement were identified over the course of the meeting. Three key findings came out of this report that have proven to be especially helpful as the CAC moves forward in its public outreach strategies:

Priority #1: Crafting Our Message

The need for better marketing, clearer information, and an educational campaign for the MPO's regional transportation planning efforts emerged as the highest priority action item. Issues such as the organization's name, the complexity of the issues, the technical nature of the language and the work were identified as key barriers to better community awareness. Two important messages included: convey the importance of the issues and their relevancy

to people's lives; and emphasize the ability of individuals to impact transportation decisions made in this community.

Priority #2: High- or Low Tech? Use Both to Communicate

Focus group participants described the diverse ways that people listen, learn, and share information. For example, people within the Hispanic culture typically favor person-to-person oral communication, allowing word-of-mouth information to follow a communication "spiral" through households, families, and neighborhoods. Youth and college-age students are the most likely to take advantage of new high tech communication methods such as twitter and Facebook, and the "viral" communication networks of the internet. No single strategy will be effective when seeking to inform people of different ages, cultures, and lifestyles

Priority #3: Public Involvement: Keep Up the Good Work

In general, participants felt that the current methods of public involvement are appropriate and that adequate opportunities are provided. By improving the MPO's message and utilizing more diverse communication methods, more and more perspectives will become aware of the issues and may or may not choose to actively participate. The group also discussed the need for better measures of success. These measures would be helpful in assessing overall public awareness of transportation issues, and in distinguishing between those people who are not participating due to inadequate awareness and those people who are aware of issues and who choose not to participate.

As the MPO moves forward with key public involvement strategies, it is working to ensure that those strategies are informed by the Community Focus Group recommendations.

CAC Recruitment

The Central Lane MPO incorporates its Citizen Advisory Committee (CAC) as a key component of its public outreach strategy. The CAC both advises the MPO on public outreach strategies and provides recommendations for specific policy and planning actions. The charge, as listed in the bylaws, for the Citizen Advisory Committee Recruitment for the Citizen Advisory Committee directs that the committee make an effort to seek out and consider the needs of those traditionally underserved by existing transportation systems. The targeted interest areas listed in the bylaws for the Citizen Advisory Committee include low income, minority, and persons with disabilities. The bylaws specify that MPC shall make an effort to seek out and include those traditionally underserved by existing transportation systems when appointing members to the Citizen Advisory Committee.

The MPO initiated a recruitment process to fill seats on the CAC this year. Public outreach for the recruitment was extensive and was informed by the Community Focus Group conducted by the MPO in August 2009. Efforts included:

- Display ads in *Adelante Latino*, *Register Guard*, *Springfield Times*, *Oregon Daily Emerald*, *Lane Community College Torch*, and the *Eugene Weekly newspapers*
- Email announcements to an estimated 800 people on the MPO distribution list, including environmental justice contacts
- Email networking with organizations and individuals through contacts in the Latino, African-American, senior, disabled, and business communities
- MetroTV calendar notice
- Interior bus posters in English and Spanish on 115 buses
- Articles in English and Spanish in *Bus Talk* publication distributed on LTD buses
- Posting of materials in English and Spanish on the www.TheMPO.org website
- Announcements on MPO partner websites
- Press release to 20 local print, radio, and television media
- Flyers posted in English and Spanish at Chambers of Commerce, local government offices, libraries, and other community gathering places
- Staffing a table at a community event with more than 500 attendees put on by Community Alliance of Lane County

The recruitment materials encouraged all residents to apply regardless of their expertise or transportation interest and listed the targeted interest areas in the bylaws. The recruitment closed on November 15, 2009 and sixteen applications were received. Four new appointments were made to the CAC, including one minority representative.

The CAC has also been asked to identify interest areas of concern. Members have identified broad areas of interest and many address Title VI issues, even if the member is not a part of a Title VI population.

Planning Accomplishments

During the past year, the MPO accomplished the following significant transportation planning activities:

- Approved \$2.66 million in FY 2009, \$2.60 million in FY 2010, and \$3.76 million in FY 2011-2013 to projects and programs funded by Surface Transportation Program - Urban (STP-U) to support planning activities, transportation demand management activities, and fund preservation and modernization projects.
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- Received and distributed over \$6.5 million as a result of federal economic stimulus legislation, known as the American Recovery and Reinvestment Act (ARRA). In addition to projects funded through the MPO, LTD received over \$6.4 million in ARRA funding, and ODOT allocated over \$2.9 million ARRA funds to projects within the MPO.
 - Participated in a statewide effort to administer the Oregon Household Activity Survey to collect detailed information on the travel behavior of 1,750 households within the MPO area. Data collected included trip locations, purposes, times, travel durations, vehicle characteristics, and other travel-related information.
 - Participated in the MPO Greenhouse Gas Emissions Task Force. The recent Oregon Legislature adopted HB 2186, establishing a Task Force to recommend legislation related to transportation and land use planning to reduce greenhouse gas emissions (GHG). MPC Member and Eugene City Councilor Alan Zelenka was selected to serve on the Task Force to represent the Central Lane MPO.
 - Adopted the Central Lane MPO Title VI Plan, documenting and establishing the MPO's policies for ensuring nondiscrimination in its practices, one of the first of its kind in Oregon.
 - Conducted on-going public outreach and participation strategies, including a joint meeting with the MPC and a Community Focus Group to initiate a dialogue with groups that have been traditionally under-represented in planning for the area transportation system. The MPO's Citizen Advisory Committee provides recommendations to the MPC on funding allocations, project priorities, and key MPO products such as the Regional Transportation Plan.
 - Provided endorsements for FY10 Annual Appropriation Earmark Request for Unit 3 and 4 of the I-5/Beltline Highway Interchange Improvement project and the Beltline/Delta Highway Intelligent Transportation System (ITS), and the City of Springfield, Lane Transit District, and the Oregon Department of Transportation for a Transportation Investment Generating Economic Recovery (TIGER) grant for improvements to Franklin Boulevard in the Glenwood area of Springfield, Oregon.
 - Provided technical assistance to a number of area projects, including: Oregon 569 (Beltline Highway): River Road to Coburg Road Facility Plan, Eugene, Springfield, and Coburg's local Transportation System Plans and the Regional Transportation System Plan, Interstate-5 at Glenwood Refinement Plan and I-5/Glenwood Area Planning Study, OR 126 Expressway Management Plan (EMP) in Springfield, Coburg Interchange Area Management Plan, and the West Eugene EmX Extension.
 - Participated in a number of statewide committees, including: Oregon MPO Consortium, Oregon Freight Advisory Committee, the Oregon Modeling Steering Committee, and the MPO GHG Task Force.
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Section II TITLE VI PROGRESS REPORT

I. Title VI Plan

In June, 2009, the Central Lane MPO adopted a Title VI Plan. There have been no changes to the plan since adoption.

2. Organization, Staffing, Structure

The Executive Director of LCOG is responsible for ensuring the implementation of LCOG overall Title VI program. The Executive Director is as follows:

Lane Council of Governments
Executive Director
George Kloeppel
(541) 682-4395

In addition, the Central Lane MPO, as a special program area within LCOG, shall have a designated Title VI Coordinator who is responsible for ensuring compliance, program monitoring, reporting, and education on Title VI issues within the MPO. The Title VI Coordinator for the Central Lane MPO is the Program Manager for LCOG Transportation Program and the Central Lane MPO, as follows:

Central Lane Metropolitan Planning Organization
Program Manager
Andrea Riner
(541) 682-6512
ariner@lcog.org

The following is a staffing composition listing by position, race, and gender.

Job Title	Race	Gender
Program Manager	Caucasian	Female
Senior Planner	Caucasian	Male
Senior Planner	Caucasian	Female
Senior Planner	Caucasian	Female

Associate Planner	Caucasian	Female
GIS Senior Analyst	Vacant	Vacant
GIS Assistant	Caucasian	Female
Assistant Planner	Caucasian	Female

The decision making body for the Central Lane MPO is the Metropolitan Policy Committee (MPC), which was previously created by Eugene, Springfield, and Lane County to cooperate on issues of metro-wide importance. The MPO role was delegated to the MPC by the LCOG Board of Directors. The members of the Metropolitan Policy Committee in their role as the MPO are elected and appointed officials from Springfield, Eugene, Lane County, Coburg, Lane Transit District, and the Oregon Department of Transportation.

AGENCY	Voting Member 1	Voting Member 2	Ex Officio	TOTALS
Eugene	Mayor Kitty Piercy	Alan Zelenka	Jon Ruiz	
Springfield	Christine Lundberg	Hilary Wylie	Gino Grimaldi	
Lane County	Pete Sorenson	Rob Handy	Jeff Spartz	
LTD	Mike Eyster	Greg Evans	Mark Pangborn	
Coburg	John Thiel	N/A	Don Schuessler	
ODOT	Sonny Chickering	N/A	Savannah Crawford	
Minority	-	1	-	1
Women	2	1	1	4
Men	4	2	5	11
TOTAL	6	4	6	16

The Transportation Planning Committee (TPC) contains staff-level participation from the various local governments within the Central Lane MPO area, primarily transportation planners and engineers. The TPC conducts, under the direction of the LCOG Board and the MPC, the technical portions of the Central Lane Metropolitan Planning Organization transportation system planning. The TPC makes recommendations to the MPC. Each jurisdiction with membership on the TPC appoints its representatives. The TPC may appoint subcommittees as needed.

AGENCY	Member 1	TOTALS
Director of Public Works – Lane County	Marsha Miller	
Director of Public Works - City of Eugene	Kurt Corey	
Director of Public Works - Springfield	Susie Smith	
Director of Planning – Lane County	Kent Howe	
Interim Planning Director - Eugene	Scott Luell	
Planning Manager - Springfield	Greg Mott	
Director of Planning & Development - LTD	Tom Schwetz	
Development Services Department - LTD	Mary Archer	
Point2Point Program Manager	Connie Williams	
Transportation Planning Manager – Lane County	Celia Barry	
Transportation Planning Manager - Eugene	Rob Inerfeld	
Transportation Manager- Springfield	Tom Boyatt	
City of Coburg	Petra Schuetz	
Lane Regional Air Pollution Authority	Ralph Johnston	
Region 2 Transportation Representative - ODOT	Sonny Chickering	
Manager – Eugene Airport	Tim Doll	
MPO’s Citizens’ Advisory Committee (CAC) chair	Dave Jacobson	
Federal Highway Administration Division Planning Engineer	Satvinder Sandhu	
ane Council of Governments’ Transportation and Public Infrastructure Program Manager (or designee)	Paul Thompson	

Minority	1	
Women	6	
Men	13	
TOTAL	19	

The Central Lane MPO has also formed a Citizen Advisory Committee (CAC) to involve the public in transportation planning and to inform decision making in the MPO area. The CAC advises the Metropolitan Policy Committee about regional transportation planning issues including how to involve the public, as well as recommendations on key products of the Central Lane MPO, such as the Regional Transportation Plan and the Metropolitan Transportation Improvement Program. The CAC includes local citizens committed to representing a broad spectrum of geographical, social and economic interests. Members are appointed by the MPC, which has committed to making efforts to seek out and include those that may be traditionally underserved by existing transportation systems.

Member	TOTALS
Paul Adkins	
Diana Alldredge	
Rosalia Marquez	
Dick Beers	
Wendy Butler-Boyesen	
Philip Farrington	
Gary Gillespie	
Jennifer Smith	
Dave Jacobson	
Alexandre Lockfeld	
Bill Morganti	
Eleanor Mulder	
Sarah Strand	
Edward Winter	
Phillip Carroll	
Sonny Chickering (non-voting member and liaison to MPC)	
Minority	1
Women	6
Men	10
TOTAL	16

3. Complaints

The Central Lane MPO has not received any Title VI complaints during the reporting period for this annual report.

4. Planning

A. Monitoring and Review Process:

During the past year, the MPO has initiated or completed a number of transportation planning activities. The following briefly describes the public participation outreach for these activities:

MPO Planning Activity	Description	Public Involvement Tools	Public Involvement Metrics
Surface Transportation Program - Urban (STP-U) Funding	Transportation Options/Transportation Demand Management Activities	<ul style="list-style-type: none">▪ 30-day Public Comment Period▪ MPC Public Hearing▪ Notice to Interested Parties▪ Web Notice▪ CAC Review and Recommendation	One member of the public testified at MPC Meeting. Two written comments submitted (one from Neighborhood Association). During public comment period, 321 pageviews to CLMPO website main page, 20 pageviews to news page
Surface Transportation Program - Urban (STP-U) Funding	STP-U funds for South Bank Bike/Ped path	<ul style="list-style-type: none">▪ 14-day Public Comment Period▪ MPC Public Hearing▪ Notice to Interested Parties▪ Web Notice▪ CAC Review and	Two members of the public testified at MPC Meeting. Three written comments submitted. During public comment period, 105 pageviews to CLMPO website main page, 11 pageviews to news

MPO Planning Activity	Description	Public Involvement Tools	Public Involvement Metrics
		<ul style="list-style-type: none"> ▪ Recommendation 	<p>page, and 6 pageviews to MPC meeting information page.</p>
<p>Surface Transportation Program - Urban (STP-U) Funding</p>	<p>FFY 2010 STP-U funds for Preservation, Project Development and Modernization Programming</p>	<ul style="list-style-type: none"> ▪ 30-day Public Comment Period ▪ MPC Public Hearing ▪ Notice to Interested Parties ▪ Web Notice ▪ CAC Review and Recommendation 	<p>Three written public comments, including comments from Lane County Senior and Disabled Services Advocacy Committee member. During public comment period, 191 pageviews to CLMPO website main page, 10 pageviews to news page, and 1 pageview to MPC meeting information page.</p>
<p>Surface Transportation Program - Urban (STP-U) Funding</p>	<p>STP-U funds for Middle Fork Willamette River Loop Path</p>	<ul style="list-style-type: none"> ▪ 7-day Public Comment Period ▪ MPC Public Hearing ▪ Notice to Interested Parties ▪ Web Notice 	<p>Five written public comments received. During public comment period, 235 pageviews to CLMPO website main page, 5 pageviews to news page, and 3 pageviews to MPC meeting information page.</p>
<p>Surface Transportation Program - Urban (STP-U) Funding</p>	<p>STP-U funds for Regional Transportation Options Plan</p>	<ul style="list-style-type: none"> ▪ 30-day Public Comment Period ▪ MPC Public Hearing 	<p>No public comments received.</p>

MPO Planning Activity	Description	Public Involvement Tools	Public Involvement Metrics
		<ul style="list-style-type: none"> ▪ Notice to Interested Parties ▪ Web Notice 	
Surface Transportation Program - Urban (STP-U) Funding	Eugene Regional Transportation Planning – 2010	<ul style="list-style-type: none"> ▪ 30-day Public Comment Period ▪ MPC Public Hearing ▪ Notice to Interested Parties ▪ Web Notice 	Three written public comments.
Surface Transportation Program - Urban (STP-U) Funding	FY09-10 STP-U Operational Planning Funds	<ul style="list-style-type: none"> ▪ 30-day Public Comment Period ▪ MPC Public Hearing ▪ Notice to Interested Parties ▪ Web Notice ▪ CAC Review and Recommendation 	Two members of the public spoke at the March 12 MPC, 2 written comments submitted. During public comment period, 198 pageviews to CLMPO website main page, and 14 pageviews to news page.
Surface Transportation Program - Urban (STP-U) Funding	FFY2011-2013 STP-U Funding Recommendations	<ul style="list-style-type: none"> ▪ 30-day Public Comment Period ▪ MPC Public Hearing ▪ Notice to Interested Parties ▪ Web Notice ▪ CAC Review and Recommendation 	One written public comment

MPO Planning Activity	Description	Public Involvement Tools	Public Involvement Metrics
Surface Transportation Program - Urban (STP-U) Funding	Franklin NEPA Analysis STP-U funding	<ul style="list-style-type: none"> ▪ 30-day Public Comment Period ▪ MPC Public Hearing ▪ Notice to Interested Parties ▪ Web Notice 	Still underway at the writing of this report. Two written public comments
MTIP adoption		<ul style="list-style-type: none"> ▪ 30-day Public Comment Period ▪ MPC Public Hearing ▪ Notice to Interested Parties ▪ Web Notice ▪ Display ads 	Still underway at the writing of this report. See section C for more information.
ARRA funding	Program ARRA funds	<ul style="list-style-type: none"> ▪ 30-day Public Comment Period ▪ MPC Public Hearing ▪ Notice to Interested Parties ▪ Web Notice ▪ LTD Board Approval (for LTD funds) 	During public comment period, 221 pageviews to CLMPO website main page, 34 pageviews to news page, and 4 pageviews to MPC meeting information page.
Unified Work Program	Unified Planning Work Program FY 2010 and 2011 (UPWP) Addendum and	<ul style="list-style-type: none"> ▪ 30-day Public Comment Period ▪ Notice to 	No comments. During public comment period, 212 pageviews to CLMPO website

MPO Planning Activity	Description	Public Involvement Tools	Public Involvement Metrics
	FY 2011 UPWP Funding	Interested Parties <ul style="list-style-type: none"> ▪ Web Notice ▪ CAC review 	main page, 9 pageviews to news page, and 2 pageviews to MPC meeting information page.

In addition to these planning activities, the Central Lane MPO has participated in the MPO Greenhouse Gas Emissions Task Force. MPC Member and Eugene City Councilor Alan Zelenka was selected to serve on the Task Force to represent the Central Lane MPO. The Central Lane MPO created a webpage on its website to update members of the public on activities of the Task Force, in addition to updating members of the MPC and CAC.

It should be noted that staff conducted an Environmental Justice analysis of the current RTP at the time of adoption. Staff has also been examining different approaches for reviewing the MTIP, including an analysis similar to that conducted by the Puget Sound Regional Council, which compares the relative frequency of projects in Title VI communities.

The FFY2011-2013 STP-U Funding Process selection addressed Title VI issues. As part of this process, the MPO articulated regional priority outcomes for the STP-U funding cycle, including preserving existing assets; improving safety; reducing Greenhouse Gases; and promoting use of alternative transportation modes. The application materials addressed Title VI issues as part of the regional priority to preserve or enhance transit services.

B. Studies and Plans

The MPO has not completed any transportation studies that provided data relative to minority persons, neighborhoods, income levels, physical environments, and/or travel habits. However, the MPO did participate in a statewide effort to administer the Oregon Household Activity Survey to collect detailed information on the travel behavior of 1,750 households within the MPO area. Data collected included trip locations, purposes, times, travel durations, vehicle characteristics, and other travel-related information. The final report from this study has not been released, but should provide valuable information to use in identifying residential, employment, and transportation patterns of low-income and minority populations so that their needs can be identified and addressed, and the benefits and burdens of transportation investments can be fairly distributed.

C. Draft TIPs

The Central Lane MPO Metropolitan Transportation Improvement Program (MTIP) is now being updated for federal fiscal years 2010-2013.

The MTIP is a listing of transportation improvements scheduled in the Central Lane Metropolitan Planning Organization (MPO) area during fiscal years 2010-2013. The MTIP lists projects for which application of specific federal funds will be made over the four years. Priorities for the use of specific federal funds are established during development of the MTIP. In addition, the MTIP contains a four-year listing of anticipated expenditures for locally funded projects drawn from the capital improvement programs of Eugene, Springfield, Coburg, Lane County, Lane Transit District, and the Oregon Department of Transportation (ODOT). MTIP projects are determined by the transportation needs identified in the area's long-range transportation plan, the MPO's Regional Transportation Plan (RTP).

The Central Lane MTIP is developed by the Transportation Planning Committee (TPC), which is responsible for most of the technical details of the transportation planning process. The TPC recommends the MTIP to the Metropolitan Policy Committee (MPC) for review and adoption. MPC, which is composed of elected or appointed officials from Eugene, Springfield, Coburg, Lane County, Lane Transit District, and ODOT, conducts a public hearing and adopts the MTIP on behalf of LCOG and the MPO. The MPC also determines that the MTIP complies with the federal requirements of the Clean Air Act Amendments of 1990.

A public participation outreach plan has been developed for the MTIP. The overall goal of outreach is to gather input, inform the public, and build community contacts and interest. As part of the general outreach strategy, the MPO plans to:

- Conduct an Open House
- Conduct a public hearing at the MPC meeting; and
- Open a 30-day public comment.

These events will be noticed to the public in a variety of ways, including a newspaper display ad, distribution to the MPOs mailing list, and a web notice.

In order to enhance broad citizen participation in the public process, the MPO will send notice to its Environmental Justice contact list, which includes participants from the Community Focus Group, provide a notice in a local Latino newspaper, and provide outreach materials in Spanish.

D. Other Public Hearings

No additional public hearings were held during the reporting period. However, as noted above, the MPO has taken steps to broaden the cross-section of participants in its public outreach efforts by conducting a Community Focus Group and its broad-based approach to CAC recruitment.

E. Upcoming Year

Over the next year, the Central Lane MPO region is going to be undertaking a significant public involvement process, as several of the region's jurisdictions complete transportation plans, including the following:

- City of Springfield Transportation System Plan;
- City of Eugene Transportation System Plan;
- City of Coburg Transportation System Plan;
- Regional Transportation Options Plan;
- LTD Long Range Transit Plan; and
- Regional Transportation Plan.

The MPO will be assisting to provide regional coordination of these public involvement processes. It is anticipated that public involvement for each of these plans will use a range of strategies, including stakeholder interviews, advisory committees, websites, on-line surveys, public workshops, and presentations to policy boards and councils.

The CAC has identified a desire to continue to broaden its public outreach strategies to reach a broader cross-section of the community. The CAC has indicated its desire to capitalize on at least one of the potentially significant transportation issues to be addressed in the next year (e.g. greenhouse gas planning, regional transportation planning, LTD EmX Extension planning, the Beltline Facility Planning) and use this as an opportunity to conduct a more thorough public outreach effort. This outreach effort could provide the MPO with an opportunity to craft a message on the importance of the MPOs transportation planning activities and experiment with additional public outreach strategies, such as speaker's bureaus, community conversations, and other broader noticing techniques, both high tech (social media outlets) and low tech (e.g. outreach to community facilities and religious organizations and one-on-one conversations).

The CAC also encouraged continued collaboration with a Community Involvement Focus Group in order to carry on the conversation started at this year's focus group meeting.

5. Consultant Contracts (If applicable)

A. Monitoring and Review Process

Under the existing Intergovernmental Agreement with ODOT, the Central Lane MPO must obtain written approval from ODOT for any subcontracts for any work scheduled. Central Lane MPO use of subcontractors is limited and Central Lane MPO does not have existing commitments for participation of Disadvantaged Business Enterprises (DBEs) in its contractual requirements.

The Central Lane MPO sought and has received permission to subcontract these services from ODOT as needed.

Because of the nature of the contracts that the Central Lane MPO pursues, which include technical studies and modeling efforts, it is typical for the MPO to use a sole source contracting process.

Two of the main contracts have been established with John Parker Consulting, LLC (JPC) and PB Americas, Inc. (PB). JPC has extensive expertise in travel modeling in general and in transit modeling in particular. The company has worked with Metro, TriMet, and others in both principal and supporting analytic roles. LCOG and LTD have worked with JPC on the West Eugene EmX project for over the past 14 months. John Parker Consulting, LLC (JPC) is included on the list of ODOT prequalified contractors.

PB is a firm with acknowledged expertise in travel model development. PB was the author of LCOG's mode choice model and parts of the travel demand model. It is highly advantageous from an efficiency and technical point of view for us to continue our collaborative efforts.

ODOT uses sole source contracts with their approved vendor list. That's our model for these types of contracts. We get approval from ODOT to contract with these vendors, and then we provide work to them based on their expertise.

B. Consultant Contracts

The Central Lane MPO executes intergovernmental agreements with MPO partners in association with distribution of Federal Surface Transportation Program-Urban (STP-U) funds for performance of specific projects or activities.

As part of this process, the Central Lane MPO has completed Intergovernmental Agreements with the cities of Eugene and Springfield, as well as Lane County and Lane Transit District. These agreements all contain a non-discrimination clause. In addition, MPO partners have submitted self-certification statements verifying their compliance with Title VI regulations (see Exhibit A).

The Central Lane MPO currently has three consultants funded through ODOT or FTA funding, as follows:

Consultant Name	Funding	Dollar Value of Contract	Disadvantaged Business Enterprises (DBEs)
John Parker Consulting, LLC (JPC)	ODOT 09 STP	\$9,200	Yes, Certification Number 5251
John Parker Consulting, LLC (JPC)	ODOT 10 STP	\$5,750	Yes, Certification Number 5251
John Parker Consulting, LLC (JPC)	ODOT 09 STP	\$2,760	Yes, Certification Number 5251
John Parker Consulting, LLC (JPC)	ODOT 10 FTA	\$1,725	Yes, Certification Number 5251
John Parker Consulting, LLC (JPC)	ODOT 10 FTA	\$9,200	Yes, Certification Number 5251
John Parker Consulting, LLC (JPC)	ODOT 10 STP	\$4,600	Yes, Certification Number 5251
PB Americas, Inc.	ODOT 09 FTA	\$13,673	No
Kittelton & Associates, Inc.	ODOT Springfield Traffic Counts	Not to exceed \$30,000	No

These contracts all represent sole source for small amounts that are below the agency's level to triggers an RFQ or RFP process.

The Central Lane MPO sought and has received permission to subcontract these services from ODOT as needed.

Agreements with consultants contain a non-discrimination clause, as follows:
 NON DISCRIMINATION [Name of firm], with regard to the work performed under

this Agreement, shall not discriminate on the basis of race, color, national origin, Limited English Proficiency, gender, income, age, or disability. [Name of firm] shall not participate either directly or indirectly in the discrimination prohibited by Federal statutes, regulations, executive orders, and Federal requirements. [Name of Firm] shall comply with regulations relative to nondiscrimination and environmental justice including those described in Title VI of the Civil Rights.

C. Upcoming Year

Central Lane MPO is committed to following DBE contracting goals if they are to be established in the future.

6. Education & Training

A. Monitoring and Review Process

As part of the adoption process for the Title VI Plan, background information and presentations were provided for the MPC, TPC, and CAC members.

B. Complaints

There have been no civil rights complaints filed with the state concerning training and educational opportunities by the Central Lane MPO.

C. NHI Training

Staff has attended a number of different training opportunities throughout the year, though none specifically offered by the National Highway Institute.

D. Title VI Training

In addition, the ODOT Office of Civil Rights coordinated with FHWA to conduct training for the Title VI and the DBE Programs. The training was held on May 11, 2009 and was attended (via webcast) by:

Name	Title	Title VI Role
Andrea Riner	Program Manager	Title VI Coordinator
Byron Vanderpool,	Government Services Director	
Kathi Wiederhold	Senior Planner	
Susan Payne	Senior Planner	
Stacy Clauson	Assistant Planner	

Training program information was distributed to MPO partner agencies and CAC members. Topics covered at the training included:

- Title VI & Legal Authorities
- Recipient & Sub Recipient Requirements
 - Title VI Plan and Coordination
 - Assurances, Policy Statements and Contract Language
 - Enforcement and Monitoring
 - Complaints
 - Data Collection
- Environmental Justice, and
- Limited English Proficiency

E. Upcoming Year:

The MPO will continue to seek Title VI training opportunities in the coming year.

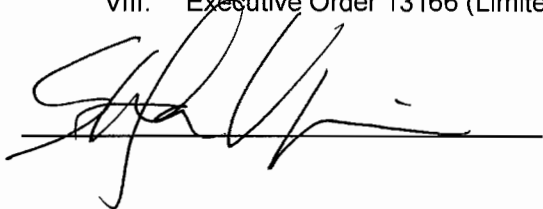
Exhibit A

MPO Partner Self-Certification Statements

**MPO SUBRECIPIENT
NON-DISCRIMINATION SELF-CERTIFICATION**

Lane Council of Governments, acting as the Central Lane Metropolitan Planning Organization for the Central Lane urbanized area, and LTD hereby certify that the transportation planning process is being conducted in accordance with all applicable requirements addressing non-discrimination, including:

- I. Title VI of the Civil Rights Act of 1964 and the Title VI Assurance executed by each State under 23 U.S.C. 324 and 29 U.S.C. 794;
- II. The Federal-Aid Highway Act of 1973,
- III. The Rehabilitation Act of 1973,
- IV. The Age Discrimination Act of 1975,
- V. The Civil Rights Restoration Act of 1987,
- VI. Americans with Disabilities Act of 1990 (ADA),
- VII. Executive Order 12898 (Environmental Justice), and
- VIII. Executive Order 13166 (Limited English Proficiency).



June 2, 2010
Date


Andrea Riner
Program Manager, Lane Council of Governments
Central Lane Metropolitan Planning Organization


9/24/2010
Date

**MPO SUBRECIPIENT
NON-DISCRIMINATION SELF-CERTIFICATION**

Lane Council of Governments, acting as the Central Lane Metropolitan Planning Organization for the Central Lane urbanized area, and City of Eugene hereby certify that the transportation planning process is being conducted in accordance with all applicable requirements addressing non-discrimination, including:

- I. Title VI of the Civil Rights Act of 1964 and the Title VI Assurance executed by each State under 23 U.S.C. 324 and 29 U.S.C. 794;
- II. The Federal-Aid Highway Act of 1973,
- III. The Rehabilitation Act of 1973,
- IV. The Age Discrimination Act of 1975,
- V. The Civil Rights Restoration Act of 1987,
- VI. Americans with Disabilities Act of 1990 (ADA),
- VII. Executive Order 12898 (Environmental Justice), and
- VIII. Executive Order 13166 (Limited English Proficiency).

RI



6/1/10
_____ Date

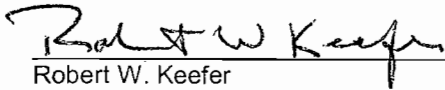

Andrea Riner
Program Manager, Lane Council of Governments
Central Lane Metropolitan Planning Organization

9/24/2010
_____ Date

**MPO SUBRECIPIENT
NON-DISCRIMINATION SELF-CERTIFICATION**

Lane Council of Governments, acting as the Central Lane Metropolitan Planning Organization for the Central Lane urbanized area, and Willamalane Park & Recreation District hereby certify that the transportation planning process is being conducted in accordance with all applicable requirements addressing non-discrimination, including:

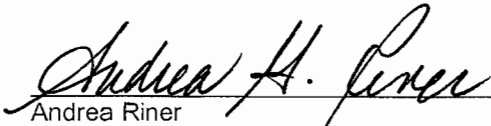
- I. Title VI of the Civil Rights Act of 1964 and the Title VI Assurance executed by each State under 23 U.S.C. 324 and 29 U.S.C. 794;
- II. The Federal-Aid Highway Act of 1973,
- III. The Rehabilitation Act of 1973,
- IV. The Age Discrimination Act of 1975,
- V. The Civil Rights Restoration Act of 1987,
- VI. Americans with Disabilities Act of 1990 (ADA),
- VII. Executive Order 12898 (Environmental Justice), and
- VIII. Executive Order 13166 (Limited English Proficiency).



Robert W. Keefer
Superintendent
Willamalane Park & Recreation District

6/16/10

Date



Andrea Riner
Program Manager, Lane Council of Governments
Central Lane Metropolitan Planning Organization


9/24/2010

Date

**MPO SUBRECIPIENT
NON-DISCRIMINATION SELF-CERTIFICATION**

Lane Council of Governments, acting as the Central Lane Metropolitan Planning Organization for the Central Lane urbanized area, and CITY OF SPRINGFIELD hereby certify that the transportation planning process is being conducted in accordance with all applicable requirements addressing non-discrimination, including:

- I. Title VI of the Civil Rights Act of 1964 and the Title VI Assurance executed by each State under 23 U.S.C. 324 and 29 U.S.C. 794;
- II. The Federal-Aid Highway Act of 1973,
- III. The Rehabilitation Act of 1973,
- IV. The Age Discrimination Act of 1975,
- V. The Civil Rights Restoration Act of 1987,
- VI. Americans with Disabilities Act of 1990 (ADA),
- VII. Executive Order 12898 (Environmental Justice), and
- VIII. Executive Order 13166 (Limited English Proficiency).


Public Works Director or Designee

7-1-10
Date

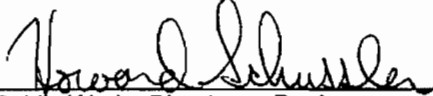

Andrea Riner
Program Manager, Lane Council of Governments
Central Lane Metropolitan Planning Organization

9/24/2010
Date

**MPO SUBRECIPIENT
NON-DISCRIMINATION SELF-CERTIFICATION**

Lane Council of Governments, acting as the Central Lane Metropolitan Planning Organization for the Central Lane urbanized area, and Lane County hereby certify that the transportation planning process is being conducted in accordance with all applicable requirements addressing non-discrimination, including:

- I. Title VI of the Civil Rights Act of 1964 and the Title VI Assurance executed by each State under 23 U.S.C. 324 and 29 U.S.C. 794;
- II. The Federal-Aid Highway Act of 1973,
- III. The Rehabilitation Act of 1973,
- IV. The Age Discrimination Act of 1975,
- V. The Civil Rights Restoration Act of 1987,
- VI. Americans with Disabilities Act of 1990 (ADA),
- VII. Executive Order 12898 (Environmental Justice), and
- VIII. Executive Order 13166 (Limited English Proficiency).


Public Works Director or Designee

7-6-10
Date


Andrea Riner
Program Manager, Lane Council of Governments
Central Lane Metropolitan Planning Organization

9/24/2010
Date