RESOLUTION 2019-03
ADOPTING THE CENTRAL LANE METROPOLITAN PLANNING ORGANIZATION
FY20/FY21 UNIFIED PLANNING WORK PROGRAM (UPWP)
and
PROGRAMMING FY2020 SURFACE TRANSPORTATION BLOCK GRANT FUNDING

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

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

WHEREAS, the development of a Unified Planning Work Program that delineates the MPO’s planning and programming activities over one or more fiscal years is among the major requirements of the Metropolitan Transportation Planning Process; and

WHEREAS, the Central Lane Metropolitan Planning Organization has developed an FY2020/2021 Unified Planning Work Program, in coordination with the United States Department of Transportation (USDOT) and the Oregon Department of Transportation (ODOT); and

WHEREAS, the Unified Planning Work Program has been reviewed and is found to conform to all federal and state planning regulations and to reflect the priorities, scope of work, and level of effort desired for regional transportation planning for FY2020 and FY2021; and

WHEREAS, the draft UPWP document has been published or otherwise made readily available for public review including in an electronically accessible format on the MPO’s website; and

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

WHEREAS, the proposed funding in the UPWP has been determined to not affect the existing air quality conformity determination or trigger the need for a new air quality conformity determination or affect fiscal constraint of the MTIP;

NOW, THEREFORE, BE IT RESOLVED:

THAT, the Metropolitan Policy Committee adopts the Central Lane MPO Unified Planning Work Program as set forth in Exhibit A, attached to and incorporated within this resolution by reference.

THAT, the Metropolitan Policy Committee amends the Metropolitan Transportation Improvement Program, as set forth in Exhibit A, attached to and incorporated within this resolution by reference.

PASSED AND APPROVED THIS 2nd DAY OF MAY, 2019, BY THE METROPOLITAN POLICY COMMITTEE.

ATTEST:

Lucy Vinis, Chair
Metropolitan Policy Committee

Brendalee Wilson, Executive Director
Lane Council of Governments
UPWP
Unified Planning Work Program
FY 2020 and FY 2021
Covering July 1 2019 to June 30 2021

Prepared by:
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City of Springfield
City of Coburg
Lane County
Lane Transit District
Oregon Department of Transportation

May 2019
Acknowledgements

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Lane Transit District
Point2point
Lane Regional Air Protection Agency

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Federal Highway Administration
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Section I: Overview of the UPWP

Introduction

The Unified Planning Work Program (UPWP) is a federally required certification document describing the transportation planning activities to be undertaken in the Central Lane metropolitan area in Fiscal Year 2020 and 2021, from July 1, 2019 - June 30, 2021. Development of the UPWP provides local agencies with an opportunity to identify transportation needs, objectives and products. The UPWP sets priorities for regional transportation planning activities that are responsive to the goals set by the regional transportation plan, and the federal mandates of the current transportation funding bill within the guidelines set by the United States Department of Transportation (USDOT).

A Metropolitan Planning Organization (MPO) is a transportation planning entity that is required and funded by the federal government in all metropolitan areas of 50,000 people or more. The official policy board for the Central Lane MPO is the Metropolitan Policy Committee (MPC). Members of the MPC represent the Cities of Eugene, Springfield, and Coburg, Lane County, Lane Transit District (LTD) and the Oregon Department of Transportation (ODOT). A map of the Central Lane MPO and a complete list of commonly used transportation acronyms is provided in the appendix of the UPWP.

The Unified Planning Work Program for Fiscal Years 2020 and 2021 contains the following:

- Planning tasks in seven program areas to be conducted over a one- to two-year period;
- Federally funded studies and all relevant state and local planning activities related to integrated transportation planning conducted without federal funds;
- Funding sources for each program area; and
- The agency or agencies responsible for each task or study.

The UPWP describes the amount of funding available for each major activity. It does not detail the level of effort and the level of funding each item within the work task will receive. The MPO policy board can direct staff effort toward certain tasks or can direct amendment of the UPWP to respond to changing needs.

Objectives

The activities described in this UPWP support seven major objectives for the Central Lane MPO’s transportation planning program:

- Provide a neutral forum that allows local officials to make informed decisions and set priorities on area-wide transportation matters.
- Ensure timely and logical development of the transportation system in the Central Lane metropolitan area.
- Ensure maintenance of federal and state ambient air standards for coarse particulate matter (PM$_{10}$); work with Lane Regional Air Protection Agency to ensure that other criteria pollutants remain below the National Ambient Air Quality Standards.
- Ensure development of the Regional Transportation Plan and the Metropolitan Transportation Improvement Program in a manner that is consistent with local plans.
• Improve transportation facilities and services in the Region through an integrated planning process that continues to meet the requirements of Fixing America’s Surface Transportation (FAST) Act, the Clean Air Act, Title VI, the Statewide Transportation Planning Rule (TPR), the Oregon Transportation Plan (OTP), the Oregon Highway Plan (OHP), State Greenhouse Gas Planning rules, and the other state modal or topic plans, and state facility plans.

• Ensure consideration of the needs of all persons in transportation planning, especially the elderly and persons with disabilities.

• Ensure participation by the public and by the public sector in all phases of transportation planning, programming and decision-making.

Development of the UPWP
The UPWP is developed by assembling local, state, and federal transportation planning needs using US Department of Transportation (USDOT) rules for Metropolitan Transportation Planning. Review of the UPWP is a coordinated effort between staff from the Oregon Department of Transportation (ODOT), Federal Highway Administration (FHWA), Federal Transit Administration (FTA) and all of the local transportation planning agencies, including Lane Council of Governments, Lane County, the Cities of Coburg, Eugene, and Springfield, and Lane Transit District. ODOT must approve that all federal requirements have been met in the workplan. In addition to reviewing the UPWP, FHWA and FTA must also approve the work plan (23 CFR 420.115).

Following the federal and state review of the draft work plan, a public comment period of approximately 30 days is provided for citizen input. The draft is reviewed and approved by the Transportation Planning Committee (TPC), which recommends adoption to the Metropolitan Policy Committee (MPC), who adopts it and forwards to ODOT, USDOT, FHWA, and FTA.

Roles and Responsibilities
Lane Council of Governments (LCOG), ODOT, the Cities of Springfield, Eugene, and Coburg, Lane County, Lane Transit District (LTD), and Point2point Solutions each have specific responsibilities in performing the activities of this UPWP. LCOG is the lead transportation planning agency for regional metropolitan issues. ODOT has an MPO oversight role to ensure all Federal (planning, grant management, other) requirements are met, since ODOT serves as the direct recipient of Federal Planning funds and pass the funds through to CLMPO. ODOT additionally assists with the planning process by assigning staff to the MPO’s projects, committees, and by providing the match for federal planning funds awarded to LCOG. Lane County, LTD, and the cities assign staff to coordinate and participate on UPWP tasks. Point2point Solutions promotes and offers transportation options programs to employees and/or staff of Lane County region’s businesses, organizations, and educational institutions. These activities are supported by a number of different funding sources, including: STBG-U funding through the MPO, CMAQ funding through the MPO, Statewide Transportation Improvement Program (STIP) Enhance and Fix-It funding by ODOT Region 2, local funds from LTD, Lane County, and Cities of Eugene and Springfield. Point2point Solutions is housed at Lane Transit District.
Included with the UPWP is a Memorandum of Understanding (MOU) concerning Agency Responsibilities for Transportation-related Air Quality Planning in the Central Lane Transportation Management Area. This MOU describes the responsibilities concerning air quality planning for each partner agency in the designated air quality management area. Also included is an intergovernmental agreement titled ODOT/MPO/Transit Operator Agreement for Central Lane Transportation Management Area. This agreement defines the roles and responsibilities for transportation planning between ODOT, the MPO and LTD as required by federal regulation.

By adopting this UPWP, LCOG is making a commitment to promote a transportation system that maximizes mobility and accessibility and promotes the protection of the human and natural environments, as directed under FAST Act. This is achieved through a Continuing, Cooperative, and Comprehensive (3-C) transportation planning process that results in a long-range plan and short-range program of projects.

Funding Sources
The work described in this UPWP is funded by a variety of federal, state and local sources. Local funding sources include direct funds as well as in-kind services. Funding sources include:

- Federal Highway Administration Public Lands (PL) planning funds;
- ODOT Match for FHWA PL funds;
- FTA Funds—Section 5303
- LTD Match for FTA funds;
- MPO Discretionary Surface Transportation Block Grant Program Funds (STBG-U);
- Local Match for STBG-U, TAP, and CMAQ Funds and Other Local Funding;
- Transit-oriented development planning grants under FAST Act; and
- Transportation and Growth Management (TGM) Funds.

In some program areas, the planning activities outlined may not be able to be accomplished using the programmed PL, FTA and STBG-U funds. These activities reflect work that could be accomplished if additional funding were to become available.

Additional funding sources beyond those set out in the UPWP work program may also become available during the fiscal year for work on special projects. These projects are typically part of the broader multi-jurisdictional transportation planning effort within the MPO. These projects may be financed by ODOT using federal funds for the purpose of facility planning projects and TGM grants focused on providing refinement to and implementation of Transportation System Plans. Details on specific products are described in Section II. Work Elements. Details on specific amounts and use of these funds are provided in Section III. Funding.
Status of Planning Documents
LCOG develops and maintains several federally mandated planning documents that guide regional work and investments. The plans, their current status and next update are:

<table>
<thead>
<tr>
<th>LCOG Planning Documents</th>
<th>Current Status</th>
<th>Next Update</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Quality Conformity Determination</td>
<td>Reviewed by MPC April 6, 2017; adopted May 4, 2017</td>
<td>As required.</td>
</tr>
<tr>
<td>Unified Planning Work Program</td>
<td>FY18-19 UPWP reviewed by MPC April 6, 2017; adopted May 4, 2017</td>
<td>FY20-21 UPWP anticipated for adoption May 2019</td>
</tr>
<tr>
<td>Annual Listing of Obligated Projects</td>
<td>Published December 2018</td>
<td>December 2019</td>
</tr>
<tr>
<td>Title VI Plan</td>
<td>Approved September 6, 2018</td>
<td>The Title VI plan is updated every 3 years, next update will be in 2021</td>
</tr>
<tr>
<td>Transportation Safety Action Plan</td>
<td>Approved April 6, 2017</td>
<td>To be reviewed, updated and integrated into the next RTP update.</td>
</tr>
<tr>
<td>Regional Transportation Options Plan</td>
<td>Approved November 6, 2014</td>
<td>To be reviewed, updated and integrated into the next RTP update.</td>
</tr>
<tr>
<td>Public Participation Plan</td>
<td>Approved October 1, 2015</td>
<td>Approval is anticipated FY 2021</td>
</tr>
<tr>
<td>Regional ITS Operations and Implementation Plan</td>
<td>Approved November 2003</td>
<td>To be reviewed, updated and integrated into the next RTP update.</td>
</tr>
</tbody>
</table>
Looking Back: An Overview of FY2018 and FY 2019 UPWP

In May 2017, the MPO adopted a two-year UPWP covering the period of time from July 1, 2017 to June 30, 2019. An addendum was issued in May 2018 to describe additional and changed action items anticipated to occur from July 1, 2018 to June 30, 2019, and revisions to timelines as needed. During the time frame covered under the FY2018 and FY2019 UPWP, the MPO accomplished many of the activities, projects and studies outlined in the UPWP.

Principle accomplishments of the FY2018 and FY2019 UPWP, described by program area, include:

**Regional Long Range Planning:** The MPO undertook significant efforts to develop new land use allocation and travel models which will provide the technical framework throughout the upcoming RTP update.

**Performance Based Planning and Programming**

The MPO policy board adopted Resolutions to support the State targets for the Federal Highway Performance Measures.

**Programming and Implementation**

- In May 2017 the MPO adopted the FFY18-21 Metropolitan Transportation Improvement Program (MTIP).
- The MPO has kept the current FFY18-21 MTIP document up-to-date by processing numerous amendments over the past two years. The FFY18-21 MTIP is the region’s short range transportation program, and it lists important regional projects for which funding is available. This MTIP programs over $227 million dollars in funding for transportation improvements and programs over its four-year life.
- The MPC has programmed its discretionary Surface Transportation Block Grant Program—Urban (STBG-U), Transportation Alternatives Program (TAP), and Congestion Mitigation and Air Quality improvement Program (CMAQ) funding through FFY2021.
- The MPO provided extensive input into the development of the FFY2021-2024 Statewide Transportation Improvement Program (STIP) and the prioritization and selection of projects for funding in the STIP.
- The MPO provided input into the development of the timeline of the FFY2018-2021 Statewide Transportation Improvement Program (STIP).
- The MPO assisted in refining the new online STIP platform and engaged in an improved amendment submittal process.
- The MPO has served for much of the past two years on the statewide working group developing a recommended approach for the funding a new statewide TIP platform.
- The MPO produced its annual obligation reports.

**Public Participation and Title VI**

- The MPO complied with its adopted Public Participation Plan to ensure public engagement and participation in transportation planning and programming decisions.
The MPO policy board approved the updated Title VI Plan in September 2018.
The MPO annually reviewed its Public Outreach and Title VI programs to assess the
effectiveness of the MPO’s public outreach measures. The MPO continues to adjust the
programs, as needed, based on the outcomes of this review.
The MPO continued to update and improve its visual representation of planned and
funded projects, in conjunction with a major update to the MPO’s web site.
The MPO utilized its online public engagement platform called LaneVoices in efforts to
expand outreach to the general public through creative and alternative approaches.

Air Quality Planning
- The MPO completed an Air Quality Conformity Determination (PM$_{10}$) for the FFY18-21
  MTIP and the 2040 RTP.
- The MPO programmed FY19-21 discretionary CMAQ funding totaling $5.3 Million

Transportation System Modeling and Data Maintenance
The MPO continued to upgrade its technical capabilities and models to meet the evolving
demands of regional planning and to use its regional travel model and land allocation model to
assist local agencies in their planning efforts.
- The MPO worked with Metro to develop a new travel model using the Kate framework.
The new model modernizes the MPO’s travel model schematic and capabilities.
- The MPO issued a request for proposals for a land use allocation developer; hired and
  worked with UrbanSim to develop a new land use allocation model. The land use
  allocation model is an econometric model that, in addition to supplying the travel model
  with needed land use metrics, provides proforma and scenario planning capabilities.
- The MPO entered into a Memorandum of Understanding with ODOT for a Strategic
  Assessment utilizing the Regional Strategic Travel Model which will inform the next
  Region Transportation Plan.
- The MPO provided modeling and data services in support of its member agency
  initiatives, including private and public site developments, the Delta/Beltline Highway, the
  5th Street Market in Eugene and the TSP alignment project.
- The MPO continued to upgrade its analysis tools for bicycle related transportation
  planning. The deployment of bike counters continued throughout the region, providing
data to the cities for use in their TSPs and associated Bicycle and Pedestrian plans. The
  counts data are also being used to determine factors that will enable annual average
daily bike counts to be computed and compared. These counts continue to be added to
  the bike count web map.
- The MPO continues collection of travel-related data to enable evidence-based planning
decisions and demonstration of progress. The 2016 Employment data was obtained
from Oregon Employment Department and was processed and made available to local
planners/
- The MPO continued development of a Data Portal site whereby collected data can be
  housed and web-based visualizations provided for use by public as well as local agencies
(http://www.thempo.org/887/Data-Portal). Several data themes have been produced:
crashes, transit, traffic count, commuter, transportation, and population. The Data
Portal is intended to house the MAP-21/FAST Act data statistics and demonstrate the progress toward the targets.

- MPO technical staff continued collaboration and cooperation with ODOT and the other MPOs through participation in the Oregon Modeling Steering Committee, the Model Program Committee and the Oregon Household Activity Survey Committee.

**Partnerships and Coordination**
- The MPO continued to coordinate with regional partner agencies, holding regular meetings with policymakers and staff, as well as coordinating with federal and state agencies.
- Point2point Solutions, funded primarily by the MPO, has continued their on-going work providing comprehensive transportation demand management strategies.
- The City of Eugene has continued their innovative work on the SmartTrips program and the Sunday Streets initiative.
- The MPO staff serves on the ODOT Local Program Committee, representing all Oregon MPOs.
- Two members of the Central Lane MPO Policy Board serve on the Oregon MPO Consortium (OMPOC).
- The MPO serves as a member of the Lane Area Commission on Transportation (Lane ACT), and the MPO staff, under separate contract with ODOT, also staff the Lane ACT.
- MPO staff participated in the Oregon Modeling Steering Committee and various ODOT subcommittees working on travel model and data improvements and updates.

**Federal Certification**
The MPO received its 2015 MPO Certification Review Final Report in March, 2016. This certification will remain in effect for a period of four years. Of note, the Certification Review contained zero required Corrective Actions.

The MPO has already made substantial progress on addressing the recommendations contained in the certification review conducted in 2015. The next certification will take place in summer of 2019.

<table>
<thead>
<tr>
<th>Topic</th>
<th>Corrective Action</th>
<th>Recommendations/ Comments</th>
<th>Status</th>
</tr>
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<tbody>
<tr>
<td>Agreements and Contracts</td>
<td>None</td>
<td>The Federal review team recommends that the update of the IGA capture relevant changes Federal transportation legislation and regulation, including but not limited to performance-based planning and programming. The Federal review team recommends CLMPO determine when and how regular reviews of agreements are needed to ensure updates occur on an as needed basis.</td>
<td>The IGAs have been updated and will be updated on an annual basis.</td>
</tr>
<tr>
<td>Unified Planning Work Program (UPWP 450.308)</td>
<td>None</td>
<td>The Federal review team recommends CLMPO's FY 2017-2018 UPWP include: - Project milestones - Consulting fees and non-staff costs - Status updates on any corrective action(s) and recommendations from this report</td>
<td>The current UPWP, the FY 2019-2020 and the FY 2017-2018 UPWP includes project milestones and consulting fees and non-staff costs.</td>
</tr>
<tr>
<td>Congestion Management Process (CMP)</td>
<td>None</td>
<td>The Federal review team recommends CLMPO continue refinement, development and further integration of their CMP. CLMPO should provide regular updates to the Federal review team on progress to update their CMP. CLMPO will integrate their functional plans (i.e., RTOP, Safety &amp; Security, and ITS Plan) as part of developing a more multi-modal performance-based transportation monitoring system as outlined in MAP-21. FHWA and FTA will work with CLMPO as the performance-based measures rule-making is finalized and implemented. - The Federal review team recommends CLMPO document how projects are identified in the CMP and incorporated in the TIP and RTP.</td>
<td>The MPO has moved to support the state in the adopted federal performance measures. Work will continue on this as functional plans are integrated into the new RTP within a federal performance based planning framework.</td>
</tr>
<tr>
<td>Regional Transportation Plan (RTP)</td>
<td>None</td>
<td>The Federal review team recommends the RTP include project costs/revenues and financial summary that document a fiscally constrained plan. In addition, revenue and cost estimates for the RTP must use an inflation rate(s) to</td>
<td>The CLMPO RTP adopted in May, 2017 provides estimated year of expenditure ranges of four years for every project, and documents an inflation-rate based estimate of the year of expenditure cost for each project. The upcoming RTP update will incorporate its public outreach process and responses, environmental data and mitigation</td>
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reflect year of expenditure dollars. For the outer years of the metropolitan transportation plan, the financial plan may reflect aggregate cost ranges/cost bands, as long as the future funding source(s) is reasonably expected to be available to support the projected cost ranges/cost bands.
- The Federal Review team recommends incorporating a description of CLMPO’s public outreach, including a summary of public engagement activities and responses from the public, into the 2016 RTP update.
- The Federal review team recommends CLMPO integrate environmental data and mitigation strategies into the body of the 2016 RTP, rather than providing the information as a stand-alone appendix of maps, as in the 2011-2035 Regional Transportation Plan.
- The Federal review team recommends CLMPO continue to work with ODOT to incorporate basic safety data into the planning process and the RTP. We strongly encourage CLMPO to include safety considerations in the development of performance measures. CLMPO should undertake enhanced efforts to reflect the statewide strategic safety plan goals into the RTP.

<table>
<thead>
<tr>
<th>Metropolitan Transportation Improvement Program (MTIP) and Project Selection</th>
<th>None</th>
<th>The Federal review team recommends CLMPO review cost estimates in the MTIP and periodically update the estimates. This is an on-going activity of the CLMPO.</th>
</tr>
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<tbody>
<tr>
<td>Public Outreach</td>
<td>None</td>
<td>- The Federal review team recommends CLMPO determine a timeframe for PPP updates and document the timeframe in the PPP. The MPO has started discussions with MPC about incorporating the University of Oregon into planning processes.</td>
</tr>
<tr>
<td>MPC 6.a – UPWP</td>
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</tr>
<tr>
<td><strong>Title VI</strong></td>
<td>None</td>
<td>The Federal review team recommends CLMPO consider efforts to more formally incorporate representatives from the University of Oregon into their planning process (i.e. college and or graduate students interested in Transportation Planning). The Federal review team would like to stress the importance of incorporating the needs of such a large community into the planning process, as the University of Oregon, a major transportation and economic contributor to the urbanized area. CLMPO should involve the University of Oregon to gain public participation support in the transportation process through strategies outlined in the Public Participation Plan, including new tools such as Lane-Voices.</td>
</tr>
</tbody>
</table>
| **Intelligent Transportation System (ITS)** | None | The Federal review team recommends CLMPO include specific tasks to address the ITS Plan development in the FY 2017-2018 UPWP.  
- The Federal review team recommends the update to CLMPO’s ITS Plan and Regional Architecture include local and regional implementation strategies.  
- The Federal review team recommends the update to CLMPO’s ITS Plan and Regional Architecture include a how-to-use section to assist locals in conforming projects with the plan.  
- The Federal review team recommends CLMPO |
| **Title VI** | None | Title VI mapping updates are done on an annual basis for both LTD and MPO. |
| **Intelligent Transportation System (ITS)** | None | The MPO is working to develop the scope for the ITS Plan Update, to be presented to the MPO Policy Board. The ITS Plan and updated regional architecture will be incorporated in the next RTP update. |
encourage locals to use a System Engineering (SE) checklist in implementing ITS projects.
Looking Forward: Central Lane MPO Priorities

In the two years of this UPWP, the CLMPO will continue to develop and implement performance based planning in response to FAST Act, further establish opportunities for local, regional and statewide coordination, improve transportation connectivity in an effort to provide equitable and accessible travel choices for all, and embark on a major update of the MPO’s long-range planning documents.

The following outlines some of the key priorities:

**Performance Based Planning and Programming**

- The MPO recognizes the importance of data collection and analysis to assist local decision makers in developing and selecting effective policies, programs, and projects to preserve and improve the transportation infrastructure. Data is used throughout the transportation planning process to assess needs and community conditions, target limited resources, and monitor performance over time. Because understanding and accessibility of data is such an important part of robust and transparent planning processes, it is essential that the MPO continue to take steps to collect additional data, as well as increase knowledge and sharing of available data sources. Over the course of this UPWP, the MPO will continue to strengthen its data collection and analysis to support a number of specific activities, including the Congestion Management Process, development of the RTP, the implementation of the FAST Act performance measures and tracking of progress, and an update to the Regional Intelligent Transportation System Plan.

- The federal transportation legislation, FAST Act continues support of performance measures to guide future transportation investments. The MPO has traditionally used a number of performance measures to monitor plan performance, and will be working closely with federal and state officials to incorporate new performance measures into the planning and programming efforts.

**Local, Regional and Statewide Coordination**

- The MPO as a regional planning body operates to ensure a consistent approach to transportation planning within the Eugene-Springfield region. The MPO regularly coordinates with MPO partners: ODOT, the Cities of Eugene, Springfield, Coburg, Lane County, LTD, and Point2point Solutions; in planning, management of funding, and infrastructure investment. The MPO also has the opportunity to coordinate efforts with the Lane Area Commission on Transportation (LaneACT) and to influence transportation decision-making at a larger scale.

- The LaneACT and the MPO (including the local partners) have common interests in providing a coordinated and united representation of regional transportation. Therefore the two bodies have established protocols to ensure the preservation of MPO priorities with other priorities in the county outside of the MPO area, establishing cohesive representation of regional interests.
• MPO representatives will continue to engage in regional and statewide planning and coordination efforts to discuss issues of mutual interest including:
  o Oregon MPO Consortium (OMPOC)
  o Statewide Transportation Options (TO) Meeting
  o Oregon Freight Advisory Committee
  o Oregon Transportation Safety Advisory Committee
  o Oregon Modeling Steering Committee
  o ODOT-MPO-Transit Provider Meetings
  o ODOT Performance Measures Working Group
  o Statewide Transportation Improvement Program (STIP) Coordination Group
  o ODOT Certified Users Group

  Participation in broader discussions enables the MPO to remain current on issues and trends, to be able to communicate back to the local partners, and to ensure that the region’s issues are considered in decision-making.

Transportation Connectivity

• The MPO provides an avenue for intergovernmental coordination of regional planning efforts between area partners. This ongoing framework enables partners to strategically plan for and implement infrastructure investments that are compatible with a regional vision and that improve multi-modal connectivity.

  The region strives to balance access and mobility needs through the implementation of transportation options — implementing strategies, programs, and investments to enhance traveler opportunities and people’s choices to bike, walk, take transit, share rides, and telecommute. Such strategies can be used as solutions to problems of system capacity and as a way of creating an efficient transportation system for all users and uses.

• During the two years covered by this UPWP, the MPO will update the Regional Transportation Plan (RTP). The MPO is required to consider the impact of RTP projects on minority and low-income populations in consideration of environmental justice issues. In addition, elderly and disabled populations, zero car households, and households with limited English proficiency are also considered. As a component of the RTP the MPO will update maps that address these areas of concern and will reference them to inform policy direction. These maps will be shared with LTD for use in their Title VI work.

• As a recipient of state and federal funds, the MPO is subject to the provisions of Title VI, and environmental justice. The MPO conducts an annual review of the MPO’s Title VI Plan. The review includes a progress report that summarizes planning efforts, public involvement and outreach strategies, special language needs, data collection and community profiles, and civil rights staff education and training.

• Priorities for the MPO include, but are not limited to:
  o Enhance data collection, storage and visualization that will influence decision-making.
  o Further refine LaneVoices, the online public engagement platform, as a creative and alternative approach to involve the public in MPO matters.
  o Support opportunities for equitable and accessible travel options and choices.
Section II. UPWP Work Elements

A. Regional Transportation Plan (RTP) and Long-Range Planning

Objective
Build consensus on policies, strategies and projects to address the transportation needs of the region. Balance state and federal mandates with the needs and interests of our partner jurisdictions. Carry out the goals and objectives and implement the work activities of the RTP, the area’s long-range transportation plan. Continue to meet requirements of federal regulations in a manner consistent with state and local plans and requirements.

Discussion
A key focus of the work in this program area will be to create a new Regional Transportation Plan (RTP) for the MPO within an entirely new framework. This effort will incorporate results of recent work in the development of local and regional state-mandated transportation system plans and long range transit planning work. It will also act as a pilot project by updating and incorporating all of the MPO’s long-range planning documents under the RTP umbrella, including the Intelligent Transportation Systems (ITS) Plan, Safety and Security Plan, Public Participation Plan, Congestion Management Process (CMP), and Travel Options Plan, among other elements. This RTP will also fully incorporate federal performance based planning and programming measures and targets.

Core Tasks Include:

- Create a new long-range 24-year RTP. Create updated/new MPO long-range RTP integrated plan elements within the new RTP, including elements addressing:
  - Intelligent Transportation Systems planning
  - Safety and Security planning
  - Travel Options planning
  - Congestion Management
  - Public Participation
- Assist local agencies in implementation of the RTP.
- Monitor and report on RTP performance measures.
- Develop refinements to plan policy/project elements consistent with direction from elected officials, regional staff and input from the public.
- Conduct public engagement per the Public Improvement Plan.
- Assess environmental justice in the RTP and project selection.
- Continue to implement the CMP in discrete regional processes, plans, and products as appropriate. Utilize the results of CMP analysis as part of the regional prioritization of projects for the MTIP and STIP.
- Participate in local, regional and statewide public-private committees representing various transportation related interests.
Action Items

1. Regional Transportation Plan (RTP)

The RTP is the metropolitan area’s 20+-year plan for all transportation modes and is required to be updated every four years. At the May 2017 meeting, the MPO’s policy board took action to adopt the most recent RTP. An update to the RTP will commence during this UPWP and will integrate the Regional Transportation Safety and Security Plan, the Intelligent Transportation System (ITS) Plan, an updated Congestion Management Process (CMP), the previously adopted Regional Transportation Options Plan (RTOP), the Public Participation Plan, and Performance Based Planning and Programming.

2. Regional Intelligent Transportation System Plan and Congestion Management Process

The Regional ITS Operations and Implementation Plan and CMP for the Eugene-Springfield Metropolitan Area was completed in 2003. The Regional ITS planning process will begin in FY19 and be integrated into the new RTP.

3. Performance Based Planning and Programming

The MPO policy board adopted Resolutions to support the State targets for the following Federal Highway Performance Measures:

- Safety (Resolution 2018-01)
  - Number of roadway fatalities
  - Number of roadway severe injuries
  - Roadway fatalities per vehicle miles traveled
  - Roadway severe injuries per vehicles miles traveled
  - Combined non-motorized fatalities and non-motorized severe injuries
- Pavement Condition (Resolution 2018-10)
  - Percentage of pavements of Interstate System in Good condition
  - Percentage of pavements of the Interstate System in Poor condition
  - Percentage of pavements of the non-Interstate NHS in Good condition
  - Percentage of pavements of the non-Interstate NHS in Poor condition
- Bridge Condition (Resolution 2018-10)
  - Percentage of NHS bridges by deck area classified as in Good condition
  - Percentage of NHS bridges by deck area classified as in Poor condition
- National Highway System Performance (Resolution 2018-10)
  - Percent of the person-miles traveled on the Interstate that are reliable (Interstate Travel Time Reliability measure)
  - Percent of person-miles traveled on the non-Interstate NHS that are reliable (Non-Interstate Travel Time Reliability measure)
  - Truck Travel Time Reliability Index (Freight Reliability measure)
- Congestion Mitigation and Air Quality- On-Road Mobile Source Emissions (Resolution 2018-10)
  - Total Emissions Reduction of PM-10 from Funded CMAQ Projects
- Transit Asset Management Tier II (Resolution 2019-02)
Resolutions are attached. These targets and measures will be included in the RTP, and they will guide regional policy established through the RTP, local TSPs and other planning efforts.

4. Safety Planning

The Safety plan adopted in 2017 is currently in implementation phase. In 2017 the MPO in partnership with Lane County created the Safe Lane Coalition. The coalition is focused on implementing the plan to reduce fatal and severe crashes using the most effective countermeasures. The coalition works in a collaborative manner to prioritize outreach projects throughout the region.

Tasks Year 1 & 2

- Continue MPO’s Safe Communities Program through the Work of the Safe Communities Coordinator and partner agency staff.
- Participate in statewide safety meetings and consult state agencies in an effort to better coordinate regional planning with State efforts.
- Continue to collect, analyze and maintain the collision data, and incorporate into a database.
- Continue to investigate new sources of safety and security data and opportunities to improve the timeliness, quality, accuracy and completeness of existing data. Work with local enforcement agencies to develop more current data where applicable.
- Continue to coordinate the Regional Transportation Safety and Security Plan with the ITS Plan Update, and consider ITS solutions as appropriate.
- Monitor performances measures and maintain the performance measures dashboard. Report to ODOT, FHWA, and FTA, as necessary.
- Continue to explore opportunities to carry out the safety and security improvements throughout the MPO. Generate applications for safety grants, where applicable.
- Coordinate the identification of needs and the implementation of safety improvements with the All Roads Transportation Safety (ARTS) program.

Products Year 1 & 2

- Safety grants, where applicable
- Final Collision Database and Performance Monitoring Dashboard integrated with all sources
- Public facing Safe Lane Coalition materials
5. **Major Facility Studies**

MPO staff will be involved in a number of facility and planning studies. These facility studies are led by the individual jurisdictions but may require coordination for data and modeling support and other technical assistance as necessary.

The following table presents a draft timeline (subject to change) for the overall 2-year work program for the RTP “pilot project” update of the MPO’s long-range planning documents.
Public involvement and feedback, including presentations to the TPC and MPC, will be incorporated throughout the RTP update. A Public Involvement Plan specific to this effort, and consistent with requirements outlined in FAST-ACT, Title VI and Environmental Justice, will be developed.

Tasks assume all work is done in accordance with the CFR 450.324 requirement, “to provide for the development of an integrated multimodal transportation system to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand.”

<table>
<thead>
<tr>
<th>Task</th>
<th>Task Description</th>
<th>Deliverable</th>
<th>Timeline/ Status</th>
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</table>
| Confirm federal and state requirements and policies | • Regional Transportation Plan  
• Congestion Management Process  
• Performance Measures  
• Title VI and Environmental Justice  
• Public Participation Plan  
• Transportation Safety Action Plan  
• Regional Transportation Options Plan  
• Regional ITS Operations and Implementation Plan | White paper summarizing federal FAST-Act requirements and policies for all plans. | FY19 Q1          |
| Evaluate plans for content elements       | • Regional Transportation Plan  
• Congestion Management Process  
• Performance Measures  
• Title VI and Environmental Justice  
• Public Participation Plan  
• Transportation Safety Action Plan  
• Regional Transportation Options Plan  
• Regional ITS Operations and Implementation Plan | Audit of plans containing:  
• Relationship to federal requirements  
• Overlap of elements amongst various plans  
  o Goals  
  o Policies  
  o Actions  
  o Projects  
  o Financial forecast  
  o Etc. | FY19 Q1          |
| Intiate Updates of Discrete Plan Elements | • ITS  
• CMP  
• Title VI  
• Etc. | | FY19 Q1          |
| Establish draft goals                     | Establish draft RTP goals based on:  
• Audit of plans  
• MPC direction  
• Fast Act goal areas | Draft RTP goals | FY19 Q2          |
| Population and employment base forecast years | • Develop land use allocation model  
• Population, household and employment base for 2018  
• Population, household and employment forecasts for 2045 | White paper, including maps, on population and employment base line and forecast | FY19 Q1, Q2, Q3 |
| Travel model development and update       | • Complete development of Regional Travel Model  
• Update model for 2018 base with 2045 forecast year | Updated travel model | FY19 Q1, Q2, Q3 |
| Run travel model                          | • 2018 base year run  
• 2045 “no-build” run  
• Mid-horizon year runs as possible | White paper summarizing:  
• Roadway analysis, including congestion, volumes, VMT, etc.  
• Mode share | FY19 Q2, Q3 |
<table>
<thead>
<tr>
<th>Task</th>
<th>Task Description</th>
<th>Deliverable</th>
<th>Timeline/Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>Update existing conditions</td>
<td>Update existing conditions from CLMPO plans</td>
<td>Draft existing conditions “chapter,” including maps of the transportation network, land uses, socioeconomic &amp; environmental characteristics, etc.</td>
<td>FY19 Q2, Q3</td>
</tr>
</tbody>
</table>
| Update objectives, policies and actions/strategies | • Review and update objectives, policies and actions/strategies compiled in the plan audit  
• Various plans have differing terms for guiding tenants. Consolidate.  
Draft goals, objectives, policies and actions/strategies, performance measures and targets “chapter” | FY19 Q3, Q4 |
| Define Performance Measures | • Participate in ODOT led performance measure setting  
• Determine if CLMPO will adopt ODOT or other specific performance measures | Performance measures that meet federal and state requirements | FY19 Q2, Q3, Q4 |
| Congestion Management Process | • With updated land use and travel model outputs, determine if the current 9 roadways are still the regional congestion management corridors.  
• Update the 4 area-wide performance measures as needed | Updated Congestion Management Process | FY19 Q4, FY20 Q1 |
| Scenario based planning/alternatives analysis | Develop scenarios/alternatives to inform decision making regarding funding and projects? | Preferred funding allocation and prioritized project list. | FY20 Q1, Q2 |
| Financial Plan | • Estimate revenue forecast out to 2045  
• Review funding assumptions and update as needed.  
• Develop fiscally constrained forecast. | Summary of funding plan including the methodology used to generate the revenue forecast and funding assumptions. | FY20 Q1, Q2 |
| Project list | • Review project lists from all plans and confirm consistency with Cities, County and State plans. Update lists, maps and cost estimates as needed.  
• Create new project list spreadsheet.  
• Create updated GIS maps and database.  
• Financially constrain the project list and consider developing a prioritized list of projects.  
• Develop financially constrained and illustrative project lists. | Financially constrained and illustrative project lists and maps set up to reflect projects supporting the various plans. | FY20 Q1, Q2 |
| Draft RTP | Prepare draft of the 2045 RTP:  
• Text  
• Maps  
• Incorporate all CLMPO plans  
• Appendices | Draft 2045 RTP; including text, maps and appendices | FY20 Q3, Q4 |
| Adoption process/finalize RTP | • TPC and MPC review and feedback.  
• Public notice/feedback.  
• Incorporate feedback and prepare the final version of the RTP. | Final 2045 RTP | FY20 Q4, FY21 Q1 |
B. Programming and Implementation

Objective
Work in a cooperative, continuous, and comprehensive process to prioritize projects from the RTP for funding. Develop and adopt the area-wide MTIP. Develop priorities for the STIP. Enhance project application/selection process.

Discussion
Programming and coordination activities include identifying and allocating funds for short- to mid-range projects and setting area-wide priorities for various classes of federal and state transportation fund sources. In this activity in particular, the planning process provides a neutral forum for local officials to set area-wide transportation priorities. Action items in this work category include participation in the STIP, development of the regional MTIP, programming of STBG-U, CMAQ, TA, and other funds, and development of the UPWP.

Core tasks include:

- Work with partner agencies to coordinate grant and project funding opportunities for regional projects that are consistent with the RTP and participate in grant review committees, as needed.
- Prepare and process MTIP/STIP amendments.
- Maintain consistency of the FY18-21 STIP and FY 21-24 STIP with the FY18-21 MTIP and FY 21-24 MTIP by monitoring amendments to, and other actions on, the FY18-21 STIP and the FY 21-24 STIP.
- Process administrative amendments through the TPC and non-administrative amendments through the MPO Policy Board.
- Update and maintain project database and online and hard copy maps.
- Track projects throughout year and publish annual summary of obligated projects.
- Work with ODOT Region and State Coordinators to improve MTIP-STIP coordination and maintenance of the ODOT Fiscal Plan. Work with partners to develop proposals for funding through State and Federal programs of projects that implement the RTP.
- Represent the MPO at ODOT and other project coordination meetings.
- Work with ODOT fiscal planners to obtain revenue estimates as needed.
- Attend conferences and workshops to maintain staff expertise and knowledge of State and Federal project implementation processes and tools.
- Continue to work with MPC to develop and revise policies, criteria and processes to ensure programming of funds reflects current priorities.

Action Items

1. State Transportation Improvement Program (STIP)

   Maintain consistency of the STIP with the MTIP by monitoring amendments to, and other action on, the STIP. Support the development of the FY 21-24 STIP.
Ongoing Tasks
- Amend the MTIP as needed to keep project information current; conduct public involvement and air quality conformity determination as needed.
- Assist ODOT with public involvement.

Tasks Year 1
- Coordinate with LaneACT and ODOT concerning MPO priority Fix-It Projects as recommendations move forward to the SuperACT and Oregon Transportation Commission.
- Work with ODOT financial staff to develop revenue estimates, and with project partners and ODOT to ensure that year of expenditure estimates are used in programmed projects. Consider application of LCP principles and tools, as available, to MPO's development of projects and priorities.
- Participate in the statewide TIP managers' working group.
- Adopt ODOT's Region 2 STIP projects into the MTIP.

Products Year 1
- Amendments to the STIP
- ODOT's relevant Region 2 STIP projects adopted into the MTIP

Tasks Year 2
- Assist ODOT with draft FY 21-24 STIP

Products Year 2
- Amendments to the STIP

2. Metropolitan Transportation Improvement Program (MTIP)


Tasks Year 1
- Coordinate with ODOT concerning MPO area Fix-It projects.
- Process amendments to the MTIP in a timely manner and ensure MTIP consistency with STIP.
- Further explore opportunities to utilize an online platform to serve a role in managing the MTIP, using MPO discretionary funds.
- Coordinate efforts to enhance MTIP project-level reporting.
- Report federal obligations for FFY19.
- Track timeliness of obligation of projects funded with MPO discretionary funds.
- Work with partner agencies to develop draft FY 21-24 MTIP.

Products Year 1
- MTIP Appendments
• Air quality conformity determination for regionally significant project amendments (as needed)
• Draft FY 21-24 MTIP
• FFY19 Annual Listing of Obligated Projects

Tasks Year 2
• Conduct comprehensive public involvement as described in the Public Participation Plan in preparation of adoption of FY 21-24 MTIP.
• Adopt FY 21-24 MTIP.
• Complete Air Quality Conformity Determination for FY 21-24 MTIP.
• Track timeliness of obligation of projects funded with MPO discretionary funds.
• Report federal obligations for FFY20.

Products Year 2
• MTIP Amendments
• Adopted FY 21-24 MTIP with completed AQCD
• FFY20 Annual Listing of Obligated Projects

3. Surface Transportation Block Grant Program Sub-allocation for Urbanized Areas (STBG-U) and other federal funds

Establish project priorities and program FY 21-24 discretionary federal funds for inclusion into the MTIP and STIP.

Tasks Year 1
• Review and update regional criteria and priorities for use of federal funds, primarily STBG-U and CMAQ Improvement Program but also including other federal funds, such as FTA funds.
• With partner agencies, develop prioritized list of projects for discretionary federal funds within the FY21-24 period.
• Complete required emissions benefit analyses for CMAQ projects with assistance from ODOT and FHWA.
• Conduct comprehensive public involvement as described in the Public Participation Plan.
• Program FY21-24 discretionary federal funds into the draft FY 21-24 MTIP.

Products Year 1
• Regional criteria and priorities
• Projects approved by MPO Policy Board for use of FY21-24 discretionary federal funds and added to draft FY 21-24 MTIP
Tasks Year 2
- Incorporate project amendments as necessary into the MTIP including public involvement as described in Public Participation Plan
- Incorporate STBG-U, CMAQ and other federally funded projects into the draft FY21-24 MTIP & STIP for final adoption

Products Year 2
- STBG-U and other federally funded MPO discretionary projects included in the adopted FY 21-24 MTIP/STIP

4. Unified Planning Work Program (UPWP)

Tasks Year 1
- Conduct a biennium review of the adopted UPWP for July 2019 to June 30 2021.
- Create a semi-annual and annual report for ODOT.
- Produce an annual self-certification review as part of the Unified Work Program. Ensure the review includes a list of Certification Review work activities, addressing the status of corrective actions and recommendations from the 2019 Report.
- Meet with USDOT, FHWA, and ODOT to review progress on the first year of the Unified Work Program for July 2019 to June 30, 2021 and document any needed changes.
- Prepare final updated document.

Products Year 1
- Adopt addendum to FY2020 and 2021 UPWP.
- Semi-annual and annual report for ODOT.

Tasks Year 2
- Update the current UPWP to describe the scope of work and draft work program anticipated over the next two years by MPO staff and MPO partner agencies.
- Create a semi-annual and annual report for ODOT.
- Produce an annual self-certification review as part of the Unified Work Program. Ensure the review includes a list of Certification Review work activities, addressing the status of corrective actions and recommendations from the 2020 Report.
- Meet with USDOT, FHWA, and ODOT to review draft UPWP.
- Prepare final document.

Products Year 2
- Semi-annual and annual report for ODOT.

C. Public Participation

Objective
Provide for a proactive two-way public involvement process. Ensure complete and accurate information and documentation, timely public notice, and equal and full public access to public information and decision-making. Support early and continuing involvement of the public in developing the RTP and the MTIP.

Discussion
The public involvement work program element is described as action items or core MPO operational activities in the paragraphs that follow. Core MPO operations relating to Public Participation include performing Ongoing Public Involvement Activities and implementing the Title VI Program. The public involvement efforts cover several work elements described elsewhere in the UPWP, including the RTP update, MTIP updates and amendments, and refinement plans as required by FAST ACT.

Action Items
1. Public Participation Program Refinement

The Central Lane MPO is implementing cost-effective approaches to garner regional input and participation in the transportation planning process, per the direction of the MPO policy board. These efforts are summarized in the updated MPO Public Participation Program. The MPO continues to use diverse engagement tools to help the public understand and engage with the planning process.

Ongoing Tasks
- Incorporate strategies and recommendations from the updated Public Participation Program.
- Provide technical support to ensure opportunity for public review of transportation studies, plans, and programs.
- Respond to inquiries and comments from the public.
- Maintain an up-to-date email distribution list of interested parties and stakeholder groups, including both public and private entities; and look for opportunities to enhance the list.
- Improve outreach to and participation of community members:
  - Members of the business community and other economic development interests.
  - Minority and low-income groups.
- Continue to deploy LaneVoices (Mind Mixer software) to enhance outreach, by enabling the public participation in virtual, online engagement.
- Post all MPO related public comment opportunities on LaneVoices, notify the public via the MPO email distribution group.
- Look for opportunities to enhance the number of LaneVoices account holders by leveraging partner platforms and other MPO related outreach.
- Provide ongoing development and maintenance of the MPO website, to provide information on meetings, plans, projects and public involvement opportunities; update content on as-needed basis.
- Design outreach materials that show how and by whom decisions are made, how investments achieve public goals, and describe the MPO:
  - MPO fact sheets
MPC core product summaries
• Update the Citizen’s Guide to Transportation Planning as needed
• Televis and webcast MPO Policy Board meetings. Meetings are televised and also are available for review on-demand via a webcast by MetroTV to maximize opportunities for the public to participate and be engaged in the process if they are unable to attend public meeting dates.
• Ensure ongoing coordination with TASC and TPC to exchange information about public outreach events.
• Develop Dynamic Project Fact Sheets for RTP and MTIP including project photos from local jurisdictions and thorough project information including the need for project and solution statements.
• Maintain existing web-based mapping application that provides a digital illustration of regionally significant and/or federally funded projects.
• Enhance visualization of projects by providing access to project illustrations.

Tasks Year 1
• Incorporate Public Participation plan into the RTP update.
• Explore ways to incorporate University of Oregon into MPO planning activities.
• Explore creating a non-voting youth position on MPC.

Tasks Year 2
• Implement new Program initiatives, as needed. Complete adoption process for amendments to the MPO’s Public Participation Plan as needed.
• Implement UO and youth MPC positions if feasible.

Products Year 1 and 2
• Amendments to the PPP, as needed.
• Memorandum to the MPC, as needed.
• Digital illustration of regionally significant and/or federally funded projects.
• Public outreach materials, including media notices, display ads, email messages
• Public information materials such as fact sheets, Citizen’s Guide, and other graphics to explain the key products and activities of the MPO
• Informational materials about the transportation planning process, public meetings and hearings.
• Archived and on-demand webcasts of MPC meetings.
• Active and current MPO website www.thempo.org

2. Americans with Disabilities Act (ADA) of 1990
The MPO will maintain its current ADA program and will ensure continued compliance with the requirements of the ADA of 1990.

As part of our program the MPO assures that no person shall on the grounds of race, color, national origin, disability, age, gender, or income status be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination
under any program or activity. The MPO further assures every effort will be made to ensure nondiscrimination in all of its programs and activities, whether those programs and activities are federally funded or not.

In accordance with the requirements of the ADA of 1990, the MPO will not discriminate against individuals with disabilities on the basis of disability in its services, programs, or activities. The MPO does not discriminate on the basis of disability in its hiring or employment practices and complies with all regulations promulgated by the U.S. Equal Employment Opportunity Commission under title I of the ADA.

The MPO will make all reasonable modifications to policies and programs to ensure that people with disabilities have an equal opportunity to enjoy all its programs, services, and activities. The MPO will generally, upon request, provide appropriate aids and services leading to effective communication for qualified persons with disabilities so they can participate equally in the MPO’s programs, services, and activities, including qualified sign language interpreters, documents in Braille, and other ways of making information and communications accessible to people who have speech, hearing, or vision impairments.

The MPO’s ADA Coordinator is Paul Thompson, MPO Program Manager. Additional information is found on our website: [http://www.lcog.org/375/Report-a-Concern](http://www.lcog.org/375/Report-a-Concern)

**Ongoing Tasks**
- Maintain commitment to and compliance with the ADA of 1990.
- Update program as needed.

**Products Year 1 and 2**
- Maintain a fully compliant ADA program.

### 3. Title VI Program

The MPO has prepared a nondiscrimination policy and procedures, also referred to as the Title VI Plan, which addresses how the MPO is integrating nondiscriminatory practices in its transportation planning, public participation, and decision making. The MPO is committed to providing services, programs, and activities fairly, without regard to race, color, national origin, gender, age, disability or economic status. The MPO will work to prevent discrimination through the impacts of its programs on minority and low-income populations. In addition, the MPO takes reasonable steps to provide meaningful access to programs for persons with limited English proficiency. Administration of the MPO’s Title VI program is integrated throughout the key program areas, including public participation.

**Ongoing Tasks**
• Continue implementing the Title VI Plan adopted in September 2018. Conduct MPO activities in conformance with the MPO Title VI policy statement and assurances contained in the plan.
• Conduct annual evaluation assessments of the Title VI Program.
• Identify, investigate, and eliminate discrimination when found to exist in connection with MPO program areas.
• Process, investigate, and attempt to resolve Title VI complaints regarding MPO and its sub-recipients, consultants or contractors that are received by the MPO.
• Collect and analyze data to ensure policies are being followed and to assess evaluation measurements developed for participation of Title VI protected groups.
• Collect statistical data on the MPO constituency (e.g. race, color, sex, age, disability, and language proficiency) for use in planning. Update statistical data with American Community Survey data when it becomes available.
• Monitor progress, implementation, and compliance issues.
• Review important Title VI-related issues with the MPC, as needed.
• Assess communications and public involvement strategies to ensure adequate participation of impacted Title VI protected groups and address language needs as appropriate.
• Continually investigate and evaluate public outreach techniques and tools to ensure an inclusive public participation process.
• Provide, assist to coordinate, or identify opportunities for Title VI Training for staff of the MPO and MPO partners, and the MPC.
• Provide resources to facilitate participation for those whose primary language is Spanish.
• Implement the recommendations from the 2018 ODOT Review of the MPO’s Title VI Program.
• Develop Disadvantaged Business Enterprise (DBE) goals in cooperation with ODOT.
• Support the work of partner agencies to inventory sidewalks to identify potential ADA barrier and to identify public access (sidewalks) that do not meet current Public Rights of Way Accessibility Guide (PROWAG) standards.
• Follow the development of new FTA circulars on Title VI and Environmental Justice, which may shape actions in the Title VI Program area, depending on the final content of the circulars.
• Incorporate information developed through the Lane Livability Consortium (LLC) planning and engagement processes.

Products
• Title VI complaints documentation
• Title VI data plan and summary maps and figures
• Annual report of Title VI accomplishments and goals
• Program to review subrecipient Title VI compliance
• Title VI training program and resource materials
• Guide detailing how to assist Limited English Proficiency individuals in person or on a telephone call.
• List of Spanish-speaking interpreters, in-house if possible
• List of other non-English interpretation services
• DBE Goals
• Sidewalk inventories, as available

D. Air Quality Planning

Objective
Reduce vehicle miles traveled and associated greenhouse gas and criteria air pollutant emissions consistent with the region’s desired outcomes and State goals. Maintain conformity with Federal Clean Air Act Amendments and the Oregon Transportation Conformity rules. Remain informed and engaged in state and/or federal planning and rule-making to address air pollution from transportation sources. Ensure that staff has the ability and the tools to respond to policy questions and inform policy discussions and decision-making. Participate in the development of programs, projects and policies to reduce transportation air pollution.

Discussion
In February 2014, the Central Lane MPO area completed the 20 year maintenance period for carbon monoxide (CO). No local monitoring, transportation control measures, or traffic emissions analyses are now required.

In June 2013, the area was re-designated to attainment for coarse particulate matter (PM$_{10}$) with an approved 10-year limited maintenance plan (LMP). The MPO is required to prepare transportation conformity determinations to ensure that the LMP criteria are maintained and that conformity regulations are met. While no regional analysis is required, project level conformity (“hot spot analysis”) is required of certain projects. This remains the responsibility of the project sponsor.

All other Clean Air Act pollutants levels within the MPO are currently below the National Ambient Air Quality Standards.

The conformity determination for the 2040 RTP was approved by US-DOT on June 27, 2017, and for the FY18-21 MTIP on September 29, 2017.

CMAQ is a federal program that provides funds for transportation projects and programs that reduce congestion and improve air quality for areas that do not meet the NAAQS for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas).

The Motor Vehicle Emission Simulator (MOVES) model continues to be updated by US-EPA, and is now required for both regional and project level conformity. The model can estimate greenhouse gas emissions and select air toxics in addition to criteria pollutants, and, thus, is a key component in the computation of potential air quality performance measures.

Since this MPO is not a TMA with a population greater than 1 million, an air quality performance plan is not expected to be needed for FAST Act compliance.

Action Items
1. Air Quality Conformity

Ongoing Tasks

- Provide coordination and technical assistance by providing limited technical assistance to LRAPA and other local partners including air emissions modeling and data analyses.
- Attend training sessions and workshops to remain informed of new air quality regulations and analysis tools.
- Review MOVES air quality emissions model software and required input data. Publish local parameters for use by other agencies, particularly for use in project level PM10 analysis.
- Refer to sections concerning Programming/MTIP and Long Range Planning/RTP.

2. Air Quality Performance Measures

Ongoing Tasks

- Track Performance Measure target for use in regional, transit and local agency plan and program assessments.
- Identify analytic tools and data sources suitable for supporting trend analyses. Add data and measures to the Data Portal, and provide visualizations to inform the public and local agency staff of progress.

E. Transportation System Modeling and Data Maintenance

Objective
Acquire, maintain, update, and analyze data describing and relating to the performance and characteristics of the regional transportation system. Maintain and improve multimodal transportation modeling capabilities for application to policy and facility planning issues. Utilize models and data bases to provide technical assistance to LCOG planners and partner agencies.

Discussion
Informed policy analysis and assessment of progress of plans and programs requires data and forecasting tools: data (historic and contemporary) to describe where we started from and where we are now, and forecasting tools to describe where plans and programs will lead us. Comparison of data trends with those from other locales can also contribute to assessment of progress.

The major activities within this program area aim to build on the MPO’s databases and modeling capabilities and to produce more extensive sets of performance measures than currently exist. This work will include surveys and research, implementation of new models and components, model maintenance, database development and access, and statewide and national professional involvement.

LCOG has historically been responsible for updating and maintaining the region’s travel demand model. However, LCOG began working with Metro to develop a new regional travel demand
model for the MPO area. The framework is Metro’s Kate model, a traditional 4-step model that forecasts auto, transit, bike and walk performance within the MPO area. The model will be used to monitor RTP implementation and transportation system performance, to analyze transportation policy and investment for all travel modes, and to assess air quality conformity in accordance with the Clean Air Act. It provides planning level auto volumes and transit ridership for corridor analyses, particularly associated with Small Starts transit projects and major highway projects, but also for small area studies and transportation impact analyses. It will be the basis for upcoming RTP forecasts and will provide auto volumes that are input to more detailed engineering studies. Together with the MOVES air emissions model, greenhouse gas estimates for future years can be estimated.

In order to meet the requirements of exercising an integrated land use-transportation process, the travel model will interface with a land-use allocation model that distributes growth in households and employment over buildable lands within the MPO area in accordance with the adopted land use plans and growth policies of the local governments. Together these tools provide assessment of access to jobs by the various modes of travel which inform Title VI planning.

Many different data sets are needed to calibrate and validate the development and subsequent updates to current and future travel forecasts, and to support development of trends. These data sets include demographic, ethnic, socio-economic, and travel behavior data that characterize travel needs and impacts of the transportation system on various groups of people. An inventory of current land uses, household distribution by density and structure type, employment by sector, approved projects, comprehensive land use plans and other development policies that constrain or encourage certain types of growth are just a few of the data sets needed. Infrastructure networks pertaining to each travel mode must be maintained and updated to reflect their status as new projects are completed and as future projects are planned. Auto, transit boardings and bike counts are essential inputs.

Other data sets such as those for crash data for safety planning are augmented by auto and bike counts to provide crash rates and localization of dangerous areas.

With the emphasis on performance metrics and scenario planning in the FAST Act transportation bill, development, enhancement and implementation of performance metrics will be a key focus in this UPWP.

Core tasks include:
- Provides technical assistance to MPO agencies through data preparation, analysis, summary and mapping, when the requests are consistent with the MPO’s function and when the requests support regional projects. Due to allocation of resources to other tasks in the UPWP, only requests with limited scope can be accommodated under UPWP funding.
- Provide transportation, population and employment data and forecasts for local and state projects and transit studies.
- Perform corridor studies and transportation analyses of subarea studies to provide a basis for transportation infrastructure improvements. This task is restricted to providing a base level of technical assistance to partner agencies including ODOT and LTD.
Significant effort in refinement studies are to be done through separate contracts outside the scope of the UPWP.

- Provide GIS analyses, maps and other data products including Census products for transportation project planning and NEPA studies. As above, if significant effort is required, a separate contract will be negotiated with the requesting agency.
- Participate in project coordination and planning meetings associated with refinement studies.
- Assist LTD in preparation of Title VI reporting.
- Assist partner agencies in analysis of travel for purposes of computing selected performance measures
- Maintain, update, and analyze data describing the performance and characteristics of the regional transportation system.
- Monitor transportation system activity through analysis of traffic counts, bicycle and pedestrian counts, transit on-board survey data, transit ridership data, HPMS data, and other information as appropriate.
- Maintain the travel network data bases for all modes, including transit system routes, stops and park and rides.
- Maintain and update regional land use data that impact travel modeling and analysis.
- Maintain socioeconomic statistical data (e.g. race, color, sex, age, disability, and language proficiency) for use in planning and monitoring.
  
  - Document model procedures.
  - Maintain modeling capabilities suitable for major multi-modal studies. Meet FTA model requirements for transit alternatives analysis and Small Starts submittals.
  - Keep EMME travel modeling software current. Update licenses and maintain software subscription.
  - Keep TABLEAU data visualization software current for use in the data portal. Maintain software subscription.
  - Attend selected workshops and conferences to maintain and expand staff capabilities and expertise and attend training related to model software, data sources and modeling topics.
  - Participate in ODOT/MPO cooperative modeling research and development programs. Attend oversight committee meetings.
  - Continue to participate in the Oregon Modeling Steering Committee, the 2020 Oregon Households Activity Survey Committee and other subcommittees to coordinate activities between MPOs and ODOT to aid in advancing development of integrated statewide transportation/land use models.
  - Work with other Oregon MPO’s to investigate the potential for coordinating modeling services.

Action Items

1. **Data Portal**
Data collection and analysis are key functions of the MPO and are needed to support ongoing transportation planning and performance evaluation processes. With increased emphasis on informed decision-making through use of performance measures and indicators, LCOG will continue to make a concerted effort in this UPWP to formalize transportation related data bases with an emphasis on more easily adding, retrieving and displaying these data. The intent where feasible and permitted is to add the displays to the web for public viewing of progress and trends. Refinement of the LCOG data framework will be undertaken during this UPWP, with the intent that the data portal will house the data and metrics mentioned below and will regularly update and enhance the visualizations. The following briefly lists data sets for which collection is ongoing or planned, and for which data base structures, analysis scripts and visualizations are in progress.

**a. Traffic Counts**
Data to be incorporated include data from all modes including autos, bikes and transit, for all types of sensors and configurations (intersection, midblock):

- Continue to collect volume, speed and classification data from multiple sources.
- Continue to work with ODOT to acquire counts from ramp meters and other automated sensors within the MPO area. Update the metrics and displays in the MPO’s Traffic Data Portal.
- Work to define data, access, and products of use to local agencies.
- Update the web-based map and database and ensure both automatically refresh as new data are loaded.
- Work with partner agencies to develop effective measure for collecting and updating regional data.

**b. Bike Counts**
Multiple years of data have now been collected by LCOG across a variety of count sites allowing for bicycle traffic trends to be established. Additional data sources such as the STRAVA crowd-sourced data are available and may add to the coverage and understanding of bike travel. Data have been collected and reported on the LCOG Data Portal for Peace Health Rides usage since the City of Eugene’s bikeshare began in 2018.

- Continue to deploy both mobile and permanent automated counters for regional bike count program.
- Continue work with UO and others to establish sites for automated collections.
- Acquire and assess other data sets that can potentially complement the MPO’s counts.
- Process data; add to the Data Portal as a part of the traffic counts database.
- Update data report on an annual basis.
- Analyze to examine the effect on bike volumes of the type of infrastructure, access to employment and population, and other factors.
- Work with ODOT to leverage statewide bike counting efforts.

**c. Pedestrian Counts**
Using lessons learned from the Bicycle Count program over the past few years, the MPO continues to deploy counters to collect pedestrian volumes across the region in
order to measure and better understand pedestrian traffic activity in key areas of the MPO.

- Deploy and collect pedestrian counts.
- Store, process and visualize results.

d. Counts for Other Modes
To round out the view of all travel modes within the MPO, data will be collected for air and rail passenger and system data. These data will be included in the Data Portal. Information on air and rail freight will also be sought.

e. Crash Data and FAST Act Safety Performance Measures
This project continues from the last UPWP. In addition to supporting the analysis required by the MPO Safety and Security Plan, display and analysis of the ODOT crash data set will support FAST Act safety performance measures.

- Continue to acquire and archive annual geocoded crash data bases from ODOT Safety Division.
- Determine local source(s) of crash data to augment the ODOT (DMV) reports, particularly for bike and pedestrian and other incidents that fall below the DMV reporting threshold. Develop methods/processes for routine data acquisition, processing and formatting for inclusion in the master database for subsequent annual reporting and analysis.
- Work with local agencies to obtain coincident traffic and bike counts in areas of major concern to enable determination of crash rates and exposure to traffic.
- Analyze the data for the FAST Act safety performance measures; link trends to the target, and report progress in the Safety Data Portal.

f. FAST Act Bridge and Pavement Preservation Performance Measures
FAST Act calls for performance measures describing bridge and pavement condition. LCOG supports the state metrics and will acquire databases from ODOT and other agencies as needed, and will process these to provide the specified metrics. These results will be displayed in the Data Portal in such a way as to demonstrate progress toward the targets.

g. Transit Data
LCOG works on various regional data products that complement work at both LTD and the MPO. This includes Title VI analysis and mapping of Communities of Concern. Further, LCOG works with LTD to assist in the design of and the geocoding and processing of Origin-Destination Transit Surveys. These surveys are essential in validating the regional travel model transit components as well as providing input to LTD concerning the performance of their system. They are also required by FTA for assessing the changes resulting from major corridor enhancements such as the BRT/EMX implementations. The survey data can provide details on modes of access to transit and service to disadvantaged populations.
LCOG obtains passenger boarding data from the bus automated passenger count (APC) and AVL system semi-annually to assist in validating the transit model, and for use in transit corridor projects. These data can also be used to provide results to track travel time reliability by route, likelihood of delays due to events such as ramp extension and bike loadings, plus information on the highest use stops and stations.

- Update the Data Portal that provides web access in map-oriented visualizations of boardings by stop, route and corridor, and by time of day.
- Continue to work with LTD to acquire, geocode and analyze survey data (bus riders, park and ride users, group fare users, etc.).
- Continue to routinely acquire and archive system routes and schedules; park and ride locations, capacities and usage; stop and station locations; fares including group pass availability and usage.
- Work with LTD and Point2Point to define, collect and analyze indicators and measures of progress for the TO programs. Add these to the data portal.
- Work with LTD to collect and map progress towards LTD’s performance measure targets as defined by the FAST Act.

**h. Vehicle Fleet Characteristics, VMT, and Fuel Consumption**

Within the MPO and the State, policies encourage the use of alternatives to the automobile to reduce both congestion and emissions. Since 2003, the MPO has tracked fuel sold in the commute shed of the MPO, an expression of the combination of fleet economy and VMT, and an indicator of GHG emissions. Local fleet economy and vehicle types will be able to be determined soon with data provided by ODOT, enabling insight into the rate of adoption of more fuel efficient cars and the resulting reduction in emissions per mile.

- Continue monitoring fuel sold and fuel price.
- Analyze fleet data to describe vehicle characteristics within MPO area.
- Develop a Data Portal theme to report on these results.

**i. Auto Travel Time Data**

Travel time through corridors is used to track and characterize congestion trends and can be used to assess changing conditions for transit operations and delay, emergency response, crash potential, and GHG emissions. Travel time data are a part of the MPO’s congestion management process, pinpointing areas in which interventions should be considered to improve performance. ODOT and FHWA have provided LCOG with access to the INRIX and HERE travel time data sets for all freeways and most principal arterials.

The MPO supports performance based congestion targets established by ODOT and will continue to collect and analyze data trends and report them on the Data Portal.

- Continue access to INRIX and HERE.
- Extract and characterize selected corridors within MPO area including major transit corridors which are showing effects of congestion. Identify chokepoints.
- Compute performance measures; track over time; publish.
j. Socio-Economic, Demographic and other Social Data

LCOG provides Census data to local agency partners and particularly to LTD, and uses Census data in Title VI studies as well as modeling and other analyses. Local data, some dating back to the 1970’s, such as residence type and locations, population and employment by sector can be used to complement Census data for use in equity, access to subsidized housing, and other analyses. Land-use changes that reflect housing density changes (by type of structure), and changes in mix of employment type are useful when considering the degree to which land use affects use of various modes of travel.

- Update frequently used attributes, e.g., Mode of Journey to Work, household size, vacancy rates, location of zero-car households, etc.
- Update commonly used maps and provide interactive access on the web through the Data Portal.

k. Transportation Options Data Collection

Performance measures have been defined to track the progress of the initiated demand management and alternative mode promotion programs. In particular, these programs include, among others: car sharing, vanpool and carpool formation, Safe Routes to School, Smart Trips, and discounted transit group pass fares.

- Work with Point2Point Solutions to develop measures and methods that can be used to track the results of the TO programs and the progress toward the targets.
- Work with Point2point, City of Eugene, and City of Springfield, to continue to collect and report ODOT’s statewide TO performance measures.
- Use the Data Portal to provide the results to the public and others.

Products Years 1 and 2

- Updated data bases and extraction/analysis scripts.
- Methodologies for local agency access in order to update data bases
- Data Portal with bike, auto and transit counts.
- Documentation and web reports.
2. Employment Data – QCEW/ES202

Lane County-wide employment data are obtained from Oregon Employment Department (OED) approximately every two years. These data are processed by LCOG prior to providing the data to local partners. We now have a timeline of from 1978 through to 2016, providing trends documenting employment growth and decline in many sectors through various economic cycles. These data are a fundamental component of the regional travel model, and are used in forecasting future year employment levels for both the region and for the cities in their TSPs. The data also are used in corridor studies, and in analyses that link land use and transportation, and that characterize employment diversity and numbers in mixed use areas and TODs.

Tasks Year 1
- Acquire 2018 data from OED when released (circa September 2019).
- Augment data set to include known non-reporting firms and agencies (primarily governments at all levels).
- Disaggregate firm data into separate establishments.
- Geocode to building footprints maintained by LCOG
- Add to the existing data base; summarize by sector
- Distribute data to local agencies upon request.

Products Year 1
- Employment database, disaggregated and geocoded

3. Oregon Household Activity Survey
LCOG is working with other MPO and state agencies through the OMSC Travel Survey Subcommittee to establish the approach and implementation strategy of a statewide household and activity survey.

4. Bike Model
Bike routes are modeled in the regional travel model but, due to prior lack of better information, cyclists are assumed to travel by the most direct route between origin and destination without regard to other attributes of the environment such as slope, exposure to traffic, etc.

In FY13, LCOG implemented the bicycle route model developed by Metro and PSU/OTREC, and has worked with others to develop a version that can be incorporated into the regional travel model.

Tasks Year 1
- Work with ODOT/Metro/PSU to test the mode choice code in the new regional model to incorporate bike utilities compatible with those from the bike model and ensure volumes and routes are accurately computed by the new regional model.
• Determine need for additional survey and execute (funding permitting).
• Re-estimate the bike route choice model following the survey (if needed).
• Integrate fully into the regional travel demand model.

**Products Year 1**
• Updated mode choice model.
• Updated new regional travel demand model.

### 5. Travel Model Development and Implementation

LCOG has contracted with Metro to develop a travel model that utilizes Metro’s Kate travel model framework. Upon finalization, the model will be updated to a forecast year of 2045 for use in the RTP update.

### 6. Land Use Allocation Model and Implementation

LCOG has contracted with UrbanSim to develop a parcel-based land use allocation model. Upon finalization, the model will be updated to a forecast year of 2045 for use in the RTP update.

### 7. Tools for Transit Planning Support

**TBEST** is a tool built by Florida DOT and utilized by transit agencies throughout the State of Florida to assist in short-term analysis of transit system changes. It was recently installed at Rogue Valley Transit District and has been used to evaluate various scenarios for the District’s system adjustments. TBEST also provides mapping support for analysis of Title VI issues under the new FTA circular.

LTD has expressed an interest in using TBEST to assist in their short-range system planning and has requested the MPO’s assistance in acquiring and installing the software, providing LTD’s consultants with available data required by the model, and assisting in the validation of the model. It is intended that, if the model proves useful in this area, the MPO will maintain this model and update it periodically; LTD system planners will use it to conduct yearly route and fare reviews, as well as to prepare TITLE VI responses.

**STOPS** is a model developed by FTA to assist in analyzing scenarios in a large capital project that would typically apply for Small Starts funds. It uses auto travel time calculations and zonal land use attributes from the regional travel model in assessing and comparing benefits from different build scenarios. It does not replace the regional travel model, but is intended to be used in a screening mode to winnow down alternatives to a small number of candidates before calling on the regional model for the final analyses.

The MPO in cooperation with LTD may implement this model to assist LTD in upcoming corridor studies associated with the expansion of the District’s frequent transit network.
F. Transportation Options (TO)

Objective
Plan, program and promote actions to ensure the most effective application of transportation demand management and TO practices. Ensure the efficient use of existing road space, and reduce vehicle use in congested areas through measures aimed at reducing the level of transportation demand. Improve transit service and increase internal transit management efficiency, including the provision of services for senior and disabled populations.

Discussion
TO programs and services are a steadily growing component of transportation and mobility planning. In 2014, the Regional Transportation Options Plan (RTOP) was adopted by the Metropolitan Policy Committee. The RTOP set forth to plan for the most effective application of TO programs and services that address the RTP goals, objectives and policies. The RTOP provides strategic direction that guides regional implementation, funding, and performance measurement of the region’s transportation options and demand management programs and services.

LCOG will continue its role in assisting LTD with transit studies and other local jurisdictions with traffic and other system management studies. LTD retains primary responsibility for transit-related Transportation System Management (TSM) activities, including management analysis, transit maintenance planning and service planning as part of the short-range transportation planning element. Point2point manages the operational component of the region’s TO program. Their work elements are described below.

LCOG’s core tasks include:
- Provide program support and resources for Point2point programs, services, activities and planning.
- Coordinate with MPO partners to implement RTOP recommendations.
- Coordinate with MPO partners as a result of the Point2point 5-year Strategic Plan and planning process.
- Participate in the annual Business Commute Challenge (BCC) and participate in Group Pass and Emergency Ride Home Programs.
- Assist LTD with transit studies, transit service planning and data needs.
- Assist Eugene, Springfield, Coburg, and Lane County with traffic and transportation system management studies.
- Coordinate with Eugene, Springfield, Lane County, LTD, LRAPA and ODOT for implementation of Point2point Transportation Demand Management programs.
- Participate as a member of the regional TOAC and provide planning support services.
- Participate in the statewide TO quarterly meetings and quarterly ETC meetings, as necessary.
- Provide planning assistance to and coordinate with providers of elderly and disabled transportation service.
- Identify and develop funding opportunities that support TO programs.
• Phase out KUMI and migrate regional partners to ODOT Trip Check site.
• Provide support for regional capital project coordination.

Point2point’s core tasks include:
• Develop and report on TO performance metrics, as directed by the regional partner agencies and through the Oregon Transportation Options Plan
• Develop and then finalize enhanced marketing and outreach materials for local employers and employees with direction from the MPO partner agencies.
• Implement ‘SmartTrips’ individualized marketing Regional Residential Program with the City of Eugene.
• Develop a regional SmartTrips New Resident Program along with a SmartTrips Revisit Program as funded is secured.
• Assist in the leadership and coordination of the regional SRTS program
• Administer and grow Vanpool programming
• Statewide Transportation Options Coordination
• Emergency Ride Home coordination
• Continue to expand transportation option services for
  o Employers
  o Employees
  o New residents
  o Students

Year 1 and Year 2 Products
Develop an Annual Report of program outcomes and report to ODOT and regional partners meeting the metrics as outlined by both.
• Distribute the annual ODOT TO Survey as directed by ODOT to the Lane MPO region.
• Grant writing, then securing of funds for pilot program ideas or projects.
• Rideshare Campaign marketing materials
• Drive Less Connect campaign marketing materials
• Database Quarterly Report
• ETC Marketing Materials
• ETC Resource Web Page
• Employer Marketing Materials
• Develop general TO messaging materials for regional staff use.
• Online downloadable Employer Forms and Product Requests
• TO Checklists for new, relocating or non TO participating businesses
• Develop and timeline and action list for the Train the Trainer program.
• Development of an annual goal setting with targeted milestones for the UO TO collaborative effort. Work with City of Eugene throughout the process.

City of Eugene’s core tasks include:
1. **SmartTrips Eugene**

SmartTrips is a comprehensive approach to reduce drive-alone trips and increase biking, walking, and public transit in targeted geographic areas of the city. It incorporates an innovative and highly effective individualized marketing methodology, that hand-delivers packets of information to residents who wish to learn more about all of their TO including transit, walking, bicycling, carpooling, and combining trips. Key components feature biking and walking maps and organized activities that get people out in their neighborhoods or places of employment to shop, work, and discover how many trips they can easily, conveniently, and safely make without using a car. Success is tracked by evaluating qualitative and quantitative results from surveys and other performance measures.

SmartTrips program funding has been secured for a two year program in downtown Eugene in 2019 and 2020. This program will be different than previous SmartTrips in that it will be focused on both residents and employees.

**Year 1 and Year 2 Tasks**

- Review methods and techniques from previous SmartTrips and revise program strategy and messaging for a downtown context.
- Schedule events and decide upon quantities of specific materials and incentives needed. Review existing materials and determine amounts needed based on targeted number of households to reach.
- Conduct individualized outreach and marketing, including staff time and project implementation.
- After campaign, measure changes in residents’ and employees’ travel behavior. Analyze trends using secondary data sources.

**Year 1 and Year 2 Products**

- Schedule of events, list of materials and quantities, plan to create new materials.
- Development of pre-and post-campaign questionnaires. Survey data provided in spreadsheet format or other useable electronic format.
- Preliminary report on households and employers reached, materials delivered and any anecdotal or qualitative information gathered during the project through this point.
- Final report, documenting project implementation steps, methods, analysis of results and lessons learned.

2. **Eugene Sunday Streets**

Eugene Sunday Streets is a free community event that premiered in Eugene in summer 2011. Since 2013, the city has held two Sunday Streets events each summer. For 2019, the city is considering holding either one or two events. Eugene Sunday Streets features a car-free route that opens the streets for people to walk, bike and roll. Activity centers at our local parks host free healthy and active activities such as fitness classes, dancing, yoga, slacklining, live music and more. These events are working to get more people to use active modes of transportation thus improving our community’s livability and health.
Tasks
• Recruit and coordinate over 200 volunteers to support the event.
• Select the route and work with the community and internal city staff on the logistics of the event and the route. This includes the traffic control plan, vendor coordination, resident information and day of logistics like signage and bathrooms.
• Promote the event widely through advertising and outreach.
• Secure and coordinate sponsors to fund the event.

Products
• One or two Eugene Sunday Streets events in FY20

3. Parties in the Park
To reach new neighborhoods with the education and encouragement messaging that we provide through Sunday Streets and SmartTrips, the City of Eugene piloted a new program in 2016 called Party in the Park. This is a partnership between the City of Eugene’s TO group and our Recreation and Cultural Services Division. We target neighborhoods with disadvantaged populations that are harder to reach with our Sunday Streets events. The City of Eugene is holding seven Parties in the Park events in 2019 and each event will have the following elements:
• Traffic Garden/Bike Rodeo
• Helmet Giveaways
• Basic Bike Tune-Ups
• Safety education
• Information about upcoming transportation projects in the neighborhood
City of Eugene Ongoing Operations

- Contribute to regional TO activities by participating in the Transportation Options Advisory Committee as needed.
- Coordinate local construction projects in support of the congestion mitigation process.
- Publish and distribute the Eugene-Springfield Bicycle Map and Resource Guide in both English and Spanish. Maintain the Eugene-Springfield bicycle map including converting Eugene and Springfield GIS data into graphics software, updating map information for new road and bikeway changes, new land use changes, and new law and safety information. Distribute the map using venues throughout the metropolitan area including bike shops, visitor centers, city offices, and as requested by individuals.
- Publish the monthly InMotion e-newsletter and distribute to over 3,000 people throughout the Eugene – Springfield area. Include feature articles and updates on walking and biking activities and opportunities for public involvement in the Eugene-Springfield metro area. Provide resources section for information on local and state laws and information on local and national walking and biking organizations.
- Participate in the multi-jurisdictional Eugene Safe Routes to School Team to guide the implementation actions contained in the Eugene Pedestrian and Bicycle Strategic Plan to increase the number of students who walk or bike to school. Attend team meetings, develop team goals and measures, meet with school officials, provide safety education, examine traffic safety around schools, develop walk and bike routes to school, and develop grants to fund education and infrastructure improvements.
- Implement high priority actions identified in the MoveEUG Active Transportation Strategy.
- Conduct Breakfast at the Bridges event one Friday each month in the late spring, summer and early fall to encourage walking and biking along the shared use path system.
- Coordinate the City’s traffic safety education program. This includes creating online and print materials as well as developing videos when necessary. We also support any regional safety campaigns when needed.

G. Intergovernmental Coordination

Objective
Ensure continuing, comprehensive and cooperative transportation planning in the MPO area.

Discussion
These work activities provide the overall support for the committee structure and functions, including the MPO Policy Committee, the Transportation Planning Committee, and the Transportation Advisory Subcommittee. Work activities also include the efforts needed to coordinate effectively between federal, state and local agencies. Managing ongoing MPO operations, including staffing, personnel, financing, and general administration is also included in this work program.

Core tasks include:

- Conduct, facilitate and support the Metropolitan Policy Committee.
• Conduct, facilitate and support the Transportation Planning Committee (TPC) and Technical Advisory Subcommittee (TASC).

• Participate in the Lane Area Commission on Transportation (ACT), attending meetings and providing ongoing communications with MPO partner agencies.

• Participate in state-wide quarterly MPO meetings and quarterly Oregon MPO Consortium meetings. Contribute to research, analysis, and advocacy of MPO-related issues of statewide significance.

• Coordinate transportation and transportation options planning activities affecting the metropolitan area with local, state and federal activities.

• Continue to attend state level meetings related to TPR implementation, ODOT Transportation Demand Management Program, and implementation of the FAST Act.

• Participate in relevant local planning activities to build cooperation, represent MPO interests, prevent duplication and ensure efficiency and connectivity in transportation system planning and development.

• Provide documentation of MPO activities, including monthly billing reports and quarterly reports to state and federal agencies as required.

• Perform administrative functions required for the federal 3-C process to ensure continuing, cooperative, and comprehensive transportation planning throughout the MPO area.

• Manage the ongoing operations of the MPO, including staffing, personnel, financing, and general organizational administration.

• Prepare and administer/manage contracts, including ODOT contract coordination and billing reports. Coordinate with MPO partners on contracting for planning tasks funded by Surface Transportation Block Grant Program (STBGP) and Congestion Mitigation and Air Quality Program (CMAQ).

• Attend conferences and workshops specific to transportation planning and MPO management to improve and/or maintain core competencies and prepare the agency to meet anticipated changes in technical, regulatory, or financial conditions.

**Products**

- Agendas, minutes and meeting packets for MPC
- Agendas and meeting packets for TPC
- Monthly billing reports
- Quarterly financial reports
- Certification of compliance with federal planning
### SECTION III: FUNDING

**Central Lane MPO Unified Planning Work Program**

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Funding amounts are estimates only, based on anticipated amounts.

* Tentative
1. See Section II, Part A, Action Item 2
2. See Section II, Part E, Action Item 6
3. See Section II, Part E, Action Item 1a
4. See Section II, Part E, Action Item 7
5. These costs are for anticipated one-time requests from MPO partners for additional planning assistance from MPO staff.
Appendices

Appendix A: Special Projects
Coordination throughout the life of the transportation projects is vital to their success. The list below contains the special projects scheduled within this UPWP's timeframe.

**Mobility Management Plan**

New technologies and trends are changing the way that residents of the region travel. These include transportation network companies, dockless bike share, dockless scooters, microtransit, and other micromobility solutions. The Mobility Management Plan will allow LTD to better understand how it can provide mobility to district residents as these technologies continue to develop and emerge. LTD will be able to determine what its role in being a mobility manager in the region might be and which technologies and modes make sense for LTD to partner with or offer.

*Lead Agency:* LTD  
*Partner Agencies:* Lane County, City of Eugene, City of Springfield  
*Current Status:* Scoping  
*Estimated Completion:* 2021  
*Estimated Project Cost:* $350,000  
*Funding Source:* TBD

**Comprehensive Operations Analysis (COA)**

The COA will involve a comprehensive, objective examination of LTD’s range of mobility services. The primary goal of the project is to facilitate a robust and focused community dialogue that leads to a clear statement of transit goals and priorities that the Lane Transit District can use to guide future transit planning and investment. In addition, the analysis will consider changes in local and regional travel demand patterns, strategies to increase ridership and improve farebox recovery, identifying opportunities and challenges offered by new mobility options, identifying service planning principles to guide LTD service development moving forward, building strong relationships with customers and stakeholders, providing opportunity for disadvantaged populations, and adhering to a high standard of transparency in decision-making.

A specific task included in the COA is the Pedestrian Network Analysis funded using STBG funds. Through the Pedestrian Network Analysis Project, LTD and its regional partners are developing an objective, data-driven system for prioritizing places around the region where pedestrian infrastructure investments will provide safer and more comfortable access to transit.

*Lead Agency:* LTD  
*Partner Agencies:* ODOT, City of Springfield, City of Eugene, Lane County, ODOT, LCOG  
*Current Status:* Underway  
*Estimated Completion:* 2019  
*Estimated Project Cost:* $297,000  
*Funding Source:* STBG, Local
**Santa Clara Community Transit Center**
The Santa Clara Community Transit Center/Park-and-Ride project will provide a multi-bay transit station, park-and-ride, secure bike parking, and electric charging stations for the growing Santa Clara area. Facilitating the city’s growth vision for the corridor, it will serve as a community hub connecting 20,000 residents to regional jobs and services using transit, walking, and biking.

Lead Agency: LTD
Partner Agencies: ODOT, Lane County, City of Eugene
Current Status: in progress
Estimated Completion: 2021
Estimated Project Cost: $10,000,000
Funding Source: FTA 5307, State ConnectOregon grant, Local

**Main Street/McVay Transit Study**
The purpose of the Main-McVay Transit Study is to evaluate the most promising transit options for the Main Street – McVay Highway Corridor as potential solutions to address growing concerns about safety, congestion, and quality of life that could be improved through transportation improvements. A NEPA process would involve additional evaluation and refinement of the Most Promising Solutions and selection of a Locally Preferred Solution either as part of, or prior to completion of the appropriate NEPA document.

Local Agency: LTD
Partner Agencies: City of Springfield, ODOT
Current Status: Coordinating with Springfield and the Main Street Safety Project to select a transit mode choice and transit alignment for Main Street
Estimated Completion: 2020
Estimated Project Cost: $1,500,000
Funding Source: FTA-5339

**MovingAhead**
The City of Eugene and Lane Transit District will look at possibilities for increasing walkability and bicycle access, desired levels of transit services, station area requirements, and right of way needs. This project builds upon the vast Envision Eugene/TSP public discourse and preliminary market research with new stakeholder participation to create context-sensitive, realistic objectives and metrics for success.

Lead Agencies: City of Eugene, LTD
Partner Agencies: City of Springfield, ODOT, Lane County, LCOG
Current Status: Scoping Estimated Cost: $651,730 (additional funding may be needed)
Estimated Completion: 2019
Funding Source: STP-U

**MovingAhead (NEPA)**
The City of Eugene and Lane Transit District will identify alternatives for multi-modal corridor development that will be evaluated through a programmatic alternatives analysis. Required environmental documentation and preliminary engineering will be completed for one or more corridors. The original project name was *NW Eugene LCC Transit Corridors Plan*, and has since been revised to better suit the project.
Franklin Boulevard Design Refinement Study (Eugene)
The Eugene City Council adopted the Walnut Station Special Area Plan in July 2010. One of the major elements of the plan is the transformation of Franklin Boulevard from an auto-oriented arterial to a multiway boulevard that safely and comfortably accommodates all modes and encourages compact mixed-use development along adjacent properties. This project entails refining the street design including determining whether the multiway boulevard is still the best design approach for achieving the city’s objectives for this street. The final product will be a refined and more detailed conceptual design and cost estimate.

Lead Agency: City of Eugene
Partner Agencies: LTD, ODOT, University of Oregon, City of Springfield
Current Status: Design process started in December 2018; public involvement began in January 2019
Estimated Completion: 2020
Estimated Project Cost: $650,000
Funding Source: STP-U and CMAQ

Eugene Street Design Standards
The document guiding the design of street features in the City of Eugene is currently the 1999 Design Standards and Guidelines for Eugene Streets, Sidewalks, Bikeways and Accessways. It provides specific direction on transportation policies as they apply to Eugene’s major streets and clarifies the process for making decisions that affect existing arterial and collector streets. The focus of the Design Standards and Guidelines has been to create a comprehensive multimodal street network that accommodates bicyclists, pedestrians, transit vehicles, automobiles, and trucks. Eugene Street Design Standards is focused on updating policies and defining guidelines for street features in Eugene that address advances in geometric design and effective accommodation of all transportation modes within the right-of-way.

Lead Agencies: City of Eugene
Partner Agencies: ODOT, Lane County, LTD
Current Status: Scoping
Estimated Completion: 2019
Estimated Project Cost: $112,000
Funding Source: STP-U

River Road Transit Community Implementation Plan (Eugene)
The Federal Transit Administration (FTA) awarded Lane Transit District and the City of Eugene a $450,000 grant to conduct a transit-oriented development planning project along the River Road corridor. The planning initiative will (1) analyze the housing affordability issues that may follow the construction of major transit infrastructure in the corridor, (2) convene public design workshops (i.e., charrettes) to create a future vision of the built environment, and (3) conduct a ‘Triple Transit Analysis’ to address the financial feasibility of the vision, its effect on transit service, and compatibility with the existing development pattern. The final deliverables are amendments to the comprehensive plan and land use code to adopt development standards that implement the publically preferred vision.
Lead Agency: City of Eugene (project management lead)
Partner Agencies: LTD (lead grant recipient)
Current Status: Work is underway with a multi-day design charrette scheduled for February 2019
Estimated Completion: 2019
Grant award (total Project budget): $450,000 (in-kind services are provided as a local match)
Funding Source: FTA Transit-Oriented Development Planning Pilot Program Grant

Eugene-Springfield Safe Routes to School Planning
City of Eugene, City of Springfield, Lane County, Point2Point, LTD and ODOT staff work with the Safe Routes to School (SRTS) coordinators with the Bethel, Eugene 4J and Springfield school districts to develop Safe Routes to School infrastructure plans for elementary and middle schools.

Lead Agency: City of Eugene
Partner Agencies: City of Springfield, Lane County, Point2Point, LTD, ODOT, Eugene 4J School District, Bethel School District and Springfield Public Schools
Current Status: ongoing
Estimated Project Cost: no definite cost; this is an ongoing program to develop SRTS plans for area schools
Funding Source: STP-U, City of Eugene Road Fund, Springfield Public Schools funding and CMAQ will pay for staff time; separate funds will be sought to implement capital projects that are called for in the SRTS plans.

Greater Downtown Eugene Complete Streets (tentative name)
The City of Eugene has received funding MPO for constructing three upcoming complete streets projects in the greater downtown area. Construction on the 13th Avenue Two-Way Protected Bikeway is scheduled for 2019. To inform the design of the High Street Protected Bikeway and Eight Avenue Two-Way Conversion and Bikeway, the city will conduct a traffic analysis and public engagement process in 2019. The general boundaries of this process will be the Lincoln Street on the west, 5th Avenue on the north, Mill Street on the east and 20th Avenue on the south.
Lead Agency: City of Eugene
Partner Agencies: LTD, LCOG
Current Status: Project scoping and estimating in progress
Estimated Completion: 2019
Estimated Project Cost: $TBD
Funding Source: local funds

City of Eugene Transportation Demand Management Program
The recently adopted Eugene 2035 TSP calls for the development of a TDM regulatory program in Eugene. This project will develop a regulatory structure for City Council adoption that covers both employers and developers. The funding will also be used to develop a proposed staffing and technical assistance model and to provide technical assistance to employers and developers.
Lead Agency: City of Eugene
Partner Agencies: Point2Point, LCOG
Current Status: Project scoping and estimating in progress
Estimated Completion: TBD
Estimated Project Cost: $400,000
Funding Source: STBG and TGM grant program
City of Eugene New Mobility and Autonomous Vehicle Research and Policy Development

To implement City Council direction provided during the adoption of the Eugene 2035 TSP, the city is working with the Urbanism Next and Sustainable Cities Initiative programs at the University of Oregon to research the potential impacts and opportunities associated with autonomous vehicles and other forms of new mobility and to develop proposed policies for ensuring that these modes help to achieve the city’s transportation vision.

Lead Agency: City of Eugene
Partner Agencies: University of Oregon, LCOG, LTD
Current Status: Work in progress
Estimated Completion: 2019
Estimated Project Cost: $65,000
Funding Source: local funding

Regional Bike Hub Design Standards

This regional project will help establish design and amenity standards for regional bicycle hubs all around the MPO area. In a collaborative effort this project also includes a pilot bicycle hub located in the City of Coburg. This pilot location connects to the 127 mile Willamette Valley Scenic Bikeway.

Lead Agency: City of Coburg
Partner Agencies: Point2Point, LCOG
Current Status: Project scoping and estimating in progress
Estimated Completion: TBD
Estimated Project Cost: $TBD
Funding Source: TBD

Franklin Boulevard Project, Phase 2 Design and Construction

As funding becomes available the City of Springfield intends to complete construction of the remaining phase(s) of Franklin Blvd improvements. This will involve completing design, acquiring right of way, and constructing improvements from Mississippi Ave to Glenwood Blvd. The City recently received funding to complete the design of Phase 2 (Mississippi Ave to Henderson Ave), which will begin once FHWA approves the project and the IGA with ODOT is complete.

Lead Agency: City of Springfield
Partner Agencies: ODOT, LTD
Current Status: 15% design complete, NEPA complete, Phase 2 design starting spring 2019, remainder TBD
Estimated Completion: TBD
Estimated Project Cost: $750,000 Phase 2 design, remainder TBD
Funding Source: TBD

Glenwood Riverfront Path

Glenwood Refinement Plan policies identify the Glenwood Riverfront Path project—a proposed multi-use path alignment along the Willamette River in Glenwood from I-5 to the southern tip of Springfield’s Urban Growth Boundary—as envisioned in adopted regional and local transportation, open space, and recreation plans. City of Springfield is planning on starting the preliminary design, NEPA and final design in April 2019 after completing the IGA process with ODOT.

Lead Agency: City of Springfield
Partner Agencies: ODOT and Willamalane
Current Status: PE, NEPA, and final design to begin in April 2019. Construction TBD depending on funding. 
Estimated Completion: TBD
Estimated Project Cost: TBD
Funding Source: STP-U, Other

**Springfield Downtown Demonstration Project**
This catalytic project will install pedestrian scale decorative street lights with LED light fixtures in Springfield’s downtown. Decorative lights have been installed in portions of Springfield’s downtown to improve safety, visibility, and aesthetics in the area and additional phases are planned as funding becomes available.

Lead Agency: City of Springfield
Partner Agencies: ODOT and SUB
Current Status: Phase 1 and Phase 2 completed. Future phases pending funding.
Estimated Completion: TBD
Estimated Project Cost: TBD
Funding Source: Urban Renewal

**Gateway/Kruse – Hutton/Beltline**
The City of Springfield anticipates studying near and long term solutions to congestion and safety issues at the Gateway/Kruse and Hutton/Beltline intersections. The 2003 I-5/Beltline Revised Environmental Assessment (REA) anticipates future signalization of Hutton/Beltline. Detailed system analysis must occur to support that project and to better understand benefits and impacts to nearby intersections.

Lead Agency: City of Springfield
Partner Agencies: ODOT, LTD
Current Status: TBD
Estimated Completion: 2019
Estimated Project Cost: $100,000
Funding Source: TBD

**Main Street Pedestrian Crossings**
In a collaborative effort between the City of Springfield, ODOT and LTD, six pedestrian crossing improvements recommended by the 2010 Main Street Pedestrian Safety Study have been constructed to provide safer crossing opportunities along the Main Street corridor. One more pedestrian crossing is planned to be constructed on Main Street between 66th Street and 67th Street.

Lead Agency: City of Springfield
Partner Agencies: ODOT, LTD
Current Status: Six crossings are completed, one pending construction in 2019
Estimated Completion: 2019
Estimated Project Cost: $900,000
Fund Source: S080

**Main Street Safety Project**
The City of Springfield and ODOT are collaborating to develop a facility plan for the 4.9-mile-long segment of Main Street (OR 126 East) between S. 20th Street (M.P. 2.98) and 72nd Street (M.P. 7.88). The project will assess existing and future transportation safety and mobility conditions within the study area for all modes of travel and identify solutions for adoption into state and local plans. This will include an analysis of the need, technical viability, and public support for alternative solutions to improve safety, including the incorporation of raised safety median treatments and roundabouts. The plan will coordinate with Main-McVay Transit Study to consider transit improvements along the corridor.
Lead Agency: City of Springfield
Partner Agencies: ODOT, LTD
Estimated Completion: 2020/2021
Estimated Project Cost: $913,000,000 (includes $200,000 for a portion of City’s expenses)
Funding Source: ODOT ARTS (All Roads Transportation Safety), ODOT SPR (State Planning Research)

**Virginia-Daisy Bikeway Project**

The City of Springfield engaged the community in developing a design concept for Virginia Avenue and Daisy Street between S. 32nd St and Bob Straub Parkway, which was approved by City Council in November 2016. The project will provide a safe and comfortable bicycle corridor that can be used by people of all ages and abilities. The corridor will serve as an east-west bike network option that will provide an alternative to Main Street. The project also strives to enhance the overall appeal of the corridor for all users and residents, improve pedestrian safety and usage, and provide traffic calming to emphasize safety and active transportation along the street. The project has been split into three phases.

**Phase 1** includes S. 42nd Street east to Bob Straub Parkway and an enhanced crossing at S. 32nd Street.

**Phase 2** is the single-lane roundabout at S. 42nd Street and Daisy Street. Phase 3 includes S. 32nd Street remaining intersection elements and the remainder of project east to S. 42nd Street.

Lead Agencies: City of Springfield
Partner Agencies: ODOT
Current Status: Phase 1 Construction – Late 2019, full corridor engineering design in progress
Estimated Completion: estimated completion 2020
Estimated Project Cost: $3,600,000 (including overlay and ADA ramps)
Funding Source: ODOT Bike/Ped Enhance Program, STP-U (Surface Transportation Planning – Urban), local funds

**Springfield Street Design Standards**

Springfield’s street design standards are outdated. Based on the policies and implementation actions in the 2035 Transportation System Plan, this project will modernize the city’s street standards, moving to a complete streets approach that will include water quality facilities, multiple modes, and a context sensitive approach that can be scaled to topographic and built environment conditions.

Lead Agencies: City of Springfield
Partner Agencies: ODOT, Lane County
Current Status: TBD
Estimated Completion: 2020
Estimated Project Cost: $100,000
Funding Source: TBD

**City of Springfield Transportation System Plan (TSP) Implementation**

The Springfield TSP was adopted in 2014. Certain Springfield Development Code and TSP amendments are necessary to help further implement the adopted TSP policies and actions.

Lead Agency: City of Springfield
Partner Agencies: ODOT, Lane County, LTD
Current Status: Springfield and Lane County Planning Commissions completed their recommendation in August 2018. Council and Board hearing is anticipated in spring 2019 with final recommendation by summer 2019.
Estimated Completion: 2019
Estimated Project Cost: $100,000
Funding Source: Other
**Springfield Bicycle and Pedestrian Master Plan**
One of the recommendations in the 2035 Springfield Transportation System Plan (TSP) is to complete a Bicycle and Pedestrian Master Plan that builds off the TSP policy set and project list and further refines the implementation strategy to enhance walking and biking in Springfield as an alternative to auto usage for many trips.

Lead Agency: City of Springfield  
Partner Agencies: Point2Point, LTD  
Current Status: Unprogrammed  
Estimated Completion: TBD  
Estimated Project Cost: TBD  
Funding Source: TBD

**Gateway Refinement Plan Update**
In December 2016, the City of Springfield and Lane County adopted a modest urban growth boundary expansion for employment lands. This Metro Plan amendment also included adoption of Economic and Urbanization elements for the City's 2030 Comprehensive Plan to replace those in the Metro Plan. Once the 2030 Plan update is acknowledged by the State of Oregon, the City will need to amend the Gateway Refinement Plan to bring in the new area and plan for urban land uses and infrastructure.

Lead Agency: City of Springfield  
Partner Agencies: ODOT, DLCD, LTD  
Current Status: TBD  
Estimated Completion: TBD  
Estimated Project Cost: TBD  
Funding Source: TBD

**Springfield Downtown Mixed-Use Plan District Design Standards**
This project will update design standards (Springfield Development Code, Engineering Design Standards and Procedures Manual and Municipal Code) to support revitalization of the downtown mixed use node. Through the code assistance program, a TGM consultant provided design concepts that could be incorporated into a set of Downtown Design Standards. The City created a first version of draft design standards that is available for public review.

Lead Agency: City of Springfield  
Partner Agencies: ODOT TGM Code Assistance Program  
Current Status: Incorporate public comments and implement recently adopted clear and objective housing legislation and take through public adoption process in 2019  
Estimated Completion: Fall 2019  
Estimated Project Cost: TBD  
Funding Source: TGM, City

**Beltline Highway: Delta Highway to River Road Project**
ODOT completed the Beltline Highway: Coburg Road to River Road Facility Plan in 2014. In 2018 ODOT began developing more detailed designs for the conceptual improvements recommended in the facility plan. This project will continue into FY2020. The scope includes additional public involvement, identifying preferred and priority projects, and preparing environmental documentation. The limits and name of the project have changed, because improvements to the Coburg Rd interchange have already been completed.
Lead Agency: ODOT
Partner Agencies: ODOT, Lane County, City of Eugene, LTD
Current Status: The first Citizen Advisory Committee meeting was held in Nov. 2018. Several public open houses will be held in 2019.
Estimated Completion: 2021
Estimated Project Cost: $4 M
Funding Source: Various state and federal funds.

**OR126: Eugene to Veneta NEPA study**
ODOT prepared the Highway 126 Fern Ridge Corridor Plan in 2012 to identify improvements to address congestion and safety concerns along this 8-mile corridor, a portion of which (1 mile) is within the MPO boundary. Alternative solutions include turn lanes, bus pullouts, and widening the roadway to four lanes. The next step in the process (Phase 2) is to prepare documentation to comply with the NEPA. This includes refining design concepts, evaluating potential impacts, and selecting a locally preferred alternative.

Lead Agency: ODOT
Partner Agencies: Eugene, Lane County, and Veneta will be consulted.
Current Status: Work will begin in 2019.
Estimated Completion: 2021
Estimated Project Cost: $3 M
Funding Source: State and federal funds specified in Oregon HB 2017.

**CLMPO Alternate mobility target and performance measure analysis**
ODOT, with the help of a consultant, is compiling all of the alternative mobility targets identified in the recently completed Transportation System Plans (TSPs) for the local governments within the MPO, preparing documentation, and bringing them to the Oregon Transportation Commission (OTC) for adoption as amendments to the Oregon Highway Plan. The consultant will also assist the local governments within the MPO in developing regional performance measures. The measures will support the collective goals identified in the individual TSPs adopted by each jurisdiction.

Lead Agency: ODOT
Partner Agencies: Coburg, Eugene, Lane County, Springfield
Current Status: Work began in 2018. Alternate mobility targets have been reviewed. The effort to identify performance measures is underway.
Estimated Completion: 2020
Estimated Project Cost: $98,000
Funding Source: ODOT SPR (state planning research)

**Safe Lane Coalition**
The regional Safe Lane Coalition Program is a project that will focus on implementing recent regional safety planning efforts across jurisdictions. This collaborative program will focus on reducing fatal and severe injuries as a result of traffic collisions in Lane County.

Lead Agency: LCOG, Lane County
Partner Agencies: ODOT, City of Springfield, City of Eugene, LTD, Lane County Public Health, BEST, Oregon Technology Association.
Current Status:
Estimated Completion: Ongoing  
Estimated Project Cost: $150,000  
Funding Source: ODOT TSD Funds, STBG

**Beaver Hunsaker Corridor Plan – Design Completion**  
This area is relevant to several current planning processes including the Beltline Facility Plan. Lane County recently completed the Beaver-Hunsaker Corridor Plan and now has design funding allocated to develop the recommendations into a shovel-ready project. The corridor plan addressed the need for improved bicycle/pedestrian access along the Hunsaker Lane Beaver Street corridor, from Division Avenue to River Road and from Beaver Street extending north to Wilkes Drive.

Lead Agency: Lane County  
Partner Agencies: City of Eugene, ODOT, LTD, and LCOG  
Current Status: The corridor plan was adopted by the Board of County Commissioners in 2017.  
Estimated Completion: 2021  
Estimated Project Cost: $1,199,844  
Funding Source: STBG-U

**30th Avenue Corridor Active Transportation Plan**  
This project will develop a corridor plan to support active transportation on 30th Avenue, between Hilyard Street and McVay Highway. This plan is expected to identify specific improvements on and adjacent to 30th Avenue to improve conditions for people walking and biking. The plan will explore potential off-road and multi-use paths that would create additional bicycle and pedestrian connectivity to the Lane Community College 30th Avenue campus.

Lead Agency: Lane County  
Partner Agencies: City of Eugene, ODOT, LTD, and Lane Community College  
Current Status: Funding has been awarded for the planning work.  
Estimated Completion: 2021  
Estimated Project Cost: $250,000  
Funding Source: CMAQ

**Gilham Road Sidewalk and Safety Improvements**  
Gilham Road, between Ayres Road and Mirror Pond Way, was built as a rural roadway in the County with no sidewalks; however, the road is within the City of Eugene’s UGB. The lack of sidewalks creates a safety issue for people, especially school children, walking on Gilham Road. This project will build sidewalks and improve the walkability of the neighborhood.

Lead Agency: Lane County  
Partner Agencies: City of Eugene  
Current Status: TBD  
Estimated Completion: 2021  
Estimated Project Cost: $1,309,757
Howard Elementary - Maxwell Road and North Park Avenue
The project objective is to improve the safety and comfort of school children crossing Maxwell Road and walking and biking on North Park Avenue to and from Collin Kelly Middle and Howard Elementary. This project is for a pedestrian-activated crossing at the east leg of the Maxwell Road and North Park Avenue intersection and sidewalk infill along the east side of North Park Avenue, between Maxwell Road and Howard Avenue. The schools are located east of North Park Avenue and south of Howard Avenue. Currently, Maxwell Road only has a striped crosswalk and there are no sidewalks on the east side of North Park Avenue.

Lead Agency: Lane County
Partner Agencies: City of Eugene
Current Status: TBD
Estimated Completion: 2021
Estimated Project Cost: $589,122
Funding Source: STBG-U

Yolanda Elementary and Briggs Middle School
The streets identified as part of this project are essential walking and biking connections for school-aged children who travel to and from nearby elementary and middle schools, yet these routes currently lack sidewalks and bike lanes. Without alternative routes, school children must walk in the vehicle travel lanes and between parked cars on 23rd Street, 31st Street and Yolanda Avenue. The scope of improvements include walking and bicycling facilities to support safe routes to schools.

Lead Agency: Lane County
Partner Agencies: City of Springfield
Current Status: TBD
Estimated Completion: 2021
Estimated Project Cost: $1,744,540
Funding Source: CMAQ

Traffic Communications Plan
The Lane County Traffic Communications Master Plan will establish the planning framework for implementing state-of-the-art communications technology and Intelligent Transportation Systems (ITS) to meet the area’s immediate and long-term traffic operation’s needs. Lane County has placed great emphasis on immediate and long-range planning with the goal of maintaining quality of life along with growth. The Traffic Communications Master Plan within the Central Lane MPO will establish a proactive approach to better serve the public through state-of-the-art traffic systems technology.

Lead Agency: Lane County
Partner Agencies: LCOG, City of Eugene, City of Springfield, ODOT
Current Status: TBD
Estimated Completion: 2021
Estimated Project Cost: $175,000
Funding Source: STBG-U

Lane County Bicycle and Pedestrian Plan
The objective of this new plan is to establish a comprehensive guide for supporting active transportation throughout Lane County, including within the Central Lane Metropolitan Planning Area. The guidance provided by this plan will include mapping networks (existing and visionary), identify infrastructure needs, and recommend actions to create safe, efficient and convenient opportunities for people to get where they need to go with human-powered transportation.

Lead Agency: Lane County
Partner Agencies: City of Eugene, City of Springfield, ODOT, LTD, and LCOG
Current Status: Not yet started
Estimated Completion: TBD
Estimated Project Cost: TBD
Funding Source: TBD

**Lane County Transportation Safety Action Plan (TSAP) Implementation**
The objective of this plan is to help reduce traffic fatalities and serious injuries on County roads, bridges and paths. The plan identifies a wide range of safety challenges and strategies. Strategies include but are not limited to installing APS signals and other infrastructure improvements, to traffic calming and safety campaigns.

Lead Agency: Lane County
Current Status: The plan has been completed and Lane County is working on implementing strategies.
Estimated Completion: TBD
Estimated Project Cost: TBD
Funding Source: TBD

**Other Accomplishments of Note**

**Special Projects**
A number of significant local and regional projects have been completed over the last several years, including the following highlights:

- The City of Springfield completed Phase 1 Design and Construction of the Franklin Boulevard Project. The project reconstructed Franklin Blvd from the Willamette River Bridges to Mississippi Ave. Phase 1 included modern safety improvements for pedestrians, bicyclists, and drivers such as lighting, sidewalks on both sides of the street, pedestrian islands, separated bike facilities, and roundabouts.
- Lane County completed the update to its TSP and co-adopted the Coburg and Eugene TSPs.
- Improving Safety and maintaining our system:
  - Completed the I-5/Beltline interchange upgrade.
  - Resurfaced Beltline Highway.
  - Began rehabilitation of I-105 bridges. Will include seismic upgrades.
Lane County completed a number of pavement maintenance projects within the MPO, including: slurry seals of several roads in the River Road / Santa Clara area of Eugene; North Coburg Road in Coburg; and South 2nd Street in Springfield which included sidewalk rehabilitation and ADA upgrades.

In 2017, Lane County joined the National Strategy on Highway Safety known as Toward Zero Deaths and adopted a countywide Transportation Safety Action Plan to proactively respond to fatal and severe-injury collisions.

- Implemented a successful SmartTrips program in west Eugene in 2019. Our follow up survey indicated a decrease of 10% in vehicle trips in the target neighborhood.
- Held two successful Sunday Streets events in 2019 – in downtown and west Eugene.
- Constructed the over one mile long Jessen shared use path in the Bethel neighborhood of northwest Eugene. This path has increased the extent of the continuous shared use path network that will be completed by the Roosevelt Path completion project scheduled for 2019: Jessen Path to Beltline Path to Roosevelt Path to Hwy 99 path.
- Began construction of the Amazon Active Transportation Corridor in south Eugene which includes a two-way protected bikeway, three pedestrian and bicycle bridges, a bike signal and the southward extension of the Amazon Path.
- Launched the Eugene bike share system called PeaceHealth Rides in April 2018. The program has had robust ridership and we look forward to future expansion to other parts of Eugene.
Appendix B: MPO Organization and Management

**MPO Organization**

In 1973, the Governor designated LCOG as the Metropolitan Planning Organization (MPO) for the Central Lane area. With this designation came the responsibility for conducting the continuing, comprehensive and cooperative transportation planning process in the Central Lane metropolitan area.

Acting as the MPO, the LCOG Board has delegated all MPO policy responsibilities to the Metropolitan Policy Committee. The Metropolitan Policy Committee (MPC) is comprised of two elected officials each from Lane County, Eugene and Springfield, two appointed board members from Lane Transit District, one elected official from Coburg, one designated official from the Oregon Department of Transportation (ODOT) and as ex-officio members, the chief administrative officers of Lane County, Eugene, Springfield, Coburg, and Lane Transit District, and the Region 2 Manager for the Oregon Department of Transportation. MPC adopts the Transportation Improvement Program, the long-range Regional Transportation Plan, the Public Participation Plan, and this UPWP and provides policy guidance related to the conduct of the transportation planning process, the annual review process and other transportation issues. The Transportation Planning Committee (TPC) is composed of staff from all participating jurisdictions and conducts the technical portions of the process.

**MPO Management**

The LCOG Executive Director, as the agent of LCOG, is held accountable by the contracting agencies. LCOG has a Transportation and Public Infrastructure Program within its Technical Services Division. The Program Manager supervises a work group of professional planners who are aided on some work activities by LCOG staff from other program areas.

In conducting the transportation planning process, LCOG also draws upon the expertise of members of TPC, other staff from member agencies, and LTD, LRAPA and ODOT.
## Appendix C: Acronyms

<table>
<thead>
<tr>
<th>Acronym</th>
<th>Description</th>
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<tbody>
<tr>
<td>3-C</td>
<td>Continuing, Comprehensive &amp; Cooperative Planning Process</td>
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<tr>
<td>3R</td>
<td>Resurfacing, Restoring, and Rehabilitating</td>
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<tr>
<td>AAA</td>
<td>American Automobile Association</td>
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<tr>
<td>AASHTO</td>
<td>American Association of State Highway &amp; Transportation Officials</td>
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<tr>
<td>ACSP</td>
<td>Arterial and Collector Street Plan</td>
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<tr>
<td>(Lane)ACT</td>
<td>(Lane County) Area Commission on Transportation</td>
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<td>ADA</td>
<td>Americans with Disabilities Act, 1990</td>
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<td>(A)ADT</td>
<td>(Annual) Average Daily Traffic</td>
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<td>AMPO</td>
<td>Association of Metropolitan Planning Organizations</td>
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<td>American Planning Association</td>
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<td>Automated Passenger Count</td>
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<td>American Public Transportation Association</td>
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<td>AQCD</td>
<td>Air Quality Conformity Determination</td>
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Appendix D: Central Lane MPO Map
Appendix E: Memorandum of Understanding concerning Transportation-related Air Quality Planning

Memorandum of Understanding concerning Agency Responsibilities for Transportation-related Air Quality Planning in the Central Lane Transportation Management Area

The continuing, coordinated and comprehensive transportation planning process of 23 USC 134 and 49 USC 3303 in the Central Lane Transportation Management Area (TMA) is dependent upon the cooperation and mutual support of all responsible parties. Air quality planning is recognized as an essential component of this process, and is undertaken within the guidelines of the Clean Air Act to ensure protection of the public health and safety of the region’s citizens. Agency responsibilities are outlined in the Oregon Transportation Conformity Rules, OAR 340-252-0060. This MOU describes the responsibilities concerning air quality planning for each partner agency within a designated air quality management area, in accord with 23 CFR 459.110.

Lane Council of Governments (LCOG) is the Metropolitan Planning Organization for transportation planning in the Central Lane TMA and has been designated by the Governor as the lead planning agency for transportation pollutants within the TMA. LCOG is responsible for ensuring and documenting transportation conformity of the regional transportation plan and the transportation improvement program. LCOG monitors regionally significant projects within the TMA, and provides regional emissions analysis when necessary. Further, LCOG ensures the adequacy of emergency consultation and public involvement as a part of transportation conformity.

Lane Regional Air Protection Agency (LRAPA) is the regional air protection authority for Lane County pursuant to ORS 468A.105, and is responsible for particular matter planning within the TMA, all air pollutant monitoring and data publication, and adoption and enforcement of air quality rules within the region, including indirect source rules. LRAPA provides monitoring data to LCOG and consults with LCOG on transportation conformity and on SIP development for all transportation-related pollutants within the TMA. LRAPA is also responsible for development of emission inventories, emission budgets, attainment and maintenance demonstrations for air pollutants, with technical and policy input provided by LCOG as needed.

Oregon Department of Transportation (ODOT) provides technical input to LCOG on motor vehicle emission factors, and consults, as needed, on air quality modeling and conformity determinations.

ODOT, Lane Transit District (LTD), Lane County, and the Cities of Eugene, Springfield and Coburg, acting as the Transportation Planning Committee, provide LCOG with details of their federally-funded and/or regionally significant transportation projects (as defined in 49 CFR 93.101) within the TMA in order to ensure proper consideration of the projects within any transportation modeling and regional conformity analysis. These agencies disclose to LCOG in a timely manner a summary of the project scope necessary for air quality analysis, timing, funding, regional significance, and any subsequent changes. The respective agencies are responsible for any and all required project level conformity for PMs and environmental procedures relating to their projects.

Lane County also provides LCOG with details of federally funded and/or regionally significant transportation projects that occur outside the MPO area, but that are within a designated air quality management area (AQMA) for which the MPO must assess transportation conformity.
Memorandum of Understanding
concerning
Agency Responsibilities for Transportation-related Air Quality Planning in the
Central Lane Transportation Management Area

Acknowledged:

Brenda Wilson, Executive Director
Lane Council of Governments

Mervyn L. Hough, Director
Lane Regional Air Protection Agency

Ron Kileyne, General Manager
Lane Transit District

Sonny Chilcoring, Region Manager, Region 2,
Oregon Department of Transportation

Kurt Corey, P.E., Public Works Executive Director
City of Eugene

Tom Boyatt, Community Development Manager
City of Springfield

Petra Schuetz, City Administrator
City of Coburg

Marsha Miller, Public Works Director
Lane County

2.19.15

2/20/2015

Date

Date
Memorandum of Understanding
concerning
Agency Responsibilities for Transportation-related Air Quality Planning in the
Central Lane Transportation Management Area

Acknowledged:

[Signature]
Brenda Wilson, Executive Director
Lane Council of Governments
2.19.15

[Signature]
Merlyn L. Hough, Director
Lane Regional Air Protection Agency

[Signature]
Ron Küspa, General Manager
Lane Transit District

[Signature]
Sonny Chickering, Region Manager, Region 2,
Oregon Department of Transportation

[Signature]
Kurt Corey, P.E., Public Works Executive Director
City of Eugene
2.23.15

[Signature]
Tom Boynt, Community Development Manager
City of Springfield
2/19/2015

[Signature]
Petra Schuetz, City Administrator
City of Coburg
03/19/15

[Signature]
Marsha Miller, Public Works Director
Lane County

Page 2 of 3
Memorandum of Understanding
concerning
Agency Responsibilities for Transportation-related Air Quality Planning in the
Central Lane Transportation Management Area

Acknowledged:

Brenda Wilson, Executive Director
Lane Council of Governments

Marilyn L. Hough, Director
Lane Regional Air Protection Agency

Ron Kileyne, General Manager
Lane Transit District

Sonny Chickering, Region Manager, Region 2,
Oregon Department of Transportation

Kurt Corey, P.E., Public Works Executive Director
City of Eugene

Tom Boyett, Community Development Manager
City of Springfield

Petra Schuett, City Administrator
City of Coburg

Marsha Miller, Public Works Director
Lane County

Page 2 of 5
Appendix F: Interlocal Agreement – ODOT/MPO/Transit Operator Agreement
INTERGOVERNMENTAL AGREEMENT
ODOT/MPO/Transit Operator Agreement
Central Lane Metropolitan Planning Organization
Lane Transit District

THIS AGREEMENT is made and entered into by and between the STATE OF OREGON acting by and through its Department of Transportation, hereinafter referred to as “ODOT”, the Central Lane Metropolitan Planning Organization, acting by and through the Lane Council of Governments, hereinafter referred to as “LCOG”, and the Lane Transit District, acting by and through its Board of Directors, hereinafter referred to as “LTD”, hereinafter individually referred to as the “Party” and collectively referred to as the “Parties”.

RECITALS

1. By authority granted in ORS 190.110, state agencies may enter into agreements with units of local governments for the performance of any or all functions and activities that a party to the agreement, its officers, or agents have the authority to perform.

2. Intergovernmental agreements defining roles and responsibilities for transportation planning between ODOT, the metropolitan planning organization (MPO) for an area, and the public transit operator(s) for the area are required by the Code of Federal Regulation (CFR), Chapter 23, Section 450.314 which states that:

“The MPO, the State(s), and the public transportation operator(s) shall cooperatively determine their mutual responsibilities in carrying out the metropolitan transportation planning process. These responsibilities shall be clearly identified in written agreements among the MPO, the State(s), and the public transportation operator(s) serving the metropolitan planning area.”

3. LCOG is the designated MPO for the greater Eugene-Springfield urbanized area. It was established in 1973 by the Governor of Oregon. With this designation came the responsibility for conducting the continuing, comprehensive, and cooperative transportation planning process in the Central Lane metropolitan area. Acting as the MPO, the LCOG Board has delegated all MPO policy responsibilities to the Metropolitan Policy Committee. The Metropolitan Policy Committee (MPC) is comprised of two elected officials each from Lane County, Eugene, and Springfield, two appointed board members from LTD, one elected official from Coburg, one designated official from ODOT, and as ex-officio members, the chief administrative officers of Lane County, Eugene, Springfield, Coburg, and LTD, and the Region 2 Manager for ODOT. MPC adopts the Transportation Improvement Program, the long-range Regional Transportation Plan, the Unified Planning Work Program, and the Public Participation Plan, and provides policy guidance related to the conduct of
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the transportation planning process, the annual review process, and other transportation issues.

4. LTD is the public transportation operator for the Eugene-Springfield area.

5. There also exists a “Memorandum of Understanding concerning Agency Responsibilities for Transportation-related Air Quality Planning in the Central Lane Transportation Management Area.” That Memorandum of Understanding (MOU) was executed in April 2007 by the Lane Council of Governments, the Lane Regional Air Protection Agency, the Lane Transit District, the Oregon Department of Transportation, the Cities of Eugene, Springfield, and Coburg, and Lane County. The MOU remains in effect and is not modified in any way by this Agreement.

NOW THEREFORE, the premises being in general as stated in the foregoing recitals, it is agreed by and between the Parties hereto as follows:

TERMS OF AGREEMENT

1. Pursuant to the authority above, ODOT, LCOG, and LTD agree to define roles and responsibilities in carrying out the metropolitan transportation planning process, as further described in the Statement of Work, marked Exhibit A, attached hereto and by this reference made a part hereof.

2. The term of this Agreement shall begin on the date all required signatures are obtained and shall terminate ten (10) calendar years following the date all required signatures are obtained.

3. This Agreement may be revisited as needed, when the Parties so determine, and will be reviewed upon commencement of the MPO recertification or self-certification process.

ODOT OBLIGATIONS

1. ODOT will engage the other Parties to this Agreement in its planning activities as further identified in Exhibit A. Where ODOT is the lead agency for a product, it will be responsible for pursuing communication with the other Parties as agreed. Early communication will be sought in good faith, such that affected Parties have the opportunity to influence the final outcome or decisions.

2. Where ODOT is a party of interest to a planning project, it will participate in the development of the planning product as specified in this Agreement. ODOT will offer information and opinions such that the lead agency and other participants have the opportunity to understand its positions, concerns, conflicts, and any likely objections to proposed outcomes.
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3. ODOT’s Project Manager for this Agreement is the Region 2, Area 5 Senior Planner, or assigned designee in the absence of said individual, 644 A Street, Springfield, Oregon 97477; telephone (541) 744-8080.

LCOG OBLIGATIONS

1. LCOG will engage the other Parties to this Agreement in its planning activities as further identified in Exhibit A. Where LCOG is the lead agency for a product, it will be responsible for pursuing communication with the other Parties as agreed. Early communication will be sought in good faith, such that affected Parties have the opportunity to influence the final outcome or decisions.

2. Where LCOG is a party of interest to a planning project, it will participate in the development of the planning product as specified in this Agreement. LCOG will offer information and opinions such that the lead agency and other participants have the opportunity to understand its positions, concerns, conflicts, and any likely objections to proposed outcomes.

3. LCOG’s Project Manager for this Agreement is the MPO Program Manager, or assigned designee upon absence of said individual, Lane Council of Governments, 99 East Broadway Suite 400, Eugene, Oregon 97401; telephone (541) 682-4283.

LTD OBLIGATIONS

1. LTD will engage the other Parties to this Agreement in its planning activities as further identified in Exhibit A. Where LTD is the lead agency for a product, it will be responsible for pursuing communication with the other Parties as agreed. Early communication will be sought in good faith, such that affected Parties have the opportunity to influence the final outcome or decisions.

2. Where LTD is a party of interest to a planning project, it will participate in the development of the planning product as specified in this Agreement. LTD will offer information and opinions such that the lead agency and other participants have the opportunity to understand its positions, concerns, conflicts, and any likely objections to proposed outcomes.

3. LTD Project Manager for this Agreement is the Director of Planning and Development, or assigned designee upon absence of said individual, Lane Transit District, 3500 East 17th Avenue, Eugene, Oregon 97401; telephone (541) 682-6203.

GENERAL PROVISIONS

1. This Agreement may be terminated by any Party upon thirty (30) days’ notice, in writing and delivered by certified mail or in person.
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2. Any Party may terminate this Agreement effective upon delivery of written notice to the other Parties, or at such later date as may be established by that Party, under any of the following conditions:

   a. If the other Parties fail to provide services called for by this Agreement within the time specified herein or any extension thereof.

   b. If the other Parties fail to perform any of the other provisions of this Agreement, or so fail to pursue the work as to endanger performance of this Agreement in accordance with its terms, and after receipt of written notice from the other Party fails to correct such failures within 10 days or such longer period as other Party may authorize.

   c. If federal or state laws, regulations or guidelines are modified or interpreted in such a way that either the work under this Agreement is prohibited or either party is prohibited from paying for such work from the planned funding source.

3. Any termination of this Agreement shall not prejudice any rights or obligations accrued to the Parties prior to termination.

4. All Parties shall comply with all federal, state, and local laws, regulations, executive orders and ordinances applicable to the work under this Agreement, including, without limitation, the provisions of ORS 279B.220, 279B.225, 279B.230, 279B.235 and 279B.270 incorporated herein by reference and made a part hereof; Without limiting the generality of the foregoing, all Parties expressly agree to comply with (i) Title VI of Civil Rights Act of 1964; (ii) Title V and Section 504 of the Rehabilitation Act of 1973; (iii) the Americans with Disabilities Act of 1990 and ORS 659A.142; (iv) all regulations and administrative rules established pursuant to the foregoing laws; and (v) all other applicable requirements of federal and state civil rights and rehabilitation statutes, rules and regulations.

5. All employers, including all Parties, that employ subject workers who work under this Agreement in the State of Oregon shall comply with ORS 656.017 and provide the required Workers' Compensation coverage unless such employers are exempt under ORS 656.126. All Parties shall ensure that each of its subcontractors complies with these requirements.

6. All Parties acknowledge and agree that State, the Oregon Secretary of State's Office, the federal government, and their duly authorized representatives shall have access to the books, documents, papers, and records of each Party which are directly pertinent to the specific Agreement for the purpose of making audit, examination, excerpts, and transcripts for a period of six (6) years after completion of Project. Copies of applicable records shall be made available upon request. Payment for costs of copies is reimbursable by the requesting Party.
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7. This Agreement may be executed in several counterparts (facsimile or otherwise) all of which when taken together shall constitute one agreement binding on all Parties, notwithstanding that all Parties are not signatories to the same counterpart. Each copy of this Agreement so executed shall constitute an original.

8. This Agreement and attached exhibits constitute the entire agreement between the Parties on the subject matter hereof. There are no understandings, agreements, or representations, oral or written, not specified herein regarding this Agreement. No waiver, consent, modification or change of terms of this Agreement shall bind any Party unless in writing and signed by all Parties and all necessary approvals have been obtained. Such waiver, consent, modification or change, if made, shall be effective only in the specific instance and for the specific purpose given. The failure of State to enforce any provision of this Agreement shall not constitute a waiver by State of that or any other provision.

IN WITNESS WHEREOF, the Parties hereto have set their hands as of the day and year hereinafter written.

The Oregon Transportation Commission on June 18, 2003, approved Delegation Order No. 2, which authorizes the Director to approve and execute agreements for day-to-day operations. Day-to-day operations include those activities required to implement the biennial budget approved by the Legislature, including activities to execute a project in the Statewide Transportation Improvement Program.

Signature Page to Follow
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On April 12, 2004, the Director approved Subdelegation Order No. 10 in which the Director delegates authority to the Division Administrator, Transportation Development to approve and execute personal service contracts and agreements over $75,000 for programs within the Transportation Development Division when the work is related to a project included in the STIP or in other system plans approved by the Oregon Transportation Commission or in a line item in the legislatively adopted biennial budget, and to approve and execute all agreements, approved by the OTC, for Metropolitan Planning Organization agreements outside the Transportation Program Development limitation and acceptance of funds sent to ODOT, but not earmarked for Transportation Program Development.

CENTRAL LANE METROPOLITAN PLANNING ORGANIZATION, by and through the Lane Council of Governments
By ____________________________
Executive Director
Date 6-18-08

LANE TRANSIT DISTRICT, by and through its Board of Directors
By ____________________________
General Manager
Date 6-19-08

Agency Contacts
Byron Vanderpool
Director, Interim MPO Program Manager
Lane Council of Governments
99 East Broadway, Suite 400
Eugene, Oregon 97401

Tom Schwetz
Director of Planning and Development
Lane Transit District
3500 East 17th Avenue
Eugene, OR 97401

STATE OF OREGON, by and through its Department of Transportation
By ____________________________
Division Administrator, Transportation Development Division
Date 7/10/08

By ____________________________
Division Administrator, Public Transit Division
Date 7/10/2008

APPROVAL RECOMMENDED
By ____________________________
Region 2 Manager
Date 7-8-08

By ____________________________
Region 2 Planning and Development Manager
Date 7-9-08

APPROVED AS TO LEGAL SUFFICIENCY
By ____________________________
Assistant Attorney General
Date 7/14/08

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EXHIBIT A
STATEMENT OF WORK

1. **DEFINITIONS** – the following definitions apply to this Agreement specifically and shall not be construed to apply to any other agreement between any of the Parties. They may differ from those listed for these terms in the federal regulations.

   a. **Consider**: Take into account opinions and relevant information from other Parties in making a decision. Receive the information or comments, acknowledge such, and document the acknowledgement. Those receiving comments are not bound by the opinions or information received.

   b. **Consult**: Confer with other identified Parties in accordance with an established process; consider the views of other Parties prior to taking action, inform other Parties about action taken in accordance with established process. The communication should be timely, and ahead of decisions. Those receiving comments are not bound by the opinions or information received.

   c. **Coordinate**: Develop plans, programs, and schedules in consultation with other agencies such that agencies' separate projects do not conflict. Coordinated projects are usually those for which all Parties, other than the lead agency, do not have a vested interest and are often specific projects rather than policy outcomes. The lead agency is the project proponent and the other Parties are not deeply involved. The lead agency is expected to consult with the others to ensure efficiencies are utilized and conflicts are avoided. Parties with legal standing should be involved in the coordination and Parties should operate in good faith.

   d. **Cooperate/Collaborate**: Parties involved work together to achieve a common goal or objective. Cooperation or collaboration are often employed where multiple Parties have a vested interest in the outcome and may involve a shared project or policy outcome. Parties may share expertise, resources, etc. to accomplish the goal.

   e. **Responsible**: Answerable or accountable, as for something within one's power, control, or management. There can be multiple levels or roles in responsibility. Examples of levels of responsibility include:
   - Authority: Authority to make the final decision, signature authority
   - Lead: Responsible for making sure the activity is completed and communication protocols are followed
   - Coordination: Responsible for coordinating all elements necessary to complete an activity
   - Support: Provide administrative or technical support necessary to complete an activity
   - Information: Provide input and information necessary to complete an activity

   f. **Owner**: The agency that keeps and maintains the final product.
1. **Lead Agency**: Agency responsible for making sure the planning project is completed and communication protocols are followed.

2. **Levels of communication**: Consider, Consult, Coordinate, Cooperate, or Collaborate.

3. **Party of interest**: A party to this Agreement that is not the lead agency for a particular planning project, but is affected by that project.

4. **Planning Project**: A planning activity that leads to a planning product. Planning products that may be developed may include plans, programs, tools, and administrative products such as those listed below.

5. **All Parties** agree to cooperatively develop and share information related to the development of financial plans that support the metropolitan transportation plan, the metropolitan TIP and the development of the annual listing of obligated projects. Such plans may include but shall not be limited to the following:

   a. **Plans**
      - Oregon Transportation Plan & Component Plans including Safety Plans
      - Regional Transportation Plan (RTP)
      - Transportation System Plan (TSP)
      - Area/Concept Plans
      - Facility Plans (including Corridor Plans, Interchange Area Management Plans, Access Management Plans, etc.)
      - Transit Plans
      - Coordinated Human Services-Transit Plans

   b. **Programs**
      - Statewide Transportation Improvement Program (STIP)
      - Metropolitan Transportation Improvement Program (MTIP)

   c. **Tools**
      - Transportation Demand Models (TDM)
      - Land Use Models
      - Integrated Models
      - Data resources
      - Geographic Information System (GIS) resources

   d. **Administrative Products**
      - Air Quality Conformity
      - Unified Planning Work Program (UPWP)
      - Federal Certification
      - Public Involvement Plan
      - Title VI Plan
      - Environmental Justice Plans
      - Disadvantaged, Minority Business Enterprise Use Plans
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- Environmental Impact Statements/Assessments
- State Agency Coordination Agreement

3. LCOG is specifically charged with the development of the RTP, MTIP, and UPWP. As such, LCOG will be the Product Owner and the Lead Agency for these products and other related products, such as the Air Quality Conformity Determination and most of the "Tools" and "Administrative Products" identified above. ODOT and LTD will provide information necessary for these products. All Parties will Cooperate and Collaborate in these processes. Formal communication will take place at the regular meetings of the LOG Technical Advisory Committee and Policy Committee, and may be supplemented with phone calls, emails, letters, and additional meetings as desired by any of the participants. Funding of these activities will be identified in the annual UPWP. The decision making process will be in accordance with Agreement number 20523. This will be the default process used for all planning projects, unless another process is identified. Principal roles for the Parties to this Agreement for Plans and Programs identified are described in the following table.

<table>
<thead>
<tr>
<th>Plan/Program</th>
<th>Principal Role</th>
<th>LCOG</th>
<th>LTD</th>
</tr>
</thead>
<tbody>
<tr>
<td>Oregon Transportation Plan and Model Plans</td>
<td>Product Owner Lead Agency</td>
<td>Consult</td>
<td>Consult</td>
</tr>
<tr>
<td>Regional Transportation Plan</td>
<td>Coordinate</td>
<td></td>
<td>Coordinate</td>
</tr>
<tr>
<td>Transportation System Plan</td>
<td>Cooperate/Collaborate</td>
<td>Cooperate/Collaborate</td>
<td>Cooperate/Collaborate</td>
</tr>
<tr>
<td>Area/Concept Plans*</td>
<td>Product Owner Lead Agency</td>
<td>Cooperate/Collaborate</td>
<td>Cooperate/Collaborate</td>
</tr>
<tr>
<td>Facility Plans*</td>
<td>Product Owner Lead Agency</td>
<td>Cooperate/Collaborate</td>
<td>Cooperate/Collaborate</td>
</tr>
<tr>
<td>Transit Plans</td>
<td>Coordinate</td>
<td>Cooperate/Collaborate</td>
<td>Product Owner Lead Agency</td>
</tr>
<tr>
<td>Coordinated Human Services - Transit Plans</td>
<td>Coordinate</td>
<td>Cooperate/Collaborate</td>
<td>Product Owner Lead Agency</td>
</tr>
<tr>
<td>Statewide Transportation Improvement Program (STIP)</td>
<td>Product Owner Lead Agency</td>
<td>Consult</td>
<td>Consult</td>
</tr>
<tr>
<td>Metropolitan Transportation Improvement Program (MTIP)*</td>
<td>Consult</td>
<td>Product Owner Lead Agency</td>
<td>Consult</td>
</tr>
</tbody>
</table>

4. Each time a new transportation planning project commences, the roles, responsibilities, and expectations of each Party will be written down and distributed to each participant of the project. The Parties will specify at least nine (9) items identified below; other items should be added as needed to ensure that the responsibilities and expectations of each party are clearly identified.

---

1 Plans, other than facility plans, prepared by any of the parties
2 Facility plans include, but are not limited to, interchange area management plans, expressway management plans, access management plans, or other plans that require approval by the Oregon Transportation Commission.
3 Pursuant to 23 CFR 450.328, the MTIP is incorporated verbatim into the STIP (After approval by the MPO and the Governor, the TIP shall be included without change, directly or by reference, in the STIP...)

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a. Product Owner
b. Lead Agency
c. Responsibilities of each agency
d. Primary levels of communication
e. Specific communication procedures
f. Use of consultant services
g. Decision process
h. Funding, reporting responsibilities
i. Resource sharing agreements

If the answers will vary by task, project subpart, or other conditions, the responsibilities of each agency under each condition will be specified. (Definitions set forth in this Agreement will apply). An example of such a project may be an Interchange Area Management Plan, where the lead agency would be ODOT, or a Transit Center study conducted by LTD. However, any of the Parties may request that the roles and responsibilities of any “Planning Project” be clarified and redefined, within the constraints of the Cooperative Agreement. LCOG may develop a form to facilitate the identification of responsibilities.

5. The questions that follow are examples of items to consider when answering the nine items identified above. Not all items may apply to a specific project, nor is this list intended to be all inclusive. Parties should use these considerations as a starting point to answer the nine items above and to evaluate what further items may need to be set forth in specific project agreements.

a. Project Parties
   - What agencies will participate in the project?
   - Which agency will own the product? (See Definitions)
   - Which is the lead agency? (See Definitions)
   - Which agency will develop the scope of work? Who will approve it?
   - What level of responsibility does each agency have for each task or part of the project? (See Definitions)
   - Who are the contact people?
   - When are the different Parties involved?

b. Communication
   - What levels of communication are appropriate for the planning project? (See Definitions)
   - What procedures for communication are appropriate for the level of interaction needed? (See Definitions)
   - Who from each agency needs to be informed?
   - Who is responsible for implementing communication protocols?
   - How will communication occur with the ACT, TAC, or other advisory committees?
   - Who is responsible for coordinating communication with the public?
   - Who is responsible for coordinating and joint communications with other agencies?
c. **Consultants**
   - Will consultants assist with the project?
   - Which agency is responsible for recruiting for and/or selecting any consultants to assist the project?
   - Who is responsible for contract administration?
   - Who is responsible for communicating with the consultants?
   - Who is responsible for reviewing and approving work?

d. **Decision process**
   - Which agency has decision authority for which kinds of issues?
   - Who is responsible for providing information/support for the decision? How?
   - Who has responsibility to serve on what decision-making bodies?
   - How will needs for amendments to the product be communicated and decided upon?
   - Who is responsible for completing amendments and when?
   - How will differences of opinion be handled?

e. **Funding**
   - What level of funding is available?
   - What types of funds are to be used?
   - What restrictions are there on use of the funds?
   - Who is responsible for authorizing funds?
   - Who is responsible for reporting use of funds and accomplishments, at what level of detail and to whom?

f. **Sharing Resources**
   - Who is responsible for what elements of different kinds of products?
   - When will each agency be responsible for supporting the others?
   - Is this consistent with existing agreements or adopted plans for the area?

g. **Transit**
   - How will the Parties cooperate with public transit operators in the area?
   - How will the public transit operators participate in the planning project?
   - Have private providers been considered?
METROPOLITAN TRANSPORTATION PLANNING PROCESS SELF CERTIFICATION

The Lane Council of Governments, acting as the Central Lane Metropolitan Planning Organization for the Central Lane urbanized area, hereby certifies that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

I. 49 U.S.C. Section 5303, 23 U.S.C. 134, and 23 CFR 450(c);

II. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;

III. Section 1101(b) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;

IV. The provision of the Americans With Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;

V. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;

VI. In nonattainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93;

VII. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;

VIII. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving federal financial assistance;

IX. Section 324 of title 23, U.S.C. regarding the prohibition of discrimination based on gender;


George Kleppel  
Executive Director, Lane Council of Governments  
Central Lane Metropolitan Planning Organization  

Date  
11-24-10
Appendix H. Performance Based Planning Resolutions.

RESOLUTION 2018-01
ADOPTING THE STATE SAFETY PERFORMANCE MEASURE TARGETS

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

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

WHEREAS, the draft targets have been published or otherwise made readily available for public review including in an electronically accessible format on the MPO’s website; and

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

WHEREAS, as part of a coordinated planning effort the state performance measure targets reflect regional priorities for implementation of safety strategies; and

WHEREAS, the primary purpose of the performance measures targets is to track progress over time.

NOW, THEREFORE, BE IT RESOLVED:

That the Metropolitan Policy Committee adopts the State Safety Performance Measure Targets for the purposes of federal reporting.

PASSED AND APPROVED THIS 1st DAY OF February, 2018, BY THE METROPOLITAN POLICY COMMITTEE.

ATTEST:
SId Leiker, Chair
Metropolitan Policy Committee

Brendalee Wilson, Executive Director
Lane Council of Governments
RESOLUTION 2018-10
SUPPORTING STATE PERFORMANCE MEASURE TARGETS FOR PAVEMENT AND BRIDGE CONDITION, SYSTEM PERFORMANCE, AND CMAQ

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

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

WHEREAS, the state targets have been published or otherwise made readily available for public review including in an electronically accessible format on the MPO’s website; and

WHEREAS, a public meeting has been conducted, and the Metropolitan Policy Committee has approved the public review process; and

WHEREAS, as part of a coordinated planning effort the state performance measure targets reflect regional priorities for implementation of state pavement and bridge condition, system performance, and CMAQ strategies; and

WHEREAS, the primary purpose of the performance measures targets are to track progress over time.

NOW, THEREFORE, BE IT RESOLVED:

That the Metropolitan Policy Committee supports the State Performance Measures Targets for Pavement and Bridge Condition, System Performance, and CMAQ for the purposes of federal reporting.

PASSED AND APPROVED THIS 1st DAY OF November, 2018, BY THE METROPOLITAN POLICY COMMITTEE.

ATTEST:

[Signature]
Lucy Vines, Chair
Metropolitan Policy Committee

[Signature]
Brendalee Wilson, Executive Director
Lane Council of Governments
RESOLUTION 2019-02

SUPPORTING STATE PERFORMANCE MEASURE TARGETS TIER II TRANSIT ASSET MANAGEMENT

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

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

WHEREAS, the state targets have been published or otherwise made readily available for public review including in an electronically accessible format on the MPO’s website; and

WHEREAS, a public meeting has been conducted, and the Metropolitan Policy Committee has approved the public review process; and

WHEREAS, as part of a coordinated planning effort the state performance measure targets reflect regional priorities for implementation of state transit asset performance strategies; and

WHEREAS, the primary purpose of the performance measures targets are to track progress over time.

NOW, THEREFORE, BE IT RESOLVED:

That the Metropolitan Policy Committee supports the State Performance Measures Targets for Tier II Transit Asset Management targets.

PASSED AND APPROVED THIS 7th DAY OF MARCH, 2019, BY THE METROPOLITAN POLICY COMMITTEE.

ATTEST:

Lucy Vinas, Chair
Metropolitan Policy Committee

Brenda Lee Wilson, Executive Director
Lane Council of Governments