



Central Lane
Metropolitan Planning Organization
Annual Report
February 2024



Introduction

In the Eugene-Springfield metropolitan area, planning our highway, rail, transit, bicycle, and pedestrian transportation system is a coordinated effort between a number of local, regional, state, and federal agencies, including the Cities of Eugene, Springfield, and Coburg, Lane County, Lane Transit District, and the Oregon Department of Transportation. The Central Lane Metropolitan Planning Organization (MPO) – the Lane Council of Governments – works with these agencies to provide **continuing, cooperative, and comprehensive** regional transportation planning within the greater metropolitan area.



The primary activities of the MPO consist of developing, maintaining, and implementing five core transportation planning products adopted and amended by the Metropolitan Policy Committee (MPC), including the Regional Transportation Plan (RTP); Metropolitan Transportation Improvement Program (MTIP); Air Quality Conformity Determinations (AQCDs); Public Participation Plan (PPP); and Unified Planning Work Program (UPWP). Timely development and adoption of these products ensures that federal and state funds continue to flow to projects vital to the region's economic development and quality of life, and that regional transportation projects are developed and planned in a coordinated and efficient manner.

AN OVERVIEW OF ACCOMPLISHMENTS

The following summarizes key MPO accomplishments during 2023.

Principle accomplishments described by program area, include:

Regional Long-Range Planning

- The MPO is now continuously working to implement aspects of the new RTP, including building data sets in support of the new goals and objectives, planning for a more resilient surface transportation system, and more.
- The MPO continued the Safe Lane Coalition program to implement regional safety priorities outlined in the 2017 Regional Safety Plan. The Safe Communities Coordinator works with regional partners to program education and outreach efforts to prevent DUIIs, unsafe speeds, and distracted driving. The Coalition continue the strategic planning work that began last year with the University of Oregon Planning Department Strategic Planning course to create a draft strategic plan for the coalition and creating a strong foundation for future safety efforts.
 - The Safe Lane Coalition launched new working groups to address the topics of DUII prevention, Speed Reduction, Education, and Tactical Urbanism.
 - The Safe Lane Coalition posted a Request for Proposals for marketing and design support for the DUII prevention and speed reduction campaigns. Work will begin in FY24.
- The MPO unanimously approved the MPO's support of six state (Oregon Department of Transportation) targets for the federal performance measures related to pavement and bridge conditions, transportation system performance, and congestion mitigation and air quality.

Programming and Implementation

- The MPO solicited and selected projects for programming of 2025-2027 federal funds as well as unanticipated Carbon Reduction Program (CRP), Highway Infrastructure Program (HIP), and redistribution funds for 2022-2024.
- The MPO adopted the 2024-2027 MTIP in May 2023.
- The Central Lane MPO continued to lead the statewide engagement and coordination between ODOT, Oregon's TMAs, and the vendor in the development and implementation of the electronic Transportation Improvement Program (eTIP) platform. The eTIP will be fully implemented in the first half of 2024.
- The MPO programmed funds to support local PeaceHealth Rides bike share operations.
- The MPO completed the annual obligation report for FFY 2023.
- The MPO adopted the 2-year work program, the FY24 & FY25 Unified Planning Work Program (UPWP).

Public Participation

- MPO staff started the update process on the Public Participation Plan with anticipated adoption in early 2024. A public survey was conducted in late 2023, garnering nearly 200 responses regarding how the public engages, and would like to engage, with the MPO.
- The MPO complied with its adopted Public Participation Plan to ensure public engagement and participation in transportation planning and programming decisions.

- The MPO created new social media accounts to connect with the community. Public notices will continue to be posted on our website and sent out through our mailing list in addition to a growing social media presence:
 - [CLMPO Facebook page](#)
 - [X \(Twitter\)](#)
- The MPO completed its annual Title VI report in October 2023.
- The MPO launched a youth council to engage community members aged 13-19 in transportation planning and programming issues, and Safe Routes to School implementation.
- 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 created an online map to highlight MTIP projects:
<https://storymaps.arcgis.com/stories/194cd02f22d2410881e81da0f288b00d>

Air Quality Planning

- The MPO completed a Conformity Determination for the 2024-2027 MTIP, adopted in May 2023. The MPO received Federal acceptance of the Determination.
- The MPO has maintained the air quality conformity of the 21-24 MTIP.
- The MPO has maintained a cooperative partnership with Lane Regional Air Protection Agency (LRAPA) to provide each other with data necessary for our respective models and reporting requirements.
- The MPO actively participated in a statewide committee to develop Oregon's Carbon Reduction Strategy.
- The MPO actively participated in an Advisory Committee on Metropolitan Transportation Planning and Greenhouse Gas (GHG) Reduction Targets which, advised, along with the TPR changes, on better integration of GHG emission reductions planning with other land use and transportation planning efforts. Amendments to the GHG reduction targets in OAR 660-044 were made based upon this committee's recommendations.

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 continues to develop the UrbanSim land use platform used in the RTP process and for other purposes.
- The MPO continued the regional traffic count program, collecting counts in Eugene and Springfield. 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, associated Bicycle and Pedestrian plans, and in project funding applications. 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 on the MPO data portal.

- 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 (<https://www.lcog.org/thempo/page/data>). 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 Statewide Collaborative, the Model Program Committee and the Oregon Household Activity Survey Committee.
- The MPO programmed funds to help support the statewide Travel Behavior Survey (<https://oregontravelstudy.com/>) effort. LCOG is managing the contract and implementation of this major multi-part study.
- The MPO continued the IGA with Metro for travel model maintenance. Metro built the MPO's travel model using the framework of its Kate model.

Transportation Options (TO)

- LCOG began providing regional support for TO and SmartTrips programming in Springfield.
- Delivered Be Safe Be Seen programming in collaboration with local community-based organizations. This program provides lights to the community to increase visibility of people walking and biking.
- Contracted funds to City of Eugene to support Smart Trips and TO programs.
- Regional collaboration meetings occur between all MPO partners and the University of Oregon to continue Transportation Options work.
- Transportation options staff from all jurisdictions continue to collaborate monthly on public outreach and programming.

Intergovernmental 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.
- The MPO serves on the ODOT Local Program Committee, representing all Oregon MPOs.
- Two members of the Central Lane MPO Policy Board continue to serve on the Oregon MPO Consortium (OMPOC) and the MPO staff, under separate contract with ODOT, also manage and staff 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 staffed the Lane ACT through June 2023.
- The MPO participates in several statewide committees that meet regularly including the Certified Users Group, the TIP/STIP Coordination Committee, the Air Quality Conformity Coordination Group, the ODOT/MPO/Transit Providers Group, and others.

- MPO staff participated in the Oregon Modeling Statewide Collaborative and its various subcommittees working on travel model and data improvements and updates, and statewide estimation of Activity Based Travel Models.
- LCOG is the contract administrator for the Oregon Household Activity Survey and MPO staff are on project leadership team as well as the Travel Survey Subcommittee.
- MPO staff and Policy Board are working with ODOT to increase coordination between the MPO and ODOT's Public Transportation Division. Policy Board provided direction to appoint a PTD staff person to the MPO's staff advisory committee.
- The MPO met with FHWA, FTA, and ODOT staff in June for the Quadrennial Certification Review. The Certification Report found only two areas for improvement in the functioning of the MPO, and re-certified LCOG as the MPO for another four years.
- LCOG completed the process of becoming a Locally Certified Agency with the planning services contracting functional area of certification.