



MEETING NOTICE

MEETING: METROPOLITAN POLICY COMMITTEE

DATE: Thursday, October 6, 2022

TIME: 11:30 AM - 1:30 PM

LOCATION: **VIRTUAL:**
<https://us06web.zoom.us/j/81179086890?pwd=QlNCM0pTSWxzVlIFdGZMNVZnOnBNdz09>
 Passcode: 663728
 Or One tap mobile:
 +12532158782,,81179086890#,,,,*663728# or +13462487799,,81179086890#,,,,*663728#
 Or Telephone: 1-253-215-8782
 Webinar ID: 811 7908 6890
 Passcode: 663728

Webcast: <http://metrotv.ompnetwork.org/>

CONTACT PERSON: Paul Thompson, 541-682-4405, pthompson@lco.org

A G E N D A

1. WELCOME & INTRODUCTIONS
2. CALL TO ORDER
3. APPROVE AUGUST 4, 2022 and SEPTEMBER 14, 2022 MPC MEETING MINUTES
4. ADJUSTMENTS TO THE AGENDA/ANNOUNCEMENTS FROM MPC MEMBERS
5. COMMENTS FROM THE AUDIENCE *(Please see notes at the end of the agenda.)*
6. METROPOLITAN PLANNING ORGANIZATION (MPO) ISSUES
 - a. Recommended MPO Funding Package for 2023-2027 (20 min)
 Staff Contact & Presenter: Dan Callister, LCOG
Action Requested: Approve Resolution 2022-07 programming MPO discretionary federal funding.
 - b. Title VI and Environmental Justice Program Plan Update (20 min)
 Staff Contact & Presenter: Ellen Currier, LCOG
Action Requested: Conduct Public Hearing; provide input on draft update.
 - c. Funding Request for Electronic Transportation Improvement Program (15 min)
 Staff Contact & Presenter: Dan Callister, LCOG
Action Requested: Approve programming up to \$40,000 Urban STBG funds for Electronic Transportation Improvement Program.

-OVER-

Location is wheelchair accessible (WCA). American Sign Language (ASL) interpretation is available with 48 hours notice.

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- d. Federal Performance Based Planning and Programming: Performance Measure Targets (20 min)
Staff Contact & Presenter: Kelly Clarke, LCOG
Action Requested: Approve support of State targets for federal performance measures.
- e. Letter of Support for City of Eugene Grant Application (10 min)
Staff Contact: Paul Thompson, LCOG
Presenter: Rob Inerfeld, Eugene
Action Requested: Approve letter of support.
- f. Follow-up and Next Steps (10 min)
 - 1) ODOT Update
 - 2) Transportation Improvement Program (TIP) Project Changes (information only, see attachment)
 - 3) Next Steps/Agenda Build

UPCOMING MEETINGS:

November 3 Virtual
December 1 Virtual
January 5 Virtual

PLEASE NOTE:

The meeting will be conducted via Zoom Webinar, allowing public access to the Zoom meeting as an “attendee.” Anyone wishing to comment in general or during a public hearing will be asked to raise their Zoom virtual “hand” when prompted by the Chair at the beginning of each public comment opportunity. Speakers will be moved to “panelist” status and asked to speak on a first come basis. A limit of 3 minutes per person is requested.



LCOG is now posting meetings on its website at <https://www.lcog.org/bc-mpc>. These postings will include the agenda, minutes, and attachments. If you no longer want to receive your meeting announcement in paper format, please contact Laura Campbell, 541-682-4006 or lcampbell@lcog.org.



This meeting will be broadcast live, and rebroadcast on Metro Television, Comcast cable channel 21, at 1:30 PM on Mondays, 7:00 PM on Tuesdays, and 11:00 AM on Sundays for the rest of the month. A webcast will also be archived for future viewing on the LCOG website. Get details through links at <https://www.lcog.org/bc-mpc>.

Please mute your phone or computer microphone when connecting to the virtual meeting, and remember to un-mute it if you are speaking to the meeting!

Thanks!

MINUTES

Metropolitan Policy Committee
Virtual Meeting via Zoom

August 4, 2022
11:30 a.m.

PRESENT: Randy Groves, Chair (City of Eugene); Sean VanGordon, Steve Moe (City of Springfield); Heather Buch (Lane County); John Marshall (City of Coburg); Don Nordin (Lane Transit District), Vidal Francis (Oregon Department of Transportation), members; Anne Heath (City of Coburg), *ex officio* member.

Brenda Wilson, Paul Thompson, Dan Callister, Ellen Currier, Kelly Clarke, Drew Pfefferle, Kate Wilson, Laura Campbell, Rachel Dorfman (Lane Council of Governments); Emma Newman (City of Springfield); Rob Inerfeld (City of Eugene); Sasha Vartanian, Cassidy Mills (Lane County); Megan Winner (City of Coburg); Tom Schwetz, Andrew Martin, Mark Johnson, Theresa Brand, Jeremy Carr (Lane Transit District); Mark Bernard (Oregon Department of Transportation); Brodie Hylton (Cascadia Mobility); Rob Zako (Better Eugene-Springfield Transportation), Neil Moyer (Metro Television); Sarah Mazze, Shane Rhodes.

WELCOME, CALL TO ORDER AND INTRODUCTIONS

Mr. Groves convened the meeting of the Metropolitan Policy Committee (MPC) and a quorum was established.

APPROVE June 2, 2022, MPC MEETING MINUTES

Mr. Moe, seconded by Mr. Nordin, moved to approve the June 2, 2022, meeting minutes as presented. The motion passed unanimously.

ADJUSTMENTS TO THE AGENDA/ANNOUNCEMENTS FROM MPC MEMBERS

Mr. Thompson noted that the agenda had been revised to include an additional item.

Mr. Bernard introduced Vidal Francis, the new Oregon Department of Transportation (ODOT) Area 5 manager.

Mr. Francis said he was pleased to be part of the MPC and looked forward to working with local jurisdictions to keep projects moving forward.

Mr. Nordin announced that Lane Transit District (LTD) had selected a new general manager and hoped the individual would be on board by September.

Mr. VanGordon joined the meeting.

COMMENTS FROM THE AUDIENCE

Rob Zako, executive director of Better Eugene-Springfield Transportation (BEST), spoke to the increasing dangers of global warming, noting the region had experienced five summers in a row of severe

wildfires and smoke and days during which temperatures exceeded 100 degrees. The nation and the world were hotter and that was related to the burning of fossil fuels. He said two years ago BEST and its allies had urged the MPC not to make rules but to take actions to slow fossil fuel use and that had not happened significantly. Recently the Land Conservation and Development Commission (LCDC) had adopted rules for Climate Friendly and Equitable Communities. The rules did not technically direct the MPC to take action; it directed individual jurisdictions to act. He said in order for elected officials to do their jobs public support was necessary and BEST was committed to working with its partners to assist in that effort and provide more support.

METROPOLITAN PLANNING ORGANIZATION (MPO) ISSUES

Project Proposals & Recommended MPO Funding Package for 2023-2037

Mr. Callister provided background information on the funding sources, project selection process consistent with the criteria approved by the MPC at its May 2022 meeting, and recommendations from the Transportation Planning Committee. He presented a brief summary of the following project applications:

- Coburg Loop Path, Phase 4 on N. Industrial Way (City of Coburg)
- Freight/Commuter Connector Feasibility Study (Coburg)
- N Coburg Industrial Way Pavement Preservation (Coburg)
- Bailey Hill Rd. and Bertelsen Rd. Roundabout (Eugene)
- Bertelsen Rd. bridge over Amazon Creek – Seismic Retrofit (Eugene)
- Coburg Road: Ferry St Bridge to Crescent Ave. Multimodal Plan (Eugene)
- Division Ave Roundabouts and Street Redesign (Eugene)
- Franklin Blvd Alder St to I-5 Construction (Eugene)
- Goodpasture Island Rd Bridge – Seismic Retrofit (Eugene)
- North Delta Rd Shared Use Path (Eugene)
- River Road-Santa Clara Pedestrian & Bicycle Bridge (Eugene)
- SmartTrips: New Movers & Mobility Options (Eugene)
- 30th Avenue Active Transportation Corridor Design
- Airport Road Pavement Preservation: MP 1.52 to 0.63
- Clear Lake Road Pavement Preservation: MP 0.0-2.75
- Wilkes Drive: River Road to River Loop 1
- Ticket Vending Machine Replacement
- Frequent Transit Network Safety and Amenity Improvements
- MovingAhead
- OR 225: OR126 – end of City jurisdiction (Springfield)
- Laura Street: MP 0.12 to 0.339, Urban Standards (Springfield)
- Mohawk Blvd: 19th St to N. of Hwy 126E (Springfield)
- Pedestrian Crossing Enhancements (Springfield)
- S. 32nd St./Jasper Rd. Preservation Project (Springfield)
- Sidewalk Rehabilitation (Springfield)
- Transportation System Planning (Springfield)
- Walking and Biking Network Improvements (Springfield)

Ms. Buch said she had received a number of inquiries about a sidewalk on the east side of Bertelsen Road to 18th Street. There were a number of homes on that side but residents did not feel comfortable walking because of the lack of a sidewalk. Mr. Inerfeld said a sidewalk was in the City of Eugene's Transportation System Plan and had been discussed for funding, but the tool that had been used to fund sidewalks was an

assessment of property owners. He said the City would review other options for funding that type of project.

Mr. Groves also noted the unsafe conditions for pedestrians in that area.

Mr. Moe commented that the Eugene project Franklin Blvd to I-5 seemed misleading as it was quite a distance to I-5. He said Springfield's Laura Street improvements project was very important because of a large residential development in that area.

Mr. Callister presented the table of TPC funding recommendations for project selection and funding, a copy of which was included in the agenda materials. He explained the basis for each project's recommendation.

Mr. VanGordon observed that the allotment of funds to Springfield projects was somewhat lower than it had historically been and said the City would submit additional applications for any unused funds. Mr. Callister indicated that the funding sources prohibited allotments and required that the allocation of funds to projects had to be jurisdictionally blind.

Mr. Groves opened the public hearing.

Rob Zako, executive director of Better Eugene-Springfield Transportation (BEST), observed that the project information was very technical and there were several funding sources involved in the process. His staff had a difficult time understanding the materials and it would be very hard for the public to understand as well. He felt MPC staff had done a good job of reconciling needs with different types of funding and timelines. He was pleased that regional funding objectives were being used to assess applications and BEST supported the TPC recommendations and believed the projects would generally advance the region's goals. He said the MPC was a policy body and the question of how to spend different pots of money was more tactical in nature. The larger question was how to achieve the goals of the region and how the projects addressed those goals.

Mr. Thompson submitted email testimony from Eugene resident Steve Piercy that indicated he found the information clear and concise and commended the improved presentation.

Mr. Groves thanked staff for a clear presentation that connected projects to MPC policies and regional goals.

PeaceHealth Rides Bike Share

Mr. Hylton stated that Cascadia Mobility had begun operating PeaceHealth Rides in the spring of 2022. He said PeaceHealth Rides was a 300 bicycle program with about 50 hubs. He used a slide presentation to give an overview of the system and technology, current and previous usage patterns and operations under a nonprofit model. He said one of the goals was to create a model consistent with ODOT's interest in expanding electric bike programs into other communities and act as an active transportation agency with a suite of services. He reviewed statistics on miles and trips and farebox revenue. He said an additional 50 bikes were put into service during the recent World Games and Nike had donated 120 bikes to the program. The donated bikes were in storage awaiting refurbishing so they could be put into service.

Mr. Hylton reviewed the annual program costs, noting that the City of Eugene provided \$75,000 by purchasing memberships for all employees, farebox revenue provided \$187,000 and PeaceHealth sponsorships provided \$330,000. That left a shortfall of \$250,000 that required a public subsidy of \$1.91

per trip. He said discussions were underway with the University of Oregon regarding memberships and single trip passes for students and employees. That agreement would reduce the need for public subsidy by 50 percent. He said an expansion into Springfield was being discussed and that would improve the program's reach and economy of scale.

In response to a question from Mr. Nordin, Mr. Hylton said that it might be possible to partner with LTD to integrate its farebox recovery system with PeaceHealth Rides using RFID technology.

Mr. Francis asked about the other types of services Cascadia Mobility was considering. Mr. Hylton said those could include bicycle valets, community rides, learn to ride classes, an e-scooter pilot and working with other community organizations to develop other active and shared transportation options.

Mr. Marshall asked if there was a PeaceHealth Rides at Lane Community College (LCC). Mr. Hylton said there was not a hub because of the distance involved and the difficulty of riding one of the bikes over the 30th Avenue hill. The PeaceHealth Rides bikes were too heavy and slow for that type of commute.

Mr. Groves commended the bike share program and looked forward to its expansion into other communities. He was somewhat concerned about e-scooters because of bad behaviors of the users. He asked if there had been any problems regarding theft or vandalism of bikes. Mr. Hylton said the bikes were equipped with GPS and only two or three had been lost in the past four years. Vandalism did occur, but it was minimal as the bikes were always in the public right-of-way and employees checked them frequently. The most common problem was theft of chains.

Mr. Francis commented that e-bike technology was constantly improving and that might make a hub at LCC possible. Mr. Hylton agreed that e-bikes would extend the program's range and ODOT had funding available to support e-bike share programs.

Mr. Nordin expressed his excitement about the PeaceHealth Rides program and hoped to see it expanded to other communities. He commended Mr. Hylton and his employees.

Mr. Hylton appreciated the opportunity to present information about the bike share program. He was seeking all opportunities to increase program revenue, but it would need some subsidies in the future.

Mr. Groves asked that the MPC receive periodic updates on the program, particularly as new components were added.

Title VI Plan Update and Survey

Ms. Currier said a short survey would be distributed to MPC members as part of an annual update to the Title VI Plan and annual report. The survey determined the racial and ethnic composition of boards and commissions. She said the Title VI Plan addressed the prohibition of discrimination on the basis of race, color or national origin in programs that received federal funds. Additional legislation also prohibited discrimination on the basis of gender, disability and income status. The plan also covered environmental justice. The plan would be presented to the committee at a future meeting.

Request for Letter of Support for Use of ODOT CMAQ Funding

Mr. Callister said a request had been received from Gary Compton Construction for a letter of support for a proposed project that would utilize federal Congestion Mitigation and Air Quality (CMAQ) funds to replace two older diesel trucks with newer, lower emission vehicles. He noted that MPO funds are not

being requested; the request is for state discretionary federal funds. The application process required a letter of support from the local MPO and there would be no impact on MPO funds. He said the applicant was providing a 50 percent match and details of the application and a draft letter of support were included in the agenda packet. If funded, the project would be included in the Metropolitan Transportation Improvement Program (MTIP). He said the letter of support was needed by August 15.

In response to a question from Ms. Buch, Mr. Callister described the CMAQ funding program, which helped communities comply with the Clean Air Act. Because the vehicles to be replaced were operated primarily in an area that at one time was not in attainment, the project was eligible because it would reduce CO and coarse particulates. Mr. Thompson added that the legislature had directed ODOT to dedicate some of its CMAQ funding to diesel retrofitting.

Mr. Marshall said he was not aware of the program and had determined that some other potential applicants were likewise not aware. He asked how the program was publicized to companies that might wish to access those funds. Mr. Thompson said it was an ODOT program and he was not aware of how the state conducted outreach to diesel operators.

Mr. Moe commented that the applicant had been proactive in seeking funding for diesel retrofit. The company was operating out of Oakridge and the project would contribute to better air quality.

Mr. Nordin said LTD had achieved some of its sustainability goals by changing the fuel it used.

Mr. Francis said he would research how ODOT conducted outreach for the funding program and report back to the MPC.

Ms. Buch said she would support the application for state CMAQ funds, particularly as it would benefit air quality in the Oakridge area. She asked for additional information about the program at a future meeting so MPC members could share that information with their constituents.

Mr. Thompson said that the Department of Environmental Quality had more information on the program. A letter of support was needed if the project would affect vehicles operated within the MPO and the project would need to be included in the MTIP.

Mr. VanGordon indicated he would support the project, but agreed that more information on the program would be helpful.

Mr. Groves echoed Mr. VanGordon's comments.

Ms. Buch, seconded by Mr. VanGordon, moved to provide a letter of support for Gary Compton Construction's application for ODOT CMAQ funding. The motion passed unanimously.

Follow-up and Next Steps

- **ODOT Update**—Mr. Francis said he had enjoyed the meeting and hoped his contributions to the MPC would be positive for everyone.
- **MTIP Administrative Amendments**—There were no questions.

- **Next Meeting/Agenda Build**—September 1 Virtual Meeting, October 6 Virtual Meeting, November 3 Virtual Meeting

Mr. Moe reported that the Oregon MPO Consortium (OMPOC) had received a very informative presentation on LCDC's recent Climate Friendly and Equitable Communities rule-making. He hoped the MPC could obtain a copy of it.

Mr. Johnson said LTD was currently negotiating with a general manager candidate who had already been overwhelmingly approved by the community and the LTD Board. The candidate had initially withdrawn, but had now resumed discussions with LTD.

Mr. Thompson provided an update on Link Lane, which provided transportation between Eugene and Florence and Yachats and Florence. He said ridership had been increasing each month. He said LCOG was working with Lane County on electric vehicle strategic planning and funding for electric vehicle infrastructure deployment. LCOG and Lane County jointly submitted a grant application to Eugene Water & Electric Board for funding of electric vehicle infrastructure planning.

Mr. Nordin commented that while people using Link Lane could get to the coast, they could not access the beach without walking or hiring a taxi. He understood that some additional funding would extend the route to the beach.

Mr. Groves adjourned the meeting at 1:24 p.m.

(Recorded by Lynn Taylor)

MINUTES

Metropolitan Policy Committee
Virtual Meeting via Zoom

September 14, 2022
9:00 a.m.

PRESENT: Randy Groves, Chair; Lucy Vinis (City of Eugene); Steve Moe (City of Springfield); Heather Buch, Joe Berney (Lane County); Ray Smith (City of Coburg); Caitlin Vargas, Don Nordin (Lane Transit District), Vidal Francis (Oregon Department of Transportation), members.

Brenda Wilson, (Lane Council of Governments); Rob Inerfeld, Trisha Sharma (City of Eugene); Becky Taylor (Lane County).

WELCOME, CALL TO ORDER AND INTRODUCTIONS

Mr. Groves convened the meeting of the Metropolitan Policy Committee (MPC) and a quorum was established.

METROPOLITAN PLANNING ORGANIZATION (MPO) ISSUES

Letter of Support for City of Eugene Grant Application

Ms. Buch pointed out that Lane County would be submitting its own grant application and it was important that the language in Eugene's application clarify that there was no overlap between jurisdictions and geography. She said with that assurance, Lane County could support Eugene's application.

Mr. Inerfeld said staff would coordinate to assure there was no overlap.

Mr. Berney emphasized that it was critical that staff coordinate the applications to assure there was no confusion and both could be considered for funding.

Ms. Vinis asked about the nature of the Lane County application.

Mr. Moe cited a sentence in the Eugene application that referred to River Road. Mr. Inerfeld indicated that the letter had been revised.

Ms. Taylor explained that the Lane County application would be for planning funding to develop a comprehensive update to the County's transportation safety action plan. She said the application instructions cautioned about overlap of applications within the same geography as it was likely the applications submitted would exceed available funding. The Lane County application was very specific about its rural focus outside the Eugene-Springfield metro area. She agreed that removal of a reference in Eugene's application submission would reduce any concerns about overlap.

Mr. Groves asked if the MPC should consider a funding letter for each of the applications. Mr. Thompson said that could raise the same concern if the MPC was perceived as supporting two applications. Ms. Taylor added that Lane County had received a letter of support from the LaneACT (Area Commission on Transportation) and one from the MPC was not required, although she appreciated the consideration.

Mr. Thompson noted that the revised letter of support was in the MPC agenda packet online and the references to Lane County and River Road statistics had been removed.

Ms. Sharma provided an overview of the Safe Streets and Roads for All initiative that would make \$5 billion in federal funds available over the next five years. She said eligible entities for grants were MPOs, political subdivisions of the state, and multi-jurisdictional entities including tribal governments; state agencies were not available. Eugene was applying for an implementation grant because it already had a Vision Zero action plan. She said the grant proposed the following safety enhancements:

- on-street protected bike lanes for River Road
- enhanced crossings
- infilling street lighting where there were gaps and upgrading existing lights to LED

Ms. Sharma said the Oregon Department of Transportation expected grant amounts to be between \$5 million and \$30 million, with a local match requirement of 20 percent. Eugene would be requesting about \$6.5 million for the enhancements and providing a \$1.6 million match.

Mr. Inerfeld explained that the City had received feedback from residents that the "stutter flash" devices on River Road crossings resulted in some drivers stopping but other continuing to move forward. The enhancements would replace those devices with full pedestrian signals with a red light. Several new crossings would also be added along River Road. The enhancements would be made from the beginning of River Road at Northwest Expressway to Court Drive. He said the project was separate from the MovingAhead project, but was compatible with future MovingAhead improvements and could be counted as match towards a future EmX project on River Road.

Mr. Groves asked if the pedestrian crossings would include safety islands in the middle of the roadway. Mr. Inerfeld said there would be islands in the middle.

Ms. Vinis, seconded by Mr. Moe, moved to support the City of Eugene's request for a letter of support for its grant application. The motion passed unanimously, 9:0.

Mr. Groves thanked committee members for being available for the meeting. He adjourned the meeting at 9:22 p.m.

(Recorded by Lynn Taylor)



September 26, 2022

To: Metropolitan Policy Committee
 From: Daniel Callister
 Subject: Recommended MPO Funding Package for 2023-2027

Action Recommended: Approve Resolution 2022-07 Programming MPO Discretionary Federal Funding

Issue Statement

The Central Lane Metropolitan Planning Organization (MPO) received several eligible proposals for use of roughly \$24M of anticipated federal transportation funding through federal fiscal year 2027. Metropolitan Policy Committee (MPC) relies on the Transportation Planning Committee (TPC) to provide a recommendation for how these funds will be used based on those proposals.

Discussion

The MPO's discretionary federal funds for transportation projects are programmed roughly every three years through a formal project solicitation process. The current solicitation is for up to \$23,741,295 through federal fiscal year 2027. This amount reflects conservative estimates (final amounts are released each year for the current year only) for each of the four federal funding programs regularly provided to the MPO on an annual basis. These programs are:

- Surface Transportation Block Grant Program (STBG)
- Transportation Alternatives Program (TA)
- Carbon Reduction Program (CRP)
- Congestion Mitigation and Air Quality Improvement Program (CMAQ)

Additionally, a special allocation of funding from the federal Highway Infrastructure Program (HIP) is included. The table below summarizes the funding anticipated.

Program	FFY 2022	FFY 2023	FFY 2024	FFY 2025	FFY 2026	FFY 2027	Total
STBG	--	--	--	\$4,171,023	\$4,485,937	\$4,595,973	\$13,252,933
TA	--	--	--	\$251,236	\$249,812	\$248,006	\$749,054
CRP	\$608,208	\$611,271	\$623,497	\$635,967	\$648,686	\$661,659	\$3,789,288
CMAQ	--	--	--	\$776,031	\$1,824,501	\$1,860,991	\$4,461,523
HIP	--	\$1,488,497	--	--	--	--	\$1,488,497
Total	\$608,208	\$2,099,768	\$623,497	\$5,834,257	\$7,208,936	\$7,366,629	\$23,741,295

Federal amounts only, no match amounts included in these figures

In preparation for the project selection process, on May 5, 2022 MPC approved eight primary funding considerations drawn from the 28 objectives of the recently adopted 2045 Regional Transportation Plan (RTP). These priority considerations helped direct applicants in planning which projects to propose. They are:

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

Proposals for the use of these funds that would satisfy the approved primary funding considerations were submitted to MPO staff in the form of funding applications and were reviewed to confirm eligibility. One-page summaries of these applications are included as Attachment 3. The complete funding applications including the one-page summaries and supplemental items are available on the MPO's website to view and download at this address: <https://www.lcog.org/thempo/page/call-projects>

At their August 18, 2022 meeting, TPC finalized their funding recommendation for MPC to consider. Attachment 2 (Exhibit A) lists each of the funding proposals and includes both the original requested amounts and the amount of federal funding that TPC recommends for each proposal. The recommendation would program \$22,852,460 of federal funding and allow the MPO to retain \$888,835 of the available funds for contingencies.

Arriving at this fiscally constrained funding recommendation required reconciling \$17.8M of requested funds. Attachment 2 identifies (in shaded cells) differences between requested and recommended funding levels for each proposal. This recommendation is a result of detailed review and discussion by the Technical Advisory Subcommittee (TASC) focused around how well each project supports the regional primary funding considerations, the federal performance targets, air quality

conformity, and other considerations. Through these discussions, some applicants elected to modify their proposals to better align with these considerations, competing projects and the limited funding available, and in some cases proposals' scopes were combined.

Public Involvement

While accepting funding applications, the MPO utilized social media to publicize this upcoming opportunity to provide public input on how the MPO should direct spending of federal transportation funding. Once received and reviewed by staff, the complete and summarized applications were made available to the public on the MPO website. An email was sent July 18 to the MPO's interested parties list to inform them of the project selection process that would be taking place and providing instructions on how to participate.

At their public meeting on July 21 TPC heard public comments on this topic and approved releasing their funding recommendation for 30-day public review July 29–August 28 and recommended a public hearing, which took place at the August 4 MPC meeting. TPC finalized their funding recommendation at the August 18 public meeting.

Public comments received through this process are included as Attachment 4.

Action Recommended: Approve Resolution 2022-07 Programming MPO
Discretionary Federal Funding

Attachments:

- Attachment 1 – Resolution 2022-07
- Attachment 2 – Exhibit A – Funding Recommendation
- Attachment 3 – Compilation of Funding Proposal Summaries
- Attachment 4 – Public Comments

RESOLUTION 2022-07

PROGRAMMING OF FEDERAL DISCRETIONARY FUNDS

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, federal regulations require that transportation projects using several categories of federal funds and projects that are regionally significant for air quality purposes be included in a Metropolitan Transportation Improvement Program (MTIP); and

WHEREAS, 23 CFR §450.326(a) requires that the MTIP be updated every four years and be kept current to reflect decisions regarding the programming of federal funds; and

WHEREAS, the proposed amendments do not affect fiscal constraint of the MTIP; and

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

NOW, THEREFORE, BE IT RESOLVED:

That the Metropolitan Policy Committee approves programming of the Central Lane MPO's discretionary federal funding, as set forth in Exhibit A, attached to and incorporated within this resolution by reference.

PASSED AND APPROVED THIS 6th DAY OF OCTOBER 2022, BY THE METROPOLITAN POLICY COMMITTEE.

ATTEST:

Randy Groves, Chair
Metropolitan Policy Committee

Brendalee Wilson, Executive Director
Lane Council of Governments

**Transportation Planning Committee's Funding Recommendation
CLMPO Call For Projects 2022**

	Requested	Recommend
Request Total (all Applications):	\$40,670,791	\$22,852,460
Delta:	-\$16,929,496	\$888,835
Requests as percent of available funds:	171%	96%

Applicant	Project Name	Requested	Recommend
Coburg	East-West Connector Feasibility Study	\$358,920	\$358,920
Coburg	Coburg Loop Path Phase 4 on N Industrial Way	\$229,159	\$229,159
Coburg	N Coburg Industrial Way Pavement Preservation	\$489,871	\$489,871
Eugene	Bailey Hill Rd and Bertelsen Rd Roundabout	\$1,350,000	\$1,350,000
Eugene	Bertelsen Rd Bridge over Amazon Creek, Seismic Retrofit	\$1,307,250	\$0
Eugene	Coburg Rd: Ferry St Bridge to Crescent Ave Multimodal Plan	\$400,000	\$400,000
Eugene	Division Ave Roundabouts and Street Redesign	\$2,750,000	\$0
Eugene	Franklin Blvd: Alder St to I-5, Construction	\$3,575,000	\$3,575,000
Eugene	Goodpasture Island Rd Bridge Seismic Retrofit	\$2,591,931	\$2,591,931
Eugene	North Delta Rd Shared Use Path	\$947,329	\$0
Eugene	River Rd - Santa Clara Pedestrian & Bicycle Bridge	\$4,000,000	\$200,000
Eugene	SmartTrips New Movers and Mobility Options (2025-2027)	\$600,000	\$600,000
Lane County	30th Ave Active Transportation Corridor Design	\$906,382	\$906,382
Lane County	Airport Rd Pavement Preservation	\$997,797	\$997,797
Lane County	Clear Lake Rd Pavement Preservation	\$2,179,542	\$1,959,542
Lane County	Wilkes Drive: River Rd to River Lp 1, Urban Upgrades	\$1,121,625	\$1,121,625
LTD	EmX Ticket Vending Machines	\$1,615,140	\$1,615,140
LTD	Frequent Transit Network Safety and Amenity Improvements	\$1,000,000	
LTD	Moving Ahead Design Refinement	\$1,500,000	\$1,100,000
Springfield	Franklin Blvd: OR126 – end of City juris. Urban Standards	\$281,895	\$281,895
Springfield	Laura St Urban Standards Expanded Scope	\$1,363,896	\$1,363,896
Springfield	Mohawk Blvd - 19th St to N. of Hwy 126E Resurface	\$1,345,950	\$0
Springfield	S 32nd St & Jasper Rd - S 42nd St to UPRR/Booth Kelly Rd Pav. Pres	\$3,140,550	\$0
Springfield	Transportation System Planning	\$300,000	\$300,000
Springfield	Pedestrian Crossing Enhancements (various locations)	\$1,561,302	\$3,411,302
Springfield	Sidewalk Rehabilitation (various locations)	\$1,345,950	
Springfield	Walking and Biking Network Improvements	\$3,411,302	

PROJECT SUMMARY

Project No. _____

Coburg Loop Path, Phase 4 on N. Industrial Way (City of Coburg)

Project Visual:

See also attached 60% engineered drawing.



Project Description:

This application is for additional funds for a previously funded project to design and construct the fourth segment of the Coburg Loop Path. The project proposes a 10-foot wide hard-surface multi-use path extending from easterly end of the existing bike/ped path from Sarah Lane to the end of N. Industrial Way, creating a connection to Phase 3 of the Coburg Loop Path. This segment will also connect to existing bicycle and pedestrian facilities which begin at Pearl Street and travels north to Sarah Lane Path entrance. The project moved forward to the 60% design phase. Due to the increase in costs of the project, the current funding does not cover the costs of completing the project and additional funding is needed for completion of Phase 4.

Project Quick Facts

Location	N. Coburg Industrial Way, Coburg, OR 97408		
Project Limits (to/from)	On N. Industrial Way from the bike/ped path off Sarah Lane to the terminus of N. Industrial Way at Trail's End Park		
Length in feet	Approximately 2,700 feet	Estimated Project Cost	
Functional Class	N/A	Est. Total Project Cost	\$957,239
Completion/Purchase Year	2024/2025	Federal Funds Requested	\$229,159

Contact Information

Sponsoring Agency	City of Coburg		
Contact Name & Title	Megan Winner, Planner		
Contact e-mail	megan.winner@ci.coburg.or.us	Phone	541.682.7862

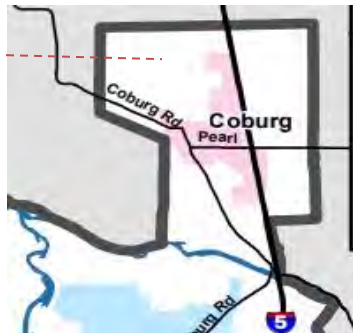
For questions regarding the programming of CLMPO's discretionary federal funds contact Daniel Callister at (541) 666-9571 or dcallister@lcog.org

PROJECT SUMMARY

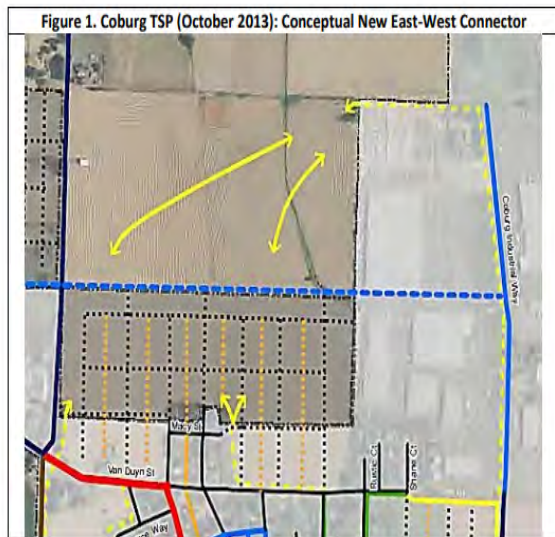
Project No. _____

Freight/Commuter Connector Feasibility Study (Coburg)

Project Visual:



Proposed Study Area



This project is a study to determine the feasibility of a new east-west freight and commuter connection between North Coburg Road and I-5, north of the City of Coburg.
 [This project is listed in the 2045 Regional Transportation Plan (RTP) as a constrained study project (Page 151).]

The mix of heavy truck and commuter traffic originating from outside the City of Coburg (i.e. from Harrisburg, Monroe, Junction City, and beyond) is bound for I-5 but required to pass through the historical downtown of the City of Coburg, particularly through an intersection with a school zone and fire station. This mix of commuter traffic creates safety and mobility issues and conflicts with the City’s objectives of creating a pedestrian and bicycle friendly community. Further, the inefficient routing of freight and commuter traffic negatively impacts the environment with idling motors creating GHG emissions and noise pollution. Additionally, closures of I-5 (e.g. associated with crashes) result in the City downtown streets being used as detour routes. Not only does this create gridlock downtown, the only thru-route blocks access to the Fire Station, preventing emergency vehicle access.

This study would determine the feasibility (and potentially the alignment) of creating a more efficient commuter and freight connection north of the City of Coburg to create a safer and healthier, bicycle and pedestrian friendly, downtown corridor.

Project Quick Facts

Location	North of the City of Coburg, Lane County Jurisdiction, Within Central Lane MPO Boundary		
Project Limits (to/from)			
Length in feet	To be determined	Estimated Project Cost	
Functional Class	To be Determined	Est. Total Project Cost	\$400,000
Completion/Purchase Year	FY 24/25	Federal Funds Requested	\$358,920

Contact Information

Sponsoring Agency	City of Coburg		
Contact Name & Title	Megan Winner		
Contact e-mail	Megan.Winner@ci.coburg.or.us	Phone	541.682.7862

For questions regarding the programming of CLMPO’s discretionary federal funds contact Daniel Callister at (541) 666-9571 or dcallister@lcmo.org

PROJECT SUMMARY

Project No. _____

N Coburg Industrial Way Pavement Preservation (Coburg)

Project Visual:



Project Description:

North Coburg Industrial Way serves as a vital link for many regional needs. The street accesses several service and industrial businesses that serve the entire region. This project is meant to preserve the paving that is in place and enhance spot locations from further break down.

The roadway is deteriorating in some locations more than others and with the type and amount of traffic the street facilitates, the roadway continues to deteriorate. This project is meant to preserve the pavement structure that is in place and repair locations that are further deteriorated from the rest of the roadway.

The project begins about 750 feet north of the intersection of Pearl Street and North Coburg Industrial Way, where North Coburg Industrial Way comes into City of Coburg authority, and continues to its northern terminus, at Trail's End Park, almost ¾ of a mile long.

A majority of the project will be "mill and fill", with a few locations that will be treated with dig outs. The prescribed treatment will be to mill off the top 2 inches of existing asphalt pavement and filling it back with new asphalt pavement for the full width and length of the roadway. Along with a few select locations where the roadway has detreated past the pavement structure into the base rock, these locations will be treated by dig out the damaged pavement and base rock to the subgrade and replace the full pavement structure with new base rock and asphalt pavement.

The project will also include new striping for bike lanes, which have not previously been striped before. This new striping will connect the bike lanes at the intersection of Pearl and North Coburg Industrial way to the north end of North Coburg Industrial Way to businesses, providing employees, residents and customers safer access without relying on motor vehicles. The connection will also extend to the Trail's End Park.

Project Quick Facts

Location	City of Coburg		
Project Limits (to/from)	North Coburg Industrial Way to northern terminus at Trail's End Park		
Length in feet	3,225 feet	Estimated Project Cost	
Functional Class	Collector	Est. Total Project Cost	\$545,938
Completion/Purchase Year	FY2024	Federal Funds Requested	\$489,871

Contact Information

Sponsoring Agency	City of Coburg		
Contact Name & Title	Megan Winner, Planner		
Contact e-mail	megan.winner@ci.coburg.or.us	Phone	541.682.7862

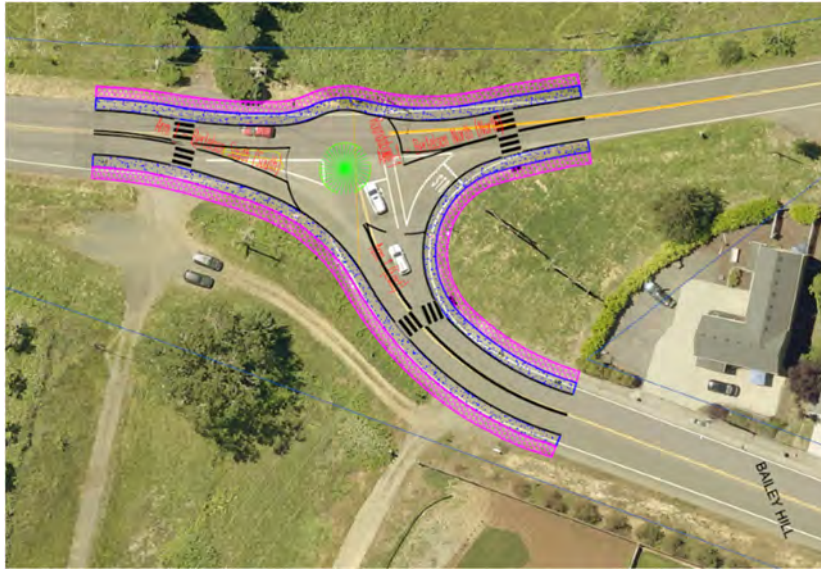
For questions regarding the programming of CLMPO's discretionary federal funds contact Daniel Callister at (541) 666-9571 or dcallister@lcog.org

PROJECT SUMMARY

Project No. _____

Bailey Hill Rd and Bertelsen Rd Roundabout (Eugene)

Project Visual:



Project Description:

This project will construct a roundabout with accompanying bicycle and pedestrian facilities at the intersection of Bailey Hill Road and Bertelsen Road. Currently, this location sees speeding traffic that affects both the safety and comfort of roadway users traveling in and out of Eugene, as well as visitors to Wild Iris Ridge Park.

Since 2007, there have been three severe injury crashes at or very close to this intersection. The roundabout will not only slow vehicle speed directly at this intersection, but also influence the travel speeds of drivers coming into town from more rural areas to the south of this project location. In this sense, the project will serve as a gateway that reduces vehicle speeds prior to entering denser areas of Eugene.

Project Quick Facts

Location	Bailey Hill Road and Bertelsen Road		
Project Limits (to/from)	Intersection		
Length in feet	N/A	Estimated Project Cost	
Functional Class	Minor Arterials	Est. Total Project Cost	\$1,504,514
Completion/Purchase Year	2025	Federal Funds Requested	\$1,350,000

Contact Information

Sponsoring Agency	City of Eugene		
Contact Name & Title	Rob Inerfeld		
Contact e-mail	rinerfeld@eugene-or.gov	Phone	541-682-5343

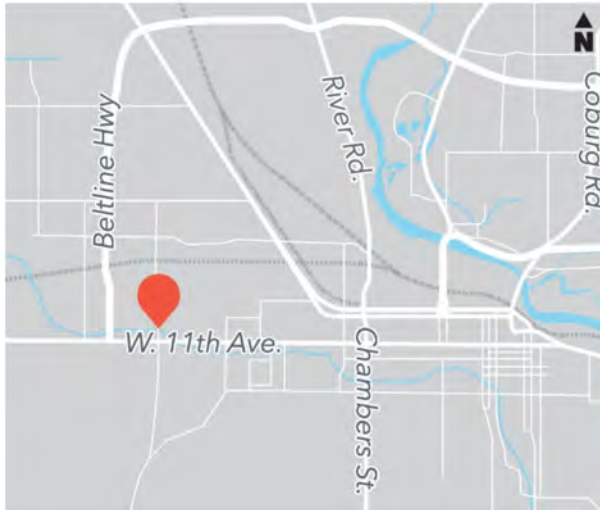
For questions regarding the programming of CLMPO's discretionary federal funds contact Daniel Callister at (541) 666-9571 or dcallister@lcog.org

PROJECT SUMMARY

Project No. _____

Bertelsen Rd bridge over Amazon Creek – Seismic Retrofit (Eugene)

Project Visual:



Project Description:

The Bertelsen Road bridge over Amazon Creek was constructed in 1977. It is a three-span bridge that was recently evaluated for seismic upgrades.

This was one of 31 City bridges reviewed in a seismic vulnerability assessment completed in 2016. In this initial assessment, bridge number 40041, Bertelsen Road bridge over Amazon Creek was identified as having potential seismic strengthening work that could be implemented at a significantly lower cost than the replacement cost.

Because this bridge is on an arterial street, with connectivity, and proximity to emergency routes, it was selected to be part of a project to further evaluate 10 key bridges, resulting in conceptual designs and cost estimates for seismic retrofits.

In 2020, Eugene completed the conceptual design under Key 20914. This project confirmed that the bridge could be retrofitted to withstand seismic loading identified in the *Oregon Resiliency Plan* at a third to half the cost of replacing the bridge. This funding request is for the remaining estimated budget for the engineering, permitting, and construction of the seismic retrofit work for this bridge.

Project Quick Facts

Location	Bertelsen Road over Amazon Creek (BR. 40041)		
Project Limits (to/from)	Bridge over Amazon Creek		
Length in feet	Approx. 87 ft	Estimated Project Cost	
Functional Class	Minor Arterial	Est. Total Project Cost	\$1,456,870
Completion/Purchase Year		Federal Funds Requested	\$1,307,250

Contact Information

Sponsoring Agency	City of Eugene		
Contact Name & Title	Jordan Vesper, Civil Engineer		
Contact e-mail	jvesper@eugene-or.gov	Phone	541-246-0019

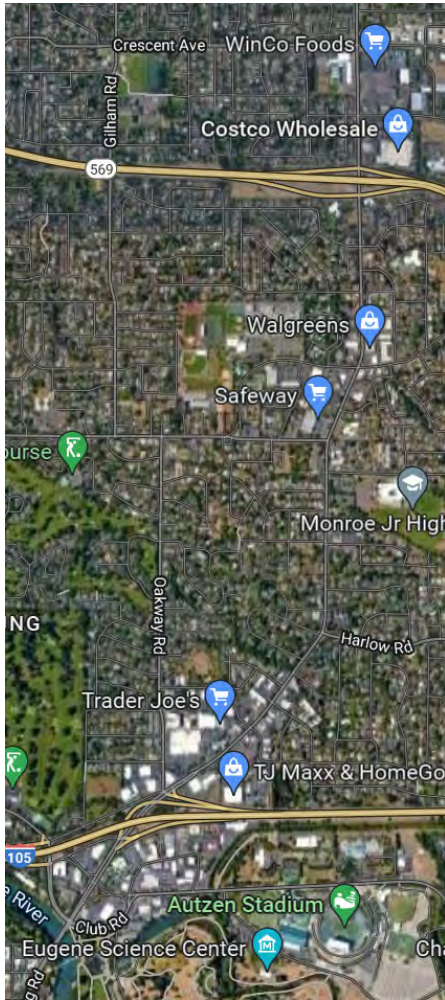
For questions regarding the programming of CLMPO's discretionary federal funds contact Daniel Callister at (541) 666-9571 or dcallister@lcog.org

PROJECT SUMMARY

Project No. _____

Coburg Road: Ferry St Bridge to Crescent Ave. Multimodal Plan (Eugene)

Project Visual:



Project Description:

The Coburg Road Multimodal Plan will review the street design of Coburg Road from the Ferry Street Bridge to Crescent Avenue and develop a design concept for the street to function better for all modes with an emphasis on walking, biking and buses. On the section of Coburg Road from Ferry Street Bridge to Oakway Road, the project will look more closely at how vehicular circulation works. On the southern section of the corridor, the study will also look at the function of side streets such as Southwood Lane and Cedarwood Drive to see if there are changes that could enhance overall vehicular flow while also improving safety for other modes.

The Coburg Road Multimodal Plan will also review and potentially revise the design concepts from the MovingAhead project with an emphasis on the Enhanced Bus concept that was approved by the Eugene City Council, Lane Transit District Board and MPC.

Coburg Road is also a high crash corridor identified in Eugene’s Vision Zero Action Plan. The Coburg Road Multimodal Plan will look for opportunities to make design changes to the street to reduce the likelihood of severe injury and fatal crashes for people walking, biking and traveling in buses and motor vehicles.

There will be a community engagement component to the project that includes residents, businesses and property owners both along Coburg Road and in adjacent neighborhoods.

Project Quick Facts

Location	Coburg Road		
Project Limits (to/from)	Ferry Street Bridge to Crescent Avenue		
Length in feet	2.7 miles	Estimated Project Cost	
Functional Class	Major Arterial	Est. Total Project Cost	\$445,760
Completion/Purchase Year	2024	Federal Funds Requested	\$400,000

Contact Information

Sponsoring Agency	City of Eugene		
Contact Name & Title	Rob Inerfeld, Transportation Planning Manager		
Contact e-mail	rinerfeld@eugene-or.gov	Phone	541-682-5343

For questions regarding the programming of CLMPO’s discretionary federal funds contact Daniel Callister at (541) 666-9571 or dcallister@lcog.org

PROJECT SUMMARY

Project No. _____

Division Ave Roundabouts and Street Redesign (Eugene)

Project Visual:



Project Description:

The Division Avenue Roundabout Project aims to address a concentration of crashes on Division Avenue between River Road and where Division Avenue diverges from Randy Pape Beltline. Many of the crashes were caused by turning vehicles failing to yield to oncoming traffic.

To address documented safety challenges along this segment, the project will include:

- Three roundabouts constructed from permanent materials
- The reduction of travel lanes from two in each direction to one in each direction
- Marked crossings for people walking and biking at all four legs of the three roundabout intersections
- Turn diverters to ensure correct traffic circulation
- Traffic calming from where Division Avenue diverges from Randy Pape Beltline to Lone Oak Way to slow drivers before they enter the series of roundabouts
- Protected bike lanes

Project Quick Facts

Location	Division Avenue		
Project Limits (to/from)	River Road to Division Avenue's Diversion from Randy Pape Beltline		
Length in feet	1,740 ft	Estimated Project Cost	
Functional Class	Major Collector	Est. Total Project Cost	\$3,364,749.80
Completion/Purchase Year	2026	Federal Funds Requested	\$2,750,000

Contact Information

Sponsoring Agency	City of Eugene		
Contact Name & Title	Rob Inerfeld, Transportation Planning Manager		
Contact e-mail	RInerfeld@eugene-or.gov	Phone	541-682-5343

For questions regarding the programming of CLMPO's discretionary federal funds contact Daniel Callister at (541) 666-9571 or dcallister@lcog.org

PROJECT SUMMARY

Project No. _____

Franklin Blvd Alder St to I-5 Construction (Eugene)

Project Visual:



Project Description:

This project will transform an auto-centric state highway into a pleasant, multi-modal urban street that is safe for people walking, biking, riding the bus, driving, or pursuing any other transportation options. Franklin Boulevard is unsafe and unpleasant to walk and bike along and across. The existing condition of Franklin Boulevard does not support the City of Eugene’s land use vision of a vibrant walkable neighborhood with a mix of uses.

The City of Eugene, working with our partners the City of Springfield and Lane Transit District, is currently working on the NEPA phase of the project. The funds being requested will be put towards project construction and put towards a successful federal RAISE grant to expand the first Eugene phase of the project to include the eastern gateway roundabout.

The next stage of the project is anticipated to involve construction activities for the project extent westbound from I-5 to Alder Street. The project activities will include repaving the streets, reducing travel lanes, constructing bike lanes on both sides of the road, constructing a dedicated bus lane, adding roundabouts to key intersections, and reconstructing sidewalks and access ramps to walkways. Several traffic signal upgrades will also take place at select intersections, along with lighting, stormwater facilities, and landscaping.

Project Quick Facts

Location	Franklin Boulevard in Eugene		
Project Limits (to/from)	Franklin Blvd in Eugene from Interstate 5 west to Alder Street		
Length in feet	Approximately 8,000 feet (1.5 miles)	Estimated Project Cost	
Functional Class	Other Principal Arterial (Federal)	Est. Total Project Cost	\$3,983,980
Completion/Purchase Year	2025	Federal Funds Requested	\$3,575,000

Contact Information

Sponsoring Agency	City of Eugene		
Contact Name & Title	Trisha Sharma, Association Transportation Planner		
Contact e-mail	TSharma@eugene-or.gov	Phone	541-682-5343

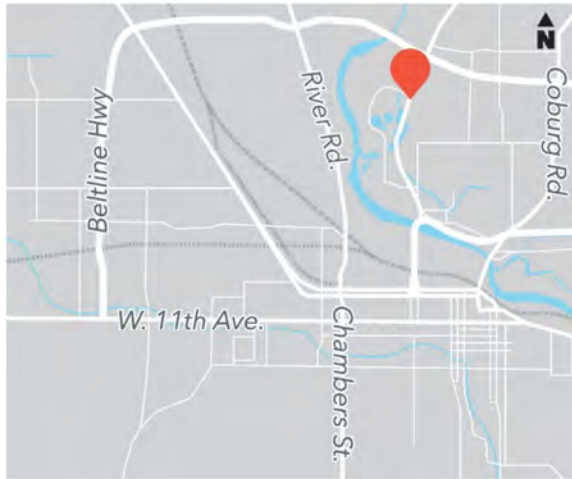
For questions regarding the programming of CLMPO’s discretionary federal funds contact Daniel Callister at (541) 666-9571 or dcallister@lcog.org

PROJECT SUMMARY

Project No. _____

Goodpasture Island Rd Bridge – Seismic Retrofit (Eugene)

Project Visual:



Project Description:

The Goodpasture Island Road bridge over the Delta Highway was constructed in 1964. It is a four span bridge that was recently evaluated for seismic upgrades.

This was one of 31 City bridges reviewed in a seismic vulnerability assessment completed in 2016. In this initial assessment, bridge number 09359, Goodpasture Island Road bridge over Delta Highway was identified as having potential seismic strengthening work that could be implemented at a significantly lower cost than the replacement cost.

Because this bridge is on an arterial street, its connectivity, and proximity to emergency routes, it was selected to be part of a project to further evaluate 10 key bridges, resulting in conceptual designs and cost estimate for seismic retrofits.

In 2020, Eugene completed the conceptual design under Key 20914. This project confirmed that the bridge could be retrofitted to withstand seismic loading identified in the *Oregon Resiliency Plan* at a third to half the cost of replacing the bridge. This funding request is for the remaining estimated budget for the engineering, permitting, and construction of the seismic retrofit work for this bridge.

Project Quick Facts

Location	Goodpasture Island Road over Delta Highway (BR. 09359)		
Project Limits (to/from)	Goodpasture Island Road (Mile Point 0.1 to 0.15)		
Length in feet	Approx. 228 feet	Estimated Project Cost	
Functional Class	Minor Arterial	Est. Total Project Cost	\$2,888,589
Completion/Purchase Year		Federal Funds Requested	\$2,591,931

Contact Information

Sponsoring Agency	City of Eugene		
Contact Name & Title	Jordan Vesper, Civil Engineer		
Contact e-mail	jvesper@eugene-or.gov	Phone	541-246-0019

For questions regarding the programming of CLMPO's discretionary federal funds contact Daniel Callister at (541) 666-9571 or dcallister@lcog.org

PROJECT SUMMARY

Project No. _____

North Delta Rd Shared Use Path (Eugene)

Project Visual:



Map showing extent of North Delta Shared Use Path. Note that the flashing crossing location is not shown.

Project Description:

Problem: The existing active transportation facilities along North Delta Road between Ayres Road and Stapp Drive are not comfortable for all ages and abilities. This segment of road has a 35mph speed limit, standard bike lanes, and an east side sidewalk.

Active transportation facilities north and south of this segment consist of a wider shared use path. The facility “gap” along North Delta Road between Ayers Road and Stapp Drive is a barrier for people wishing to travel between northern residential areas and southern commercial and retail areas, and beyond.

The city’s recent acquisition of a park at the SW corner of Ayers Road and North Delta Road is also expected to generate demand for trips in the area. Ensuring people can comfortably access the park via active modes of transportation is essential.

Proposed solution: The North Delta Shared Use Path project will widen the existing sidewalk on the east side of North Delta Road, connecting to existing shared use path segments and providing a continuous path from the residential area north of Ayres Road to the Riverbank Path System along the Willamette River.

The project will add an additional 5 feet of sidewalk width to the existing 5 foot sidewalk, upgrade overhead lighting, update existing sidewalk corners, and add a flashing crossing of North Delta Highway to provide access to a newly acquired city park at the SW corner of Ayres Road and North Delta Road.

Project Quick Facts

Location	N. Eugene: N. Delta Rd between Ayres Rd and southmost intersection of Stapp Dr		
Project Limits (to/from)	Ayres Road to south most intersection of Stapp Drive		
Length in feet	3,300 feet (approximately)	Estimated Project Cost	
Functional Class	Major Collector	Est. Total Project Cost	\$1,055,755
Completion/Purchase Year	2025	Federal Funds Requested	\$947,329

Contact Information

Sponsoring Agency	City of Eugene		
Contact Name & Title	Catherine Rohan, Associate Transportation Planner		
Contact e-mail	crohan@eugene-or.gov	Phone	(541) 682-8472

For questions regarding the programming of CLMPO’s discretionary federal funds contact Daniel Callister at (541) 666-9571 or dcallister@lcog.org

PROJECT SUMMARY

Project No. _____

River Road-Santa Clara Pedestrian & Bicycle Bridge (Eugene)

Project Visual:



Photo of Delta Ponds bicycle and pedestrian bridge in Eugene. The River Road-Santa Clara pedestrian and bicycle bridge would provide a similar connection over the Randy Papé Beltline, though will likely be a different style of bridge.

Project Description:

Problem: Randy Papé Beltline divides the Santa Clara and River Road neighborhoods in North Eugene. River Road is the only pedestrian and bicycle crossing of the Beltline between the two neighborhoods and the only street connecting Santa Clara, the city’s most northern neighborhood, to the rest of Eugene.

River Road at Beltline has a speed limit of 35 mph and seven lanes of traffic. The crossing has standard bike lanes and sidewalks, but feels uncomfortable to walk and bike along, especially for students traveling to North Eugene High School, which sits just a block south of Beltline. River Road is also identified as a high crash corridor in the City’s Vision Zero Action Plan.

Proposed solution: The River Road-Santa Clara Pedestrian and Bicycle Bridge project will construct a bicycle and pedestrian bridge across the Randy Papé Beltline, connecting the Santa Clara and River Road neighborhoods.

By connecting these two neighborhoods, the project will remove the primary barrier to walking and biking to school for approximately half of all students at North Eugene High School, 4J’s highest need traditional high school. The new bridge will provide a more comfortable route for people walking and biking to and from the Santa Clara neighborhood, connecting people with services and businesses south of Beltline.

Project Quick Facts

Location	North Eugene: Santa Clara and River Road neighborhoods		
Project Limits (to/from)	Ruby Avenue to Sterling Drive		
Length in feet	1,500 feet (approximately)	Estimated Project Cost	
Functional Class	N/A	Est. Total Project Cost	\$12,000,000
Completion/Purchase Year	2026 (estimated)	Federal Funds Requested	\$4,000,000

Contact Information

Sponsoring Agency	City of Eugene		
Contact Name & Title	Catherine Rohan, Associate Transportation Planner		
Contact e-mail	crohan@eugene-or.gov	Phone	(541) 682-8472

For questions regarding the programming of CLMPO’s discretionary federal funds contact Daniel Callister at (541) 666-9571 or dcallister@lcog.org

PROJECT SUMMARY

Project No. _____

SmartTrips: New Movers & Mobility Options (Eugene)

Project Visual:



Project Description:

Eugene's SmartTrips program is a comprehensive approach to reducing drive-alone trips while boosting walking, biking, public transit, and other transportation options. Previously, SmartTrips programs were condensed to specific city regions, and this initiative will broaden those measures into a new focus of the behavior change model.

A new resident, also defined as "new movers" in reference to this project, is someone who has moved within six months of the program launch date and will learn about transportation options available in their new area through this program. With a focus on the "new movers," we will work to enhance people's transportation choices during a crucial time in their lives. When individualized marketing interventions are employed shortly after relocation, they are more likely to impact travel behavior.

Enlightening and rousing people to utilize new "mobility options" that the City is investing in will be another substantial segment of the SmartTrips program. In creating new and better active transportation infrastructure, such as protected bikeways, Safe Routes to School projects, enhanced crossings, and new greenways, this project will be geared towards informing people about the latest and better transportation options available to them.

Project Quick Facts

Location	Eugene		
Project Limits (to/from)			
Length in feet		Estimated Project Cost	
Functional Class		Est. Total Project Cost	\$668,640
Completion/Purchase Year	2027	Federal Funds Requested	\$600,000

Contact Information

Sponsoring Agency	City of Eugene		
Contact Name & Title	Shane Rhodes		
Contact e-mail	SRhodes@eugene-or.gov	Phone	541-682-5094

For questions regarding the programming of CLMPO's discretionary federal funds contact Daniel Callister at (541) 666-9571 or dcallister@lcog.org

PROJECT SUMMARY

Project No. _____

30th Avenue Active Transportation Corridor Design

Project Visual:



30th Avenue has had more bicycle/pedestrian fatalities/serious injuries than any other road under Lane County jurisdiction. The objective of this project is to advance the design concept resulting from the MPO-funded 30th Avenue Active Transportation Plan with preliminary engineering. The planning effort included technical analysis, public involvement, consideration of design alternatives, and selection of a preferred design alternative. The preferred design alternative was selected based on safety priorities. People walking and biking will have a wider space that is separated and buffered from vehicle traffic. Intersections with higher crash rates will be designed to reduce the frequency and severity of crashes.

Funding from this application will advance the design concept through preliminary engineering. This additional design work would enable a determination of needed right-of-way, environmental review and associated permit needs, stormwater management, traffic modeling, wildlife crossings, safety countermeasures, and construction cost estimate.

Design elements include creating a shared-use path on the south side of 30th Avenue, center medians and turning lanes, and intersection improvements that include replacing the T-intersection at 30th Avenue/Elton Schafer Drive with a roundabout. The design details will be focused on the portion of 30th Avenue under Lane County jurisdiction, between Spring Blvd. and Elton Schafer Drive; however, physical connections to Eugene at Agate Street and to ODOT facilities at McVay Highway will be included.

Project Quick Facts

Location	30 th Avenue, Eugene		
Project Limits (to/from)	Agate Street to McVay Highway		
Length in feet	15470.4	Estimated Project Cost	
Functional Class	Minor Arterial	Est. Total Project Cost	\$1,010,121
Completion/Purchase Year	2027	Federal Funds Requested	\$906,382

Contact Information

Sponsoring Agency	Lane County		
Contact Name & Title	Sasha Vartanian, Transportation Planning Supervisor		
Contact e-mail	Sasha.Vartanian@LanecountyOR.gov	Phone	541 682 6598

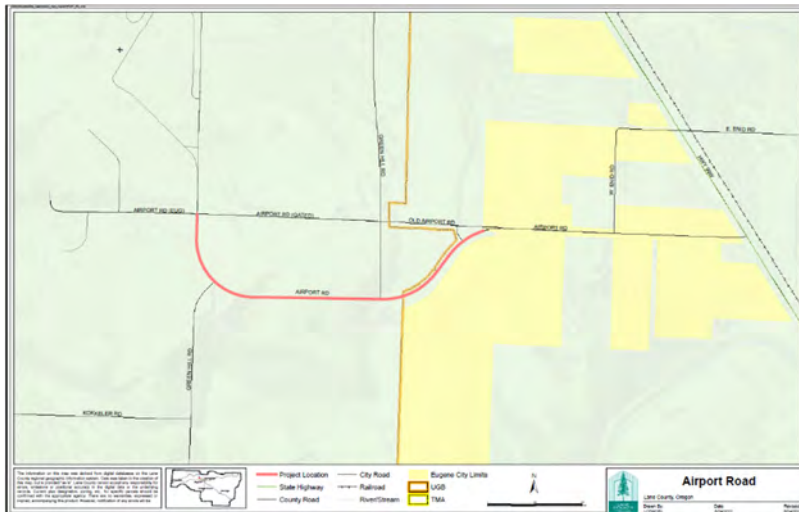
For questions regarding the programming of CLMPO's discretionary federal funds contact Daniel Callister at (541) 666-9571 or dcallister@lcog.org

PROJECT SUMMARY

Project No. _____

Airport Road Pavement Preservation: MP 1.52 to 0.63

Project Visual:



Project Description:

Airport Road is a critical facility that provides the surrounding region access to the Eugene Airport. Traffic loads over time have contributed to the deterioration of the pavement, prompting the need for pavement preservation treatment. Implementing this pavement preservation project will prevent more costly repairs in the future and support Lane County’s Strategic Plan goal to maintain robust infrastructure.

The project corridor intersects with Green Hill Road, a location with a notable crash history. The implementation of this project will also include safety improvements at the Green Hill Road intersection, including the reconfiguration of the Green Hill Road approach; the elimination of the right turn lane; and the addition of a receiving lane. Additional safety countermeasures will be evaluated for inclusion. The intention of these treatments is to reduce crash severity, in alignment with Lane County’s Transportation Safety Action Plan.

Project Quick Facts

Location	Airport Road, Eugene, Oregon		
Project Limits (to/from)	Milepost 1.522 to 0.634		
Length in feet	4,700	Estimated Project Cost	
Functional Class	Minor Arterial	Est. Total Project Cost	\$ 1,112,000
Completion/Purchase Year	2027	Federal Funds Requested	\$997,797

Contact Information

Sponsoring Agency	Lane County		
Contact Name & Title	Sasha Vartanian, Transportation Planning Supervisor		
Contact e-mail	Sasha.Vartanian@LanecountyOR.gov	Phone	541 682 6598

For questions regarding the programming of CLMPO’s discretionary federal funds contact Daniel Callister at (541) 666-9571 or dcallister@lcog.org

PROJECT SUMMARY

Project No. _____

Clear Lake Road Pavement Preservation: MP 0.0-2.75

Project Visual:



Project Description:

Clear Lake Road is an important transportation corridor that provides access between Highway 99 to Territorial Highway and Fern Ridge Lake. Traffic loads over time have contributed to the deterioration of the pavement, prompting the need for pavement preservation treatment. Implementing this pavement preservation project will prevent more costly repairs in the future and support Lane County’s Strategic Plan goal to maintain robust infrastructure.

This project also seeks to improve the intersection of Clear Lake Road and Green Hill Road to address safety and operational issues. The current intersection promotes high speed and fails to accommodate bicycle traffic. Speed treatments and other safety countermeasures will be implemented to address these issues. Additionally, operational upgrades will be made to address maintenance needs, including rehabilitation of existing conduits and junction boxes; and a signal upgrade.

The City of Eugene will provide additional funding to this project in order to build a left-turn pocket for a driveway for the future Golden Gardens sports complex. The driveway will be located on the south side of Clear Lake Road approximately 3,300 feet west of Hwy 99. The city’s contribution will cover engineering, right of way and construction costs related to adding the left-turn pocket.

Project Quick Facts

Location	Clear Lake Road, Eugene, Oregon		
Project Limits (to/from)	Milepost 0 to 2.75		
Length in feet	14,520	Estimated Project Cost	
Functional Class	Milepost 0 – 1.3: Urban Major Collector Milepost 1.3 – 2.75: Rural Major Collector	Est. Total Project Cost	\$2,454,000
Completion/Purchase Year	2027	Federal Funds Requested	\$2,179,542

Contact Information

Sponsoring Agency	Lane County		
Contact Name & Title	Sasha Vartanian, Lane Transportation Planning Supervisor		
Contact e-mail	Sasha.Vartanian@LanecountyOR.gov	Phone	541 682 6598

For questions regarding the programming of CLMPO’s discretionary federal funds contact Daniel Callister at (541) 666-9571 or dcallister@lcog.org

PROJECT SUMMARY

Project No. _____

Wilkes Drive: River Road to River Loop 1

Project Visual:



Project Description:

The intent of this project is to bring Wilkes Drive up to urban standards. The outcome will be to better serve all users of the road and implement pavement preservation treatments to extend the service life of the road. Lane County also foreshadows this project being the conduit of jurisdictional transfer of the road to the City of Eugene.

This road supports a vibrant neighborhood and leads to city parkland that is in the planning process to be developed into the Santa Clara Community Park. Additionally, Wilkes Drive provides access to Madison Middle School.

The current cross-section of the road includes one auto-travel lane in each direction, with shoulders and a separated path that is used by many community members.

Lane County will work closely with the City of Eugene staff in the development of the project to ensure the outcome meets City standards and future construction will lead to jurisdictional transfer. Staff will use an in-depth community engagement process to confirm the appropriate cross section of the road.

Our plan is to have a clearly identified footprint and cross-section at the end of the Planning Phase to facilitate the needed environmental documentation and lead to a successful Design Phase that meets community and City of Eugene expectations. The Design Phase will complete the environmental work and preliminary engineering to ensure the project is ready for construction. Lane County's plan is to request Construction funding in the following STIP cycle as this project will take three years to Plan and Design (which is the current funding cycle length).

Project Quick Facts

Location	Wilkes Drive, Eugene, Oregon		
Project Limits (to/from)	River Road to River Loop 1		
Length in feet	4920ft	Estimated Project Cost	
Functional Class	Urban Major Collector	Est. Total Project Cost	\$1,250,000
Completion/Purchase Year	2028	Federal Funds Requested	\$1,121,625

Contact Information

Sponsoring Agency	Lane County		
Contact Name & Title	Sasha Vartanian, Transportation Planning Supervisor		
Contact e-mail	Sasha.Vartanian@LanecountyOR.gov	Phone	541 682 6598

For questions regarding the programming of CLMPO's discretionary federal funds contact Daniel Callister at (541) 666-9571 or dcallister@lcog.org

PROJECT SUMMARY

Project No. _____

Ticket Vending Machine Replacement

Project Visual:



Project Description:

LTD’s current ticket vending machines (TVMs) will stop receiving vendor support during this funding cycle. More than 12% of LTD riders pay with cash, a high proportion of whom are lower income riders. Ticket vending machines are an essential tool to equitably collect fares off board on EmX buses, which reduces dwell time and overall run times for the EmX. Funds from this project would purchase 70 ticket vending machines and allow LTD staff to deploy them to all existing EmX station platforms.

Project Quick Facts

Location	All EmX Platforms		
Project Limits (to/from)	N/A		
Length in feet	N/A	Estimated Project Cost	
Functional Class	N/A	Est. Total Project Cost	\$1,800,000
Completion/Purchase Year	2025	Federal Funds Requested	\$1,615,140

Contact Information

Sponsoring Agency	Lane Transit District		
Contact Name & Title	Tom Schwetz, Director of Planning and Development		
Contact e-mail	Tom.Schwetz@ltd.org	Phone	541-682-6203

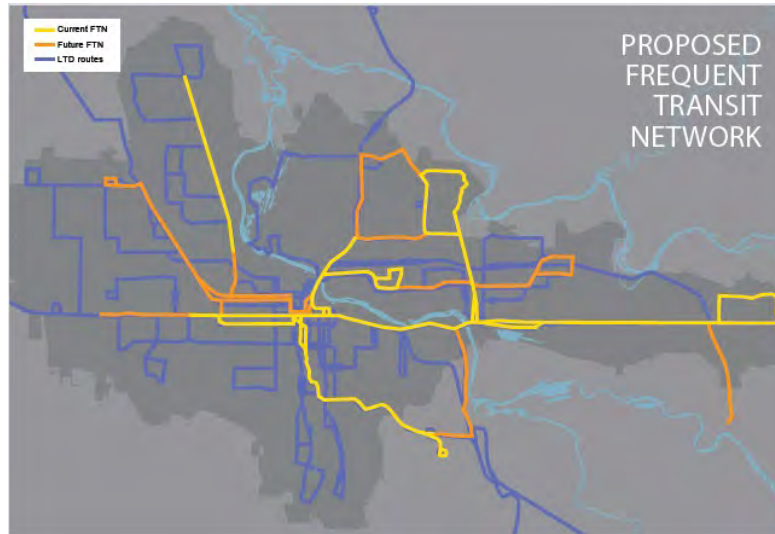
For questions regarding the programming of CLMPO’s discretionary federal funds contact Daniel Callister at (541) 666-9571 or dcallister@lcog.org

PROJECT SUMMARY

Project No. _____

Frequent Transit Network Safety and Amenity Improvements

Project Visual:



Project Description:

LTD will upgrade safety features and passenger amenities along the frequent transit network (FTN). The FTN represents hosts LTD’s highest ridership stops. Investments in amenities will provide an improved passenger experience and increase ridership. There is also a need to invest in safety features along routes and around bus stops. This will improve safety outcomes along major corridors for all users. Investments may include:

- Real time information infrastructure;
- Shelter or station improvements;
- Transit signal priority;
- Wayfinding signage;
- Bicycle lockers;
- ADA improvements;
- Enhanced lighting;
- Other similar types of infrastructure improvement at locations along the FTN that will facilitate connections, improve safety, or allow for strategic investment in the FTN.

Project Quick Facts

Location	Along LTD’s frequent transit network		
Project Limits (to/from)	TBD		
Length in feet	TBD	Estimated Project Cost	
Functional Class	TBD	Est. Total Project Cost	\$1,114,455
Completion/Purchase Year	2025-2027	Federal Funds Requested	\$1,000,000

Contact Information

Sponsoring Agency	Lane Transit District		
Contact Name & Title	Tom Schwetz, Director of Planning and Development		
Contact e-mail	Tom.Schwetz@ltd.org	Phone	541-682-6203

For questions regarding the programming of CLMPO’s discretionary federal funds contact Daniel Callister at (541) 666-9571 or dcallister@lco.org

PROJECT SUMMARY

Project No. _____

MovingAhead

Project Visual:

Corridor Overview



Project Description:

MovingAhead is a partnership between City of Eugene and Lane Transit District to redesign four of Eugene’s major corridors. MovingAhead addresses needs identified in Eugene’s 2035 Transportation System Plan, Climate Action Plan 2.0, Vision Zero Action Plan, and LTD’s Long Range Transit Plan. The project has developed conceptual designs and adopted build alternatives along four of the corridors under evaluation. These are Highway 99 Enhanced Corridor, River Road EmX, Coburg Road Enhanced Corridor, and Martin Luther King Jr., Boulevard Enhanced Corridor. Funding from this application will pay for implementation planning, design refinement, and environmental review along the MovingAhead corridors.

Project Quick Facts

Location	MovingAhead corridors		
Project Limits (to/from)			
Length in feet		Estimated Project Cost	
Functional Class		Est. Total Project Cost	\$2,072,384
Completion/Purchase Year		Federal Funds Requested	\$1,500,000

Contact Information

Sponsoring Agency	Lane Transit District		
Contact Name & Title	Tom Schwetz		
Contact e-mail	Tom.Schwetz@ltd.org	Phone	541-682-6203

For questions regarding the programming of CLMPO’s discretionary federal funds contact Daniel Callister at (541) 666-9571 or dcallister@lcog.org

PROJECT SUMMARY

Project No. _____

OR 225: OR126 – end of City juris. (Springfield)

Project Visual:



Project Description:

This request is to remove local overmatch funds and add federal grant funds to the existing Franklin Blvd (Hwy 225) project.

Franklin Boulevard (Hwy 225) is a primary north-south connection between I-5 and Franklin Blvd. (Hwy 126). Franklin Blvd. (Hwy 225) also connects with Lane Community College and I-5. The City has embarked on this project that will improve connections; provide bike, pedestrian, and storm water facilities, provide a safer facility for all modes, and help make the Glenwood area a vibrant place to live, work, and visit.

To begin this project, a design concept will be developed identifying the right-of-way width, various elements such as bicycle, pedestrian, and stormwater needs, intersection layout and right-of-way envelope, and potential re-alignment of an intersecting street. Once the envelope has been established, the environmental (NEPA) analysis would be completed for the corridor.

This initial step will provide certainty to development along the corridor as development has already begun, Union Pacific for their rail crossing, and utility providers so that public services can be provided in an efficient and cost-effective manner. The larger project will help further implement the Glenwood Refinement Plan and support the City of Springfield’s economic development and transportation safety priorities.

Project Quick Facts

Location	Franklin Blvd (OR 225), Springfield		
Project Limits (to/from)	Franklin Blvd (OR 126) to end of City jurisdiction		
Length in feet	8000 ft	Estimated Project Cost	
Functional Class	Minor Arterial	Est. Total Project Cost	\$800,000
Completion/Purchase Year	2023	Federal Funds Requested	\$281,895

Contact Information

Sponsoring Agency	City of Springfield		
Contact Name & Title	Kristi Krueger, Capital Engineering Manager		
Contact e-mail	kkrueger@springfield-or.gov	Phone	541-726-4584

For questions regarding the programming of CLMPO’s discretionary federal funds contact Daniel Callister at (541) 666-9571 or dcallister@lcog.org

PROJECT SUMMARY

Project No. _____

Laura Street: MP 0.12 to 0.339, Urban Standards (Springfield)

Project Visual:



Project Description:

This request is for funding to complete right of way and construction for the City of Springfield portion of the urban standards project on Laura St. The project is being delivered jointly with Lane County.

Laura Street, between Monta Loma Estates and the southern Oregon Neurology entrance located on Hayden Bridge Way, is under Lane County jurisdiction. The west side of Laura St along Monta Loma Estates and the full street extending south approximately 200 ft is owned by the City of Springfield and needs urban standards upgrades. This urban standards project will 1) create a road that provides safe facilities for all users of the road including those who walk and bike, 2) improve pavement condition and avoid further costly pavement treatments, and 3) facilitate the transfer of the Lane County segment of road from to the City of Springfield. This project addresses the remaining gaps in the walking and biking networks to provide community members with continuous facilities. Improvements that would bring this segment of Laura Street up to urban standards include sidewalks, curbs, stormwater treatment, and bike lanes. The joint delivery of the project will be more efficient and limit construction impacts to one construction period instead of having higher costs and more disruption to the neighborhood by delivering two separate projects in different years.

Earlier in 2022, the MPO approved \$250,000 for design to add the segment of Laura St that City of Springfield owns to this urban standards project. See red to the left.

Project Quick Facts

Location	Laura Street, Springfield		
Project Limits (to/from)	Mile post 0.120 to 0.339		
Length in feet	1,156	Estimated Project Cost	
Functional Class	Urban Major Collector	Est. Total Project Cost	\$1,520,000
Completion/Purchase Year	2024	Federal Funds Requested	\$1,363,896

Contact Information

Sponsoring Agency	City of Springfield		
Contact Name & Title	Kristi Krueger		
Contact e-mail	kkrueger@springfield-or.gov	Phone	541-726-4584

For questions regarding the programming of CLMPO's discretionary federal funds contact Daniel Callister at (541) 666-9571 or dcallister@lcog.org

PROJECT SUMMARY

Project No. _____

Mohawk Blvd: 19th St to N. of Hwy 126E (Springfield)

Project Visual:



Project Description:

This project will reconstruct the roadway surface within the project limits. Without this project, ongoing maintenance issues and higher ongoing operational costs will continue unabated until a future full reconstruct project for the entire Mohawk/Q/19th/Marcola intersection and approaches is funded, designed, and constructed.

This arterial currently serves multifamily neighborhoods, commercial centers, and industrial areas within Springfield. The Marcola Meadows development along the north side of Marcola Rd to the east of this project is adding hundreds of homes. The construction is underway and will continue over the next several years. This segment of road provides a key access to and from the Highway 126 Expressway.

Project Quick Facts

Location	Mohawk Blvd: 19th St to N. of Hwy 126E (Springfield)		
Project Limits (to/from)	South leg of Mohawk/19th/Marcola/Q intersection to north of Hwy 126E interchange		
Length in feet	400 ft	Estimated Project Cost	
Functional Class	Minor Arterial	Est. Total Project Cost	\$1,500,000
Completion/Purchase Year	2026	Federal Funds Requested	\$1,345,950

Contact Information

Sponsoring Agency	City of Springfield		
Contact Name & Title	Sandy Belson, Comprehensive Planning Manager		
Contact e-mail	sbelson@springfield-or.gov	Phone	541-736-7135

For questions regarding the programming of CLMPO's discretionary federal funds contact Daniel Callister at (541) 666-9571 or dcallister@lcog.org

PROJECT SUMMARY

Project No. _____

Pedestrian Crossing Enhancements (Springfield)

Project Visual:



BEFORE



AFTER

Photos from a recent similar rapid flashing beacon project installed near Maple Elementary School



Temporary RRFB at Thurston Rd at 69th St that will be replaced by a permanent crossing with this project

Project Description:

This project will install pedestrian crossing enhancements (i.e. rapid flashing beacons and refuge islands) on Pioneer Parkway East and West at E Street, at street crossings along the EWEB Path, and on Thurston Road at 69th Street. These locations have been discussed with or raised by the Springfield Bicycle and Pedestrian Advisory Committee and are adopted projects in Springfield’s 2035 Transportation System Plan and the Central Lane Regional Transportation Plan.

The Pioneer Parkway locations are timely since the transfer of the street from the Oregon Department of Transportation to the City of Springfield was initiated by the HB2017 Keep Oregon Moving state legislation and was recently completed. This location will help serve both the planned bikeway project along E Street as well as the EmX bus rapid transit stations on both Pioneer Parkway East at E Street and Pioneer Parkway West at F Street. These high traffic volume and speed streets currently make it uncomfortable for community members to easily and safely cross the street.

The EWEB Path crossings will help increase access to Pierce Park, which is currently being constructed by Willamalane in coordination with the Marcola Meadows development on the eastern portion of this regional multi-use path corridor. Students who attend Page Elementary School, Briggs Middle School, and some students who attend Yolanda Elementary School rely on this key route to access their schools safely. Other community members use this corridor for recreation and health as well as to access businesses and services.

The Thurston Road at 69th Street location currently has a temporary, portable rapid flashing beacon. This project will replace it with permanent, ADA-compliant infrastructure. The sidewalk on the north side of the street ends at this location and the posted speed directly to the east of the intersection is 40 MPH.

Project Quick Facts

Location	Springfield		
Project Limits (to/from)	Pioneer Parkway E and W at E St, EWEB Path Crossings, Thurston Rd at 69th St		
Length in feet	N/A	Estimated Project Cost	
Functional Class	Min/ Maj Collectors, Min Arterial	Est. Total Project Cost	\$1,740,000
Completion/Purchase Year	2025	Federal Funds Requested	\$1,561,302

Contact Information

Sponsoring Agency	City of Springfield		
Contact Name & Title	Kristi Krueger, Capital Engineering Manager		
Contact e-mail	kkrueger@springfield-or.gov	Phone	541-726-4584

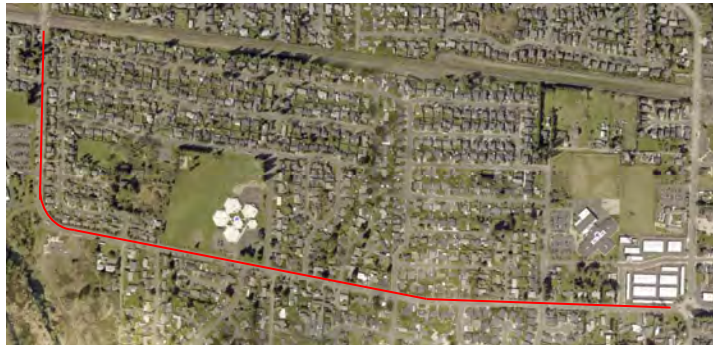
For questions regarding the programming of CLMPO’s discretionary federal funds contact Daniel Callister at (541) 666-9571 or dcallister@lco.org

PROJECT SUMMARY

Project No. _____

S. 32nd St./Jasper Rd. Preservation Project (Springfield)

Project Visual:



Project Description:

Jasper Road and S. 32nd Street in Springfield is a major collector that supports residential neighborhoods in south Springfield, as well as three schools, and access to two parks with trailhead systems that access the Willamette River. These neighborhoods are bordered by Union Pacific Railroad and Jasper Road is the only major collector access to S. 32nd or S. 42nd for motorists, pedestrians, and bicyclists to travel north of the tracks.

Jasper Road and S. 32nd Street are in prime condition for a preservation project. Laboratory testing on the sub surface structure was completed and results show a surface level treatment is adequate to preserve these roads versus a costly full reconstruct.

The project would involve milling of the top 3 inches of asphalt and then paving back. All facilities will be brought to current standards, including making ADA improvements and renewed bike lane striping throughout the project.

By performing a preservation on Jasper Road and S. 32nd Street now, the City will avoid a much more costly reconstruct project in the future.

Project Quick Facts

Location	Jasper road and S. 32 nd street (Springfield)		
Project Limits (to/from)	S. 42 nd Street to UPRR/Booth Kelly Rd.		
Length in feet	6,200 feet	Estimated Project Cost	
Functional Class	Major Collector	Est. Total Project Cost	\$3,500,000
Completion/Purchase Year	2026	Federal Funds Requested	\$3,140,550

Contact Information

Sponsoring Agency	City of Springfield		
Contact Name & Title	Ben Gibson, Surface Operations Manager		
Contact e-mail	bgibson@springfield-or.gov	Phone	541-726-2197

For questions regarding the programming of CLMPO's discretionary federal funds contact Daniel Callister at (541) 666-9571 or dcallister@lco.org

PROJECT SUMMARY

Project No. _____

Sidewalk Rehabilitation (Springfield)

Project Visual:



Project Description:

Sidewalks are an important infrastructure asset in an urban environment that provides a safe place for pedestrians to travel without vehicle conflict by otherwise having to walk in the street. Sidewalks connect neighborhoods to schools, parks, commerce, and medical establishments that are critical for establishing a healthy, happy community.

There is a large backlog of sidewalk damage by street tree uplift affecting pedestrian traffic in Springfield. Depending on the severity of uplift, they can cause significant hazard conditions such as trips and falls causing injury. Additionally, community members confined to wheelchairs or scooters may find some of these areas difficult to navigate or completely impassable.

This project would address construction needs in neighborhoods with the worst sidewalk conditions. Many of these neighborhoods are locations where low to median income people live who are not otherwise able to repair the affected sidewalk on their own. The project would bring damaged sidewalks into ADA compliance so that all community members are able to have access to their destinations. This project could potentially also address non-ADA compliant curb ramps that are abutting damaged sidewalks by upgrading them to current standards.

All areas of reconstruction for sidewalks damaged by street trees will also have an evaluation on the tree. The tree will be evaluated for proper location due to size and determination on the root system so that reconstructed sidewalks are not again impacted in the future. Tree evaluation and potential removal beyond the sidewalk area will be supplemental to this project and not be funded from this project. Root removal in the sidewalk zone for constructing a proper subgrade base will be considered part of the reconstruct by this project.

Project Quick Facts

Location	Various locations throughout Springfield.		
Project Limits (to/from)	Springfield		
Length in feet	N/A	Estimated Project Cost	
Functional Class	Locals, Collectors, and Arterials	Est. Total Project Cost	\$1,500,000
Completion/Purchase Year	2025	Federal Funds Requested	\$1,345,950

Contact Information

Sponsoring Agency	City of Springfield		
Contact Name & Title	Ben Gibson, Surface Operations Manager		
Contact e-mail	bgibson@springfield-or.gov	Phone	541-726-2197

For questions regarding the programming of CLMPO's discretionary federal funds contact Daniel Callister at (541) 666-9571 or dcallister@lcog.org

PROJECT SUMMARY

Project No. _____

Transportation System Planning (Springfield)

Project Visual:



Project Description:

A significant amount of transportation system planning work will need to be completed to serve our community’s changing needs, update plans based on changing contexts, and to comply with state transportation planning requirements. The Springfield 2035 Transportation System Plan (TSP) does not provide the level of detail for many bicycle, pedestrian, and transit projects that would be helpful to seek grant funding for project delivery or to clearly convey to developers the necessary infrastructure improvements. Additional planning work is needed to develop design concepts for many of these projects to prime them for design and construction. While the Springfield Development Code amendments adopted in 2020 implement TSP policies, further amendments are needed to comply with recent changes to the statewide transportation planning rules. The mandated changes to parking are significant and will require community discussion to determine Springfield’s approach.

This work will include updating Springfield’s Transportation System Plan, participating in the completion and adoption of the regional Central Lane Scenario Plan, updating the Springfield Development Code, and changing parking standards and parking management. The next major update to the Transportation System Plan will include more detail for pedestrian and bicycle projects. Updates to the Springfield Engineering Design Standards and Procedures Manual may also be necessary.

While City of Springfield is seeking state funding for mandated work, it is clear that additional resources will be needed to support staff involvement in completing the transportation system planning that needs to be done in the coming years. These funds could help cover project management, creation of work products, and community engagement costs.

Project Quick Facts

Location	Springfield		
Project Limits (to/from)	Springfield		
Length in feet	N/A	Estimated Project Cost	
Functional Class	N/A	Est. Total Project Cost	\$334,337
Completion/Purchase Year	2024	Federal Funds Requested	\$300,000

Contact Information

Sponsoring Agency	City of Springfield		
Contact Name & Title	Sandy Belson, Comprehensive Planning Manager		
Contact e-mail	sbelson@springfield-or.gov	Phone	541-736-7135

For questions regarding the programming of CLMPO’s discretionary federal funds contact Daniel Callister at (541) 666-9571 or dcallister@lco.org

PROJECT SUMMARY

Project No. _____

Walking and Biking Network Improvements (Springfield)

Project Visual:



Temporary RRFB at Thurston Rd at 69th St that will be replaced by a permanent crossing with this project



Sidewalk uplift will be repaired to make Springfield more accessible

Project Description:

This project will install pedestrian crossing enhancements (i.e. rapid flashing beacons and refuge islands) on Pioneer Parkway East and West at E Street, at street crossings along the EWEB Path, and on Thurston Road at 69th Street. These locations have been discussed with or raised by the Springfield Bicycle and Pedestrian Advisory Committee and are adopted projects in Springfield’s 2035 Transportation System Plan and the Central Lane Regional Transportation Plan.

This project will also include sidewalk rehabilitation. Sidewalks are important infrastructure assets in an urban environment that provide safe places for pedestrians to travel without vehicle conflict by otherwise having to walk in the street. Sidewalks connect neighborhoods to schools, commerce, and medical establishments that are critical for establishing a healthy, happy community.

There is a large backlog of sidewalk damage by street tree uplift affecting pedestrian traffic in Springfield. Depending on the severity of uplift, they can cause significant hazard conditions such as trips and falls causing injury. Additionally, community members confined to wheelchairs or scooters may find some of these areas difficult to navigate or completely impassable.

This project would address construction needs in neighborhoods with the worst sidewalk conditions. Many of these neighborhoods are locations where low to median income people live who are not otherwise able to repair the affected sidewalk on their own. The project would bring damaged sidewalks into ADA compliance so that all community members are able to have access to their destinations. This project could potentially also address non-ADA compliant curb ramps that are abutting damaged sidewalks by upgrading them to current standards.

Project Quick Facts

Location	Springfield		
Project Limits (to/from)	Pioneer Parkway E and W at E St, EWEB Path Crossings, Thurston Rd at 69th St for crossings and various locations throughout Springfield for sidewalk repair		
Length in feet	N/A	Estimated Project Cost	
Functional Class	Local, Minor and Major Collectors, and Minor Arterial Streets	Est. Total Project Cost	\$4,359,394
Completion/Purchase Year	2027	Federal Funds Requested	\$3,411,302

Contact Information

Sponsoring Agency	City of Springfield		
Contact Name & Title	Kristi Krueger, Capital Engineering Manager		
Contact e-mail	kkrueger@springfield-or.gov	Phone	541-726-4584

For questions regarding the programming of CLMPO’s discretionary federal funds contact Daniel Callister at (541) 666-9571 or dcallister@lcog.org



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Date: August 28, 2022

From: Better Eugene-Springfield Transportation (BEST)

To: Metropolitan Policy Committee (MPC)

Re: Review of Discretionary Federal Funding Recommendations

Dear Metropolitan Policy Committee members,

Thank you for the opportunity to review the discretionary federal funding staff recommendations.^{1, 2, 3, 4}

In general, we support the staff recommendations.

In preparation for the project selection process, on May 5, 2022, MPC approved eight Regional Primary Funding Considerations^{5, 6} drawn from the 28 objectives⁷ of the recently adopted 2045 Regional Transportation Plan (RTP) and developed an application form to be used for this process.⁸

¹ Cover Memo: Project Proposals & Recommended MPO Funding Package, 7/26/22, https://www.lcog.org/sites/default/files/fileattachments/metropolitan_policy_committee/meeting/32943/3.mpc6_a.covermemo_funding_package_recommendation_2023-2027.pdf.

² Attachment 1: One-Page Funding Application Summaries, https://www.lcog.org/sites/default/files/fileattachments/metropolitan_planning_organization/page/32823/clmpo_application_summaries_compiled_20220725.pdf

See also: Call for Projects, <https://www.lcog.org/thempo/page/call-projects>.

³ Attachment 2: TPC’s Funding Recommendation, 7/22/22, https://www.lcog.org/sites/default/files/fileattachments/metropolitan_planning_organization/page/32823/attachment2_funding_recommendation.pdf.

⁴ Attachment 3: Applications and the Regional Primary Funding Considerations, https://www.lcog.org/sites/default/files/fileattachments/metropolitan_planning_organization/page/32823/attachment3_funding_considerations.pdf.

⁵ Cover Memo: Regional Primary Funding Considerations, 4/26/22, https://www.lcog.org/sites/default/files/fileattachments/metropolitan_policy_committee/meeting/32766/7.mpc6_b.covermemo_regional-primary-funding-considerations.pdf.

⁶ Attachment 1: Recommended Primary Funding Considerations for CLMPO, 4/7/22, https://www.lcog.org/sites/default/files/fileattachments/metropolitan_policy_committee/meeting/32766/8.mpc6_b.attachment1_recommended-primary-funding-considerations.pdf.

⁷ Attachment 2: 2045 RTP Objectives, https://www.lcog.org/sites/default/files/fileattachments/metropolitan_policy_committee/meeting/32766/9.mpc6_b.attachment2_2045-rtp-objectives.pdf.

⁸ Attachment 3: Funding Application for Discretionary Federal Funds, https://www.lcog.org/sites/default/files/fileattachments/metropolitan_policy_committee/meeting/32766/10.mpc6_b.attachment3_clmpo-funding-application-form.pdf.

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

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

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With suggested abbreviations, the eight Regional Primary Funding Considerations are:

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

As we have testified before, we generally support the use of considerations (criteria) for selecting and prioritizing projects for funding. **We specifically support these eight considerations.**

But we observe and see ourselves in practice that each of these eight considerations are open to some interpretation. For this discretionary federal funding process, we understand that applicants themselves were asked to identify up to three considerations that a project advances. **As such, the considerations provide only the most general guidance for what remains a somewhat subjective exercise in professional judgement.**

We note the breakdown of requested and recommended funding by jurisdiction:

Summary of Applications by Jurisdiction

Applicant	Requested	Recommended	# Funded
Coburg	\$1,077,950	\$1,077,950	3 of 3
Eugene	\$17,521,510	\$8,716,931	4+ of 9
Lane County	\$5,205,346	\$4,985,346	3+ of 4
Lane Transit District	\$4,115,140	\$2,715,140	1+ of 3
Springfield	\$12,750,845	\$5,357,093	4 of 8

Below we review each application, for ease of reference bringing together summary information from different documents:

- Comments in black: applications we strongly support.
- Comments in blue: applications for which we seek more information.
- Comments in red: applications for which we question the staff recommendation.

Coburg

\$1,077,950

East-West Connector Feasibility Study

\$358,920

c. Barriers, e. Public Health, h. Gaps

This project is a study to determine the feasibility of a new east-west freight and commuter connection between North Coburg Road and I-5, north of the City of Coburg.

- Yes! This has the potential to redirect trucks and other vehicle traffic from passing through downtown Coburg, which will make it more pleasant to walk and bike there.

Coburg Loop Path Phase 4 on N Industrial Way

\$229,159

c. Barriers, g. Greenhouse Gases, h. Gaps

This application is for additional funds for a previously funded project to design and construct the fourth segment of the Coburg Loop Path.

- Yes! This is an important asset for people who walk, bike, and roll in Coburg.

N Coburg Industrial Way Pavement Preservation

\$489,871

b. System Assets, e. Public Health, h. Gaps

North Coburg Industrial Way serves as a vital link for many regional needs. The street accesses several service and industrial businesses that serve the entire region. This project is meant to preserve the paving that is in place and enhance spot locations from further break down.

- Yes! Good investment. Adds striping for bike lanes, where none currently exist. Adds a connector to the off-street path.

Eugene

\$8,716,931 (\$17,521,510 requested)

Bailey Hill Rd and Bertelsen Rd Roundabout

\$1,350,000

a. Crashes, e. Public Health

This project will construct a roundabout with accompanying bicycle and pedestrian facilities at the intersection of Bailey Hill Road and Bertelsen Road. Currently, this location sees speeding traffic that affects both the safety and comfort of roadway users traveling in and out of Eugene, as well as visitors to Wild Iris Ridge Park.

- Yes! Absolutely fund this.

Bertelsen Rd Bridge over Amazon Creek, Seismic Retrofit

\$0 (\$1,307,250 requested)

b. System Assets, d. Resilience

The Bertelsen Road bridge over Amazon Creek was constructed in 1977. It is a three-span bridge that was recently evaluated for seismic upgrades.

- *Would the retrofit also provide a safe way for people on foot and bike to cross Bertelsen when Amazon Creek floods the Fern Ridge Path underpass? This project appears to not address that condition. As such this crossing is a dangerous, high-speed corridor.*

Coburg Rd: Ferry St Bridge to Crescent Ave Multimodal Plan

\$400,000

a. Crashes, e. Public Health, g. Greenhouse Gases

The Coburg Road Multimodal Plan will review the street design of Coburg Road from the Ferry Street Bridge to Crescent Avenue and develop a design concept for the street to function better for all modes with an emphasis on walking, biking and buses.

- *Yes! Yes! Yes!*

Division Ave Roundabouts and Street Redesign

\$0 (\$2,750,000 requested)

a. Crashes, c. Barriers, e. Public Health

The Division Avenue Roundabout Project aims to address a concentration of crashes on Division Avenue between River Road and where Division Avenue diverges from Randy Pape Beltline.

- *Why isn't this project recommended for funding? This stretch of Division is very hazardous, even deadly. According to LCOG's data portal: 143 crashes, 3 fatality crashes, 5 severe injury crashes, 15 moderate injury crashes.*

Franklin Blvd: Alder St to I-5, Construction

\$3,575,000

a. Crashes, e. Public Health, g. Greenhouse Gases

This project will transform an auto-centric state highway into a pleasant, multi-modal urban street that is safe for people walking, biking, riding the bus, driving, or pursuing any other transportation options.

- *Yes! Yes! Yes!*

Goodpasture Island Rd Bridge Seismic Retrofit

\$2,591,931

b. System Assets, d. Resilience

The Goodpasture Island Road bridge over the Delta Highway was constructed in 1964. It is a four span bridge that was recently evaluated for seismic upgrades.

- **No. This project does not improve conditions for people who walk, bike, or roll. It merely retrofits the bridge. Current conditions are hazardous and unpleasant, and there are numerous points of conflict at the approaches to the bridge. According to LCOG's data portal: 1 fatality crash, 1 severe crash, 4 moderate crashes.**

North Delta Rd Shared Use Path

\$0 (\$947,329 requested)

e. Public Health, f. Active Transportation, h. Gaps

The North Delta Shared Use Path project will widen the existing sidewalk on the east side of North Delta Road, connecting to existing shared use path segments and providing a continuous path from the residential area north of Ayres Road to the Riverbank Path System along the Willamette River.

- **Why is this project zeroed out? This project would help connect a neighborhood with nearby professional, commercial, and recreational areas. There have been relatively few crashes here (only 9 but 3 were moderate severity). Nonetheless with more development taking place in the area, there will be an increase in people traveling. Widening the sidewalk from 5 to 10 feet, making it a multi-use path, would make it a more comfortable space to travel.**

River Rd - Santa Clara Pedestrian & Bicycle Bridge

\$200,000 (\$4,000,000 requested)

e. Public Health, f. Active Transportation, h. Gaps

The River Road-Santa Clara Pedestrian and Bicycle Bridge project will construct a bicycle and pedestrian bridge across the Randy Papé Beltline, connecting the Santa Clara and River Road neighborhoods.

- **Yes! Yes! Yes! Do we understand that this critical project is not recommended for most of the funding as there are other sources anticipated?**

SmartTrips New Movers and Mobility Options (2025-2027)

\$600,000

e. Public Health, f. Active Transportation, g. Greenhouse Gases

Eugene's SmartTrips program is a comprehensive approach to reducing drive-alone trips while boosting walking, biking, public transit, and other transportation options. Previously, SmartTrips programs were condensed to specific city regions, and this initiative will broaden those measures into a new focus of the behavior change model.

- Yes, but only if there are measurable goals that demonstrate its effectiveness of getting people to shift trips from driving to walking, biking, and transit. How effective are programs to get people to use existing infrastructure compared to projects to improve infrastructure?

Lane County

\$4,985,346 (\$5,205,346 requested)

30th Ave Active Transportation Corridor Design

\$906,382

a. Crashes, g. Greenhouse Gases, h. Gaps

30th Avenue has had more bicycle/pedestrian fatalities/serious injuries than any other road under Lane County jurisdiction. The objective of this project is to advance the design concept resulting from the MPO-funded 30th Avenue Active Transportation Plan with preliminary engineering.

- Yes! Yes! Yes!

Airport Rd Pavement Preservation

\$997,797

a. Crashes, b. System Assets

Airport Road is a critical facility that provides the surrounding region access to the Eugene Airport. Traffic loads over time have contributed to the deterioration of the pavement, prompting the need for pavement preservation treatment.

- How does this project align with the eight Regional Primary Funding Considerations?

Clear Lake Rd Pavement Preservation

\$1,959,542 (\$2,179,542 requested)

a. Crashes, b. System Assets

Clear Lake Road is an important transportation corridor that provides access between Highway 99 to Territorial Highway and Fern Ridge Lake. Traffic loads over time have contributed to the deterioration of the pavement, prompting the need for pavement preservation treatment.

- Not sure why this was reduced. This is an important recreational biking route.

Wilkes Drive: River Rd to River Lp 1, Urban Upgrades

\$1,121,625

b. System Assets, c. Barriers, e. Public Health

The intent of this project is to bring Wilkes Drive up to urban standards.

- Yes! This road is an essential connector through the area and would be a Safe Route to School (Madison Middle School) and access to Santa Clara Community Park.

Lane Transit District

\$2,715,140 (\$4,115,140 requested)

EmX Ticket Vending Machine Replacements

\$1,615,140

b. System Assets, c. Barriers

Funds from this project would purchase 70 ticket vending machines and allow LTD staff to deploy them to all existing EmX station platforms.

- How much money is collected through these vending machines now? Will that revenue offset this expense for the duration of the new machines' support life by the vendor? In other words, would it be cheaper to not require fares?

Frequent Transit Network Safety and Amenity Improvements

\$0 (\$1,000,000 requested)

a. Crashes, e. Public Health, f. Active Transportation

LTD will upgrade safety features and passenger amenities along the frequent transit network (FTN).

- Why is this zeroed out? This project is necessary for many reasons.

Moving Ahead Design Refinement

\$1,100,000 (\$1,500,000 requested)

a. Crashes, f. Active Transportation, g. Greenhouse Gases

Funding from this application will pay for implementation planning, design refinement, and environmental review along the MovingAhead corridors.

- Yes!

Springfield

\$5,357,093 (\$12,750,845 requested)

Franklin Blvd: OR126 – end of City juris. Urban Standards

\$281,895

a. Crashes, c. Barriers, e. Public Health

This request is to remove local overmatch funds and add federal grant funds to the existing Franklin Blvd (Hwy 225) project.

- Yes! This is a needed project.

Laura St Urban Standards Expanded Scope

\$1,363,896

c. Barriers, f. Active Transportation, h. Gaps

This request is for funding to complete right of way and construction for the City of Springfield portion of the urban standards project on Laura St.

- Yes! It provides improved bike and pedestrian infrastructure.

Mohawk Blvd - 19th St to N. of Hwy 126E Resurface

\$0 (\$1,345,950 requested)

a. Crashes, b. System Assets, g. Greenhouse Gases

This project will reconstruct the roadway surface within the project limits.

- Keep this zero. The project plan excludes improvements for walking and biking, and focuses only on pavement rehabilitation. Crazy that the engineer specifically cites new home construction and does not include walking and biking in the project.

Pedestrian Crossing Enhancements (various locations)

\$0 (\$1,561,302 requested)

a. Crashes, f. Active Transportation, h. Gaps

This project will install pedestrian crossing enhancements (i.e. rapid flashing beacons and refuge islands) on Pioneer Parkway East and West at E Street, at street crossings along the EWEB Path, and on Thurston Road at 69th Street.

- Yes! Yes! Yes! Why is this project not recommended for funding?

S 32nd St & Jasper Rd - S 42nd St to UPRR/Booth Kelly Rd Pav. Pres

\$0 (\$1,561,302 requested)

b. System Assets, c. Barriers, e. Public Health

The project would involve milling of the top 3 inches of asphalt and then paving back.

- Yes! Yes! Yes! Why is this project not recommended for funding, as it is a good investment and includes work for biking and crossing?

Sidewalk Rehabilitation (various locations)

\$0 (\$1,561,302 requested)

c. Barriers, e. Public Health, h. Gaps

This project would address construction needs in neighborhoods with the worst sidewalk conditions.

- **Yes! Yes! Yes! Why is this project not recommended for funding?**

Transportation System Planning

\$300,000

a. Crashes, c. Barriers, h. Gaps

These funds could help cover project management, creation of work products, and community engagement costs.

- Yes! "The next major update to the Transportation System Plan will include more detail for pedestrian and bicycle projects." Very necessary.

Walking and Biking Network Improvements

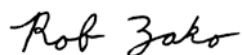
\$3,411,302

a. Crashes, f. Active Transportation, h. Gaps

This project will install pedestrian crossing enhancements (i.e., rapid flashing beacons and refuge islands) on Pioneer Parkway East and West at E Street, at street crossings along the EWEB Path, and on Thurston Road at 69th Street. These locations have been discussed with or raised by the Springfield Bicycle and Pedestrian Advisory Committee and are adopted projects in Springfield's 2035 Transportation System Plan and the Central Lane Regional Transportation Plan.

- Yes! Yes! Yes!

For BEST,



Rob Zako

Executive Director

541-343-5201

rob@best-oregon.org



September 26, 2022

To: Metropolitan Policy Committee
From: Ellen Currier
Subject: Title VI and Environmental Justice Program Plan Update

Action Recommended: Provide input and hold public hearing about Title VI and Environmental Justice Program Plan

Background

As a recipient of state and federal funds, the Central Lane MPO is subject to the provisions of Title VI, including Environmental Justice. Title VI refers to Title VI of the Civil Rights Act of 1964 and the intent of this provision is to eliminate barriers and conditions that prevent minority, low income, and other disadvantaged groups and persons from receiving access, participation and benefits from Federally assisted programs, services and activities.

Any entity that receives federal financial assistance must comply with the provisions of Title VI. Compliance entails ensuring that the methods in which programs or activities are delivered do not deny benefit of, or access to, those programs or activities because of a person's race, color, national origin, and disability, age, gender, or income status.

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

Title VI Plan Update

The Central Lane MPO originally adopted its Title VI Plan in 2009 and updates the plan on a regular basis. The last update was in 2019. The Plan addresses how the MPO is integrating nondiscriminatory practices into transportation planning, public participation, and decision making; and considers opportunities to enhance current efforts.

As stated in the ODOT Title VI Local Agency Guidelines the Central Lane MPO Title VI Plan shall be regularly updated with current demographic information, organizational charts, and any

other updates, as needed. The Central Lane MPO must submit substantive revisions (as noted below) to the ODOT Office of Civil Rights for review and approval.

This update to the MPO's Title VI Plan includes the following substantive revisions (as defined by the ODOT Guidelines):

- Administrative changes in the local agency's Title VI Program Plan administrative structure and staffing
- Update to contracting procedures
- Update of the demographic profile and maps
- Update of the state and federal authorities

The updates to the demographic profile and maps were also added to the MPO's data portal. These data visualizations are available to improve public access to data.

Public Review

With the release of the plan to MPC, the public comment period is open from September 29th-October 31st, 2022. Public comment can be submitted via email, phone, or mail. Directions for this process can be found [here](#).

Action Requested

- Hold Public hearing for the 2022 Title VI and Environmental Justice Plan

Attachments

1. Draft Title VI and Environmental Justice Program Plan

CENTRAL LANE



MPO

Title VI and Environmental Justice Plan

CENTRAL LANE METROPOLITAN
PLANNING ORGANIZATION

October 2022

CENTRAL LANE MPO TITLE VI PLAN

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INTRODUCTION

Lane Council of Governments (LCOG) is a voluntary association of local governments and districts that serves as a forum for developing policies and making decisions about regional growth management, economic, and transportation issues within Lane County, Oregon.

LCOG is composed of three different divisions: Administration and Businesses Services, Government Services, and Senior and Disability Services. Since the latter two divisions contain programs and activities receiving federal financial assistance, all LCOG divisions are subject to the provisions of Title VI of the Civil Rights Act. The primary function of this Title VI Plan is to address Title VI requirements that apply to the Central Lane Metropolitan Planning Organization (MPO), a program area falling under the Government Services division. Requirements and procedures for other programs and activities within LCOG are contained in separate documents, including but not limited to LCOG Human Resources Procedures (Section 4.02 details the Civil Rights Complaint Process) and LCOG Affirmative Action Policy.

LCOG has been designated as the MPO for the Eugene/Springfield urbanized area located in Central Lane County. The Central Lane MPO serves as a forum for cooperative transportation decision-making for the Eugene-Springfield metropolitan area and Coburg. In this role, LCOG is responsible for preparation of the Regional Transportation Plan. As part of this work, LCOG performs several different functions, including:

- Establishing an annual work program for regional transportation planning tasks to be completed within the fiscal year. The [Unified Planning Work Program](#).
- Performing strategic analyses and technical modeling of the transportation system.
- Establishing a fair and impartial setting for regional decision-making that includes federal, state, and local agencies dealing with transportation issues.
- Prioritizing transportation projects and developing a Metropolitan Transportation Improvement Program (MTIP).
- Allocating state and federal funds for both capital and operating needs.
- Preparing financial analysis and project programming.
- Ensuring compliance with state and federal standards; and
- Providing opportunities for public involvement.

Governance, Boards, and Committees

The Central Lane MPO planning area covers the area within the urban growth boundaries of Eugene, Springfield, and Coburg, and a small area of Lane County adjacent to these urban areas (see Figure 1).

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

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

An additional committee the Safe Lane Coalition was created in 2017 to focus programming, education, and planning for safety improvements within the MPO and throughout Lane County.

The MPO is in the process of updating the public participation plan that was last adopted in 2015. This plan update will be completed in 2023 and includes the updated public participation procedures due to the Covid19 pandemic.

Section I NON-DISCRIMINATION AND ENVIRONMENTAL JUSTICE

What is the Title VI of the Civil Rights Act of 1964?

Section 601 of the Civil Rights Act of 1964 prohibits discrimination “on the basis of race, color, or national origin” in any “program or activity receiving federal financial assistance.” Subsequent legislation has extended the protections under Title VI of the Civil Rights Act to prohibit discrimination based on gender, disability, age, and income status. The Civil Rights Restoration Act of 1987 established that Title VI applies to all programs and activities of Federal-aid recipients, sub-recipients and contractors whether those programs and activities are federally funded or not.

What is Environmental Justice?

In 1994, President Clinton issued Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations.” The Executive Order focused attention on Title VI by providing that “each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations.”

A series of orders have been issued by federal agencies requiring the incorporation of environmental justice principles into federal programs and policies. Additional clarifying materials have also been issued. The following materials are applicable to transportation planning issues:

- On October 7, 1999, Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) issued a memorandum to their respective field administrative offices clarifying Title VI requirements in metropolitan and statewide planning. The memorandum identifies a series of actions that can be taken to support Title VI compliance and Environmental Justice goals, improve planning performance, and minimize the potential for subsequent corrective action and complaint.
- In 2011, President Clinton furthered guidance on Title VI to federal agencies and other interested entities by signing Executive Order 13166. The Executive Order requires federal agencies to develop systems to improve access for people with limited English proficiency (LEP).
- On August 4, 2011, the Secretary of Transportation, along with heads of other federal agencies, signed a Memorandum of Understanding on Environmental Justice and Executive Order 12898 confirming the continued importance of identifying and addressing environmental justice.
- In December 2011, FHWA issues the Guidance on Environmental Justice and National Environmental Policy Act (NEPA). This resource advises practitioners on the process to address environmental justice during the NEPA review.

- The FHWA issued an Order on Environmental Justice (FHWA Order 6640.23A) in 2012 to address environmental justice in minority populations and low-income populations.
- In 2012, the United States (U.S.) Department of Transportation (DOT) issued an update (5610.2(a)) to the original Environmental Justice Order (2007) describing actions to address environmental justice in minority populations and low-income populations.
- The FTA issued a Circular in 2012 (FTA 4702.1B) which provides guidance, to recipients of FTA financial assistance, to carry out Title VI regulations. Circular 4702.1B supersedes FTA Circular 4702.1A (2007).
- The Revised DOT Environmental Justice Strategy (March 2012) continues to reflect DOT's commitment to environmental justice principles and to integrating those principles into DOT programs, policies, and activities.

There are three fundamental environmental justice principles:

- To avoid, minimize, or mitigate disproportionately high and adverse human health or environmental effects, including social and economic effects, on minority populations and low-income populations.
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority populations and low-income populations.

Environmental justice must be considered in all phases of planning and focuses on enhanced public involvement and an analysis of the distribution of benefits and impacts.

Environmental justice issues arise most frequently when:

- Some communities get the benefits of improved accessibility, faster trips, and congestion relief, while others experience fewer benefits.
- Some communities suffer disproportionately from transportation programs negative impacts, like air pollution.
- Some communities must pay higher transportation taxes or higher fares than others in relation to the services that they receive; or
- Some communities are less represented than others when policymaking bodies debate and decide what should be done with transportation resources.

Although environmental justice concerns are more frequently raised during project development, Title VI applies equally to the plans, programs, and activities of planning, activities in which the Central Lane MPO are actively involved.

Relationship between Environmental Justice and Title VI

The need to consider environmental justice is embodied in many laws, and regulations, including Title VI of the Civil Rights Act of 1964. The federal actions on environmental justice serve to reaffirm Title VI responsibilities by directing every federal agency to make environmental justice part of its mission by identifying and addressing the effects of all programs, policies, and activities on “minority populations and low-income populations.”

Environmental justice and Title VI concepts, which focus on understanding and properly addressing the unique needs of different socioeconomic groups, are vital components to effective transportation decision-making.

Role of Central Lane MPO

As a recipient of state and federal funds, the Central Lane MPO is subject to the provisions of Title VI, including environmental justice. Based on federal publication #FHWA-EP-00-013, the MPO serve as the primary forum where state DOTs, transit providers, local agencies, and the public develop local transportation plans and programs that address a metropolitan area’s needs. In this role, MPOs can help local public officials understand how Title VI and environmental justice requirements improve planning and decision-making. To certify compliance with Title VI and address environmental justice, MPOs need to:

- Enhance their analytical capabilities to ensure that the long-range transportation plan and the transportation improvement program (TIP) comply with Title VI.
- Identify residential, employment, and transportation patterns of low-income and minority populations so that their needs can be identified and addressed, and the benefits and burdens of transportation investments can be fairly distributed.
- Evaluate and—where necessary—improve their public involvement processes to eliminate participation barriers and engage minority and low-income populations in transportation decision-making.

MPOs act as coordinators of the many agencies involved in transportation planning. The Central Lane MPO creates regional plans that follow federal guidelines for air quality and serve as a check on agency budgets. Regional plans contain projects from the state DOT, local government departments and transit providers. In this role, the MPO programs and distributes federal money to local agency partners for construction and infrastructure projects, data collection, and planning activities.

As the agency responsible for coordinating the regional transportation process, the Central Lane MPO makes sure that all segments of the population have been involved with the planning process. In compiling the projects that make up the regional plan, the Central Lane MPO is responsible for evaluating the impact on proposed transportation investments on population groups that may be traditionally underserved or underrepresented.

It has been Central Lane MPO long-standing policy to actively ensure non-discrimination, and to ensure that transportation planning includes consideration of the unique needs of Title VI protected populations. As a recipient of federal funds, Central Lane MPO has previously certified its commitment to non-discrimination under Title VI of the Civil Rights Act of 1964.

In addition, Central Lane MPO has developed a Public Participation Plan (PPP) that addresses the need to communicate with communities that may be traditionally underserved, such as people with disabilities, children and youth, senior, low-income and racial and ethnic minorities. As part of this effort, the Central Lane MPO maintains distribution lists that include members of communities that may be traditionally underserved.

To adapt and be able to adjust strategies to improve performance, the Central Lane MPO periodically evaluates the response to public involvement techniques, including an analysis of the region's population, income, language performance, ethnic status, and other demographic factors.

Central Lane MPO Title VI and Environmental Justice Goals

The Central Lane MPO is committed to preventing discrimination and to fostering a just and equitable society and recognizes the key role that transportation services provide to the community. The Central Lane MPO establishes the following basic principles to serve as overall objectives in implementing this Title VI program:

- Make transportation decisions that strive to meet the needs of all people.
- Enhance the public involvement process to reach all segments of the population and ensure that all groups have a voice in the transportation planning process, regardless of race, color, national origin, gender, age, disability, and income status.
- Provide the community with opportunities to learn about and improve the quality and usefulness of transportation in their lives.
- Improve data collection, monitoring, and analysis tools that assess the needs of, and analyze the potential impacts of transportation plans and programs on Title VI protected populations.
- Avoid disproportionately high and adverse impacts on Title VI protected populations.
- Comply with the requirements of Title VI and accompanying rules and orders.

The following is a copy of Lane Council of Government's Non-discrimination Policy Statement. This policy covers programs and activities within the Central Lane MPO as well as other divisions within LCOG.

Section II NON-DISCRIMINATION POLICY STATEMENT

In accordance with Title VI of the Civil Rights Act of 1964 and subsequent federal non-discrimination directives such as the Federal-Aid Highway Act of 1973, the Rehabilitation Act of 1973, the Age Discrimination Act of 1975, the Civil Rights Restoration Act of 1987, Americans with Disabilities Act of 1990 (ADA), Executive Order 12898 (Environmental Justice), and Executive Order 13166 (Limited English Proficiency), the Lane Council of Governments (LCOG) 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.

Additionally, under Executive Order 12898 (Environmental Justice) and the subsequent USDOT/FHWA/FTA directives, LCOG, acting in its capacity as the Central Lane Metropolitan Planning Organization (MPO), shall make every effort to identify and address, as appropriate, disproportionately high and adverse human health or environmental effects of the MPO programs, policies, and activities on Title VI protected populations.

LCOG further assures that every effort will be made to ensure non-discrimination in all of its programs and activities, whether those programs and activities are federally funded or not. LCOG is aware that the Civil Rights Restoration Act of 1987 broadened the scope of Title VI coverage by expanding the definition of terms “programs or activities” to include all programs or activities of Federal Aid recipients, sub-recipients, and contractors/consultants, whether such programs and activities are federally assisted or not.

In the event LCOG in its role as the MPO distributes federal aid funds to another governmental entity or subcontractor, LCOG will include Title VI language in all written agreements and will monitor for compliance. LCOG Title VI Coordinator is responsible for initiating and monitoring Title VI activities, preparing required reports, and other LCOG responsibilities as required by Title 23 Code of Federal Regulations (CFR) Part 200, and Title 49 CFR Part 21.

Brenda Wilson, Executive Director

Date

Section III AUTHORITIES

The following contains a compilation of the legal regulations, statutes or orders that together create the legal requirements for non-discrimination within the Central Lane MPO:

- Title VI of the 1964 Civil Rights Act provides that no person in the United States shall, on the grounds of race, color, or national origin be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity receiving federal financial assistance (refer to 23 Code of Federal Regulations (CFR) 200.9 and 49 CFR Part 21). Since the Civil Rights Act was passed, other non-discrimination authorities have expanded the scope and range of Title VI, including the following:
- The Federal Aid Highway Act of 1973 (23 USC 324) prohibits discrimination based upon sex (gender).
- Section 504 of the Rehabilitation Act of 1973 (29 USC 794) and Title II of the American with Disabilities Act (42 USC 12101 et seq. and 49 CFR Parts 27, 37, 38) extended the protections under Title VI of the Civil Rights Act of 1964 to prohibit discrimination based on disability.
- The Age Discrimination Act of 1975 prohibits discrimination based on age (42 USC 6101).
- The Civil Rights Restoration Act of 1987 broadened the scope of Title VI coverage by expanding the definition of the terms “programs or activities” to include all programs or activities of federal aid recipients, sub-recipients, and contractors, whether such programs and activities are federally assisted or not (refer to Public Law 100259 [S. 557] March 22, 1988).
- On October 7, 1999, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) issued a memorandum to their respective field administrative offices clarifying Title VI requirements in metropolitan and statewide planning. The memorandum provides division FHWA and FTA staff a list of proposed review questions to assess Title VI capability and provides guidance in assessing Title VI capability. Failure to be in compliance can lead to a corrective action being issued by FTA and/or FHWA, and failure to address the corrective action can affect continued federal funding.
- Executive Order 12250 (28 CFR Part 41) requires consistent and effective implementation of various laws prohibiting discriminatory practices in programs receiving federal financial assistance, including Title VI of the Civil Rights Act of 1964 (42 United States Code (USC) 2000d et seq.).
- Executive Order 12898 (28 CFR 50) directs federal agencies to evaluate impacts on low-income and minority populations and ensure that there are not disproportionate adverse environmental, social, and economic impacts on communities, specifically minority and low-income populations. This order also

directs federal agencies to provide enhanced public participation where programs may affect such populations.

- Executive Order 13166 is designed to improve access to federally conducted and federally assisted programs and activities for persons who, as a result of national origin, are limited in their English proficiency. The Executive Order requires federal agencies to examine the services they provide, identify any need for services to those with limited English proficiency (LEP), and develop and implement a system to provide those services so LEP persons can have meaningful access to them. To assist federal agencies in carrying out these responsibilities, the U.S. Department of Justice has issued a policy guidance document, “Enforcement of Title VI of the Civil Rights Act of 1964—National Origin Discrimination Against Persons With Limited English Proficiency” (LEP Guidance). This LEP Guidance sets forth the compliance standards that recipients of Federal financial assistance must follow to ensure that their programs and activities normally provided in English are accessible to LEP persons and thus do not discriminate on the basis of national origin in violation of Title VI’s prohibition against national origin discrimination. The U.S. Department of Transportation has issued policy guidance “Concerning Recipients’ Responsibilities to Limited English Proficient (LEP) Persons” (DOT LEP Guidance, Federal Register, vol. 70, no. 239, pp. 74087–74100, December 14, 2005).
- 23 CFR 200 and 49 CFR 21 are administrative regulations from FHWA and FTA that specify requirements for state DOTs to implement Title VI policies and procedures at the state and local levels.
- The U.S. Department of Transportation Planning Assistance and Standards require metropolitan planning organizations (MPOs) to seek out and consider “the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services” (refer to 23 CFR 450.316).
- The U.S. Department of Transportation (U.S. DOT) issued an Order on Environmental Justice (DOT Order 5610.2(a)) which describes the process that the Office of the Secretary and federal agencies will use to incorporate environmental justice principles (as embodied in the Executive Order) into existing programs, policies, and activities. As the U.S. DOT’s response to Executive Order 12898, it generally describes the process for incorporating environmental justice principles into DOT programs, policies and activities. The objective of the Order is to ensure that the interests and well being of minority populations and low-income populations are considered and addressed during transportation decision-making, and to achieve this by working within the existing statutory and regulatory requirements. Like Executive Order 12898, the DOT order does not create a new set of requirements for state and local agencies, but is intended to reinforce considerations already embodied in

existing law, such as NEPA and Title VI. The order states that DOT will not carry out any programs, policies, or activities that will have a disproportionately high and adverse effect on minority populations or low-income populations unless “further mitigation measures or alternatives that would avoid or reduce the disproportionately high and adverse effect are not practicable.”

- In 2012, the U.S. DOT issued Order 6640.23A, which contained policies and procedures for the FHWA to use in complying with Executive Order 12898.
- The FTA issued a Circular in 2012 (FTA 4702.1B), which provides guidance to recipients of FTA financial assistance, including MPOs, to carry out Title VI regulations. Circular 4702.1B supersedes FTA Circular 4702.1A (2007). The Oregon DOT (ODOT) adopted Title VI Implementation Plan (2014), which is updated regularly. This plan can be used as a template for ODOT’s sub-recipients when creating their own plan or a letter can be signed in agreement to follow ODOT’s plan. ODOT has also issued local agency guidelines for Title VI plans to be developed by local agencies.
- The USDOT Title VI Order 1000 12.C was issued in June 2022 and provides policy direction, practices, and standards to Operating Administrations for establishing and maintaining an enforcement program that ensures Title VI compliance. Additionally, the Order delineates the roles and responsibilities of OAs with respect to overseeing and implementing Title VI, as well as the roles and responsibilities of the Departmental Office of Civil Rights (DOCR) and the Office of the General Counsel.
- The Oregon Revised Statutes (ORS) contain a number of provisions addressing non-discrimination contained in ORS Chapter 659A which address non-discrimination in employment practices, public accommodations and real property transactions based upon race, color, religion, sex, sexual orientation, national origin, marital status, age, disability or familial status.
- The City of Eugene has adopted a local ordinance (Eugene City Code 4.613) that addresses non-discrimination in employment practices, city contracts, housing practices, and public accommodation practices. The city’s ordinance addresses non-discrimination based upon race, religion, color, sex, national origin, ethnicity, marital status, familial status, age, sexual orientation, source of income, and disability.
- The City of Springfield has adopted regulations (Chapter 5 of the Springfield Municipal Code) addressing non-discrimination in employment, housing, and places of public accommodation because of race, religion, color, sex, national origin, marital status, familial status, age, or disability.
- Lane County has adopted regulations (Lane Code 6.800) addressing non-discrimination in public accommodations based upon race, religion, color, sex, national origin, marital status or physical handicap.

Additional authorities and citations include: Title VI of the Civil Rights Act of 1964 (42 USC 2000d to 2000-4); 42 USC 4601 to 4655; 23 USC 109(h); 23 USC 324; Department of Transportation Order 1050.2; 20 CFR 50.3; 28 CFR Part 42; 49 CFR Part 21; FTA Circular 4702.1B; and FHWA guidelines in 23 CFR Part 200.

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Section IV TITLE VI DELEGATION CHART

The Executive Director of LCOG is responsible for ensuring the implementation of LCOG overall Title VI program. In addition, the Central Lane MPO, as a special program area within LCOG, shall have a designated Title VI Coordinator who is responsible for ensuring compliance, program monitoring, reporting, and education on Title VI issues within the MPO.

Lane Council of Governments

Executive Director

Brenda Wilson

(541) 682-4395

Central Lane Metropolitan Planning Organization

Program Manager

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Appendix C provides an organization chart of LCOG that outlines the reporting relationship between the Transportation Program and the Executive Director of LCOG.

Section V TITLE VI COORDINATOR/LEAD STAFF

The Title VI Coordinator for the Central Lane MPO is the Program Manager for LCOG Transportation Program and the Central Lane MPO. The Title VI Coordinator and his/her designee are responsible for supervising Title VI implementation, as well as, monitoring and reporting on the Central Lane MPO compliance with Title VI regulations. The Title VI Coordinator or his/her designee overall responsibilities are as follows:

- Ensure full and fair participation by all potentially affected communities in the transportation decision-making process.
- Ensure that no person is denied access to or participation in MPO programs.
- Avoid disproportionately high and adverse impacts on communities, in particular Title VI protected populations.

Additional information on specific actions that the coordinator can take to meet these responsibilities is provided in the sections devoted to General Program Administration, Public Involvement, and Program Development and Planning.

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Section VI DEMOGRAPHIC PROFILE

CENTRAL LANE METROPOLITAN PLANNING ORGANIZATION (MPO)

Demographic Profile of Central MPO Planning Area

The Central Lane MPO is required to consider the impact that projects may have on minority and low-income populations in consideration of environmental justice issues. In addition, the Central Lane MPO evaluates the languages spoken by populations served by the Central Lane MPO in order to ensure that materials are translated, as needed.

In an effort to identify Title VI protected populations, the Central Lane MPO used 2016-2020 American Community Survey (ACS) block group level data, to obtain the majority of the demographic data for this mapping. Unlike the decennial Census, ACS estimates are based on a sample, and each estimate is accompanied by a margin of error (MOE). ACS margins of error are based on a 90-percent confidence level, and confidence bounds can be created by adding or subtracting the MOE from each estimate. For some detailed tabulations, and especially for smaller geographies, MOEs can be quite large relative to the estimate. The statistics used for this report are generated from multiple estimates, each of which has its own MOE. Note that for Block Groups that lie partially within the CLMPO area, ACS estimates were apportioned accordingly, and may not match data found in source tables.

These maps capture the following social and environmental characteristics: minority populations, low-income populations, persons with disabilities, and seniors. This information was used to define potential communities of concern. This environmental justice baseline data analysis has been prepared to begin assessing the needs of, and analyzing the potential impacts on Title VI protected populations, as well as assisting the process of outreach to Title VI protected populations.

In addition, the Central Lane MPO has compiled Census data on the ability to speak English in order to identify the language proficiency of residents within the MPO boundaries.

Household Poverty Concentration

Within the Central Lane MPO, 15.8% percent of all households had an income below the 2020 federal poverty level, also called the “poverty threshold” (this equates to \$26,200 for a family of four). Map 1 of Appendix D shows the distribution of these populations. The block groups with highest percentage of household poverty are generally located in West Eugene, Royal Avenue, Downtown Eugene and Springfield, and south of Springfield Main Street.

Data Sources:

American Community Survey, 2016-2020. Table B17017, Poverty Status in the Past 12 Months by Household Type by Age of Householder:

U.S. Census Bureau, Household Income and Persons Below Poverty:

<https://www.census.gov/topics/income-poverty/poverty.html>

Senior Population Concentration

Within the Central Lane MPO, 17.6% percent of the population was senior. For this analysis “senior” was assumed to consist of persons 65 years and older. Map 2 of Appendix D shows the distribution of these populations. These populations were distributed throughout the Central Lane MPO.

Data Source:

American Community Survey, 2016-2020. Table B01001, Sequence Number 10: Sex By Age

<https://www.census.gov/topics/population.html>

Minority Population Concentration

Within the Central Lane MPO, 20% percent of the population belongs to a minority group. For this analysis, “minority” was defined to be all persons who identified themselves as non-white or Hispanic. Map 3 of Appendix D shows the distribution of these populations overlaid.

Data Source:

American Community Survey, 202016-2020. Table B03002: Hispanic or Latino Origin by Race:

<https://www.census.gov/topics/population/race.html>

Persons with Disabilities Concentration

Within the Central Lane MPO as a whole, 16.7 % percent of the population was identified as disabled. For this analysis, the “disabled” population was defined to be all civilian non-institutionalized persons 5 years and older that identified themselves as disabled. Map 4 of Appendix D shows the distribution of these populations.

Data Source:

American Community Survey, 2019-2020 Table

Persons Who Speak English Less Than “Well”

Respondents who reported that they spoke a language other than English were asked to indicate their ability to speak English in one of the following categories: “Very well,” “Well,” “Not well,” or “Not at all.”

The data on ability to speak English represent the person’s own perception about his or her own ability or, because census questionnaires are usually completed by one household member, the responses may represent the perception of another household member. Respondents were not instructed on how to interpret the response categories.

People who reported that they spoke a language other than English at home, but whose ability to speak English was not reported, were assigned by the Census the English-language ability of a randomly selected person of the same age, Hispanic origin, nativity and year of entry, and language group.

Within the MPO, 2.28 percent of the population reported less than ‘Very Well’ English speaking ability. People who use English as a second language come from a variety of lingual and cultural backgrounds. The Census groups these languages into three primary collectives including ‘Spanish’, ‘Other Indo-European’ language, and ‘Asian and Pacific Island’ languages. There is an additional category for ‘Other’. In both Lane County and the TMA areas, Spanish is the predominant second language to English. Asian and Pacific languages were spoken slightly more than Other Indo-European languages.

Data Source:

Source: 2016-2020 American Community Survey

Household with No Cars

For the Central Lane MPO as a whole, this percentage was 8.51% for the survey period. There are an estimated 7,476 households in the MPO with no vehicles. The majority of these households are located downtown Eugene and Springfield, near the university of Oregon, and in North Eugene near Highway 99 and Meadowview and Highway 99 and Royal Avenue.

Data Source:

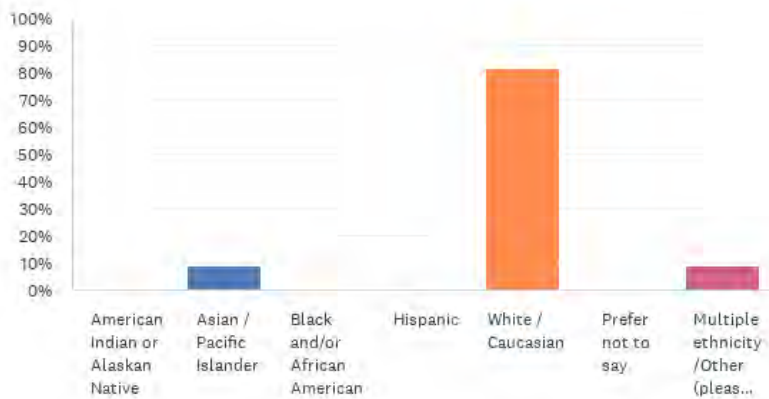
Source: 2016-2020 American Community Survey

Demographic Profile of Central Lane MPO Staff and Policy and Advisory Committees

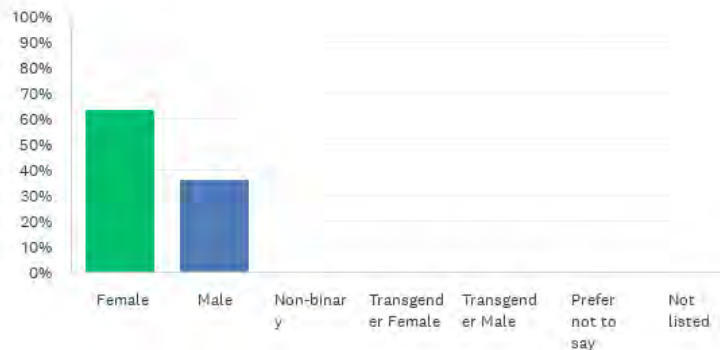
The MPO conducted an anonymous demographic survey to determine the demographic makeup of MPO staff, MPC, and TPC. The complete survey questions are in Appendix E.

The following tables show staffing composition by race, and gender. Eleven Staff members completed the survey.

Q1 Which race/ethnicity best describes you?

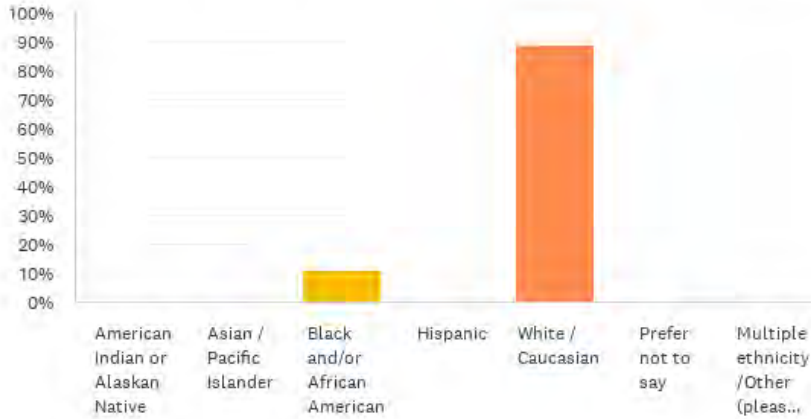


Q2 What is your gender?

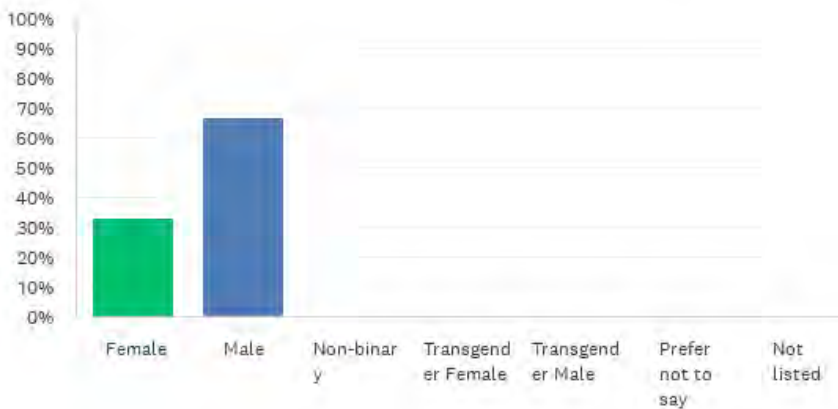


The following tables show Metropolitan Policy Committee by composition by race, and gender. Nine members participated in the survey. A summary of the responses is below.

Q1 Which race/ethnicity best describes you?

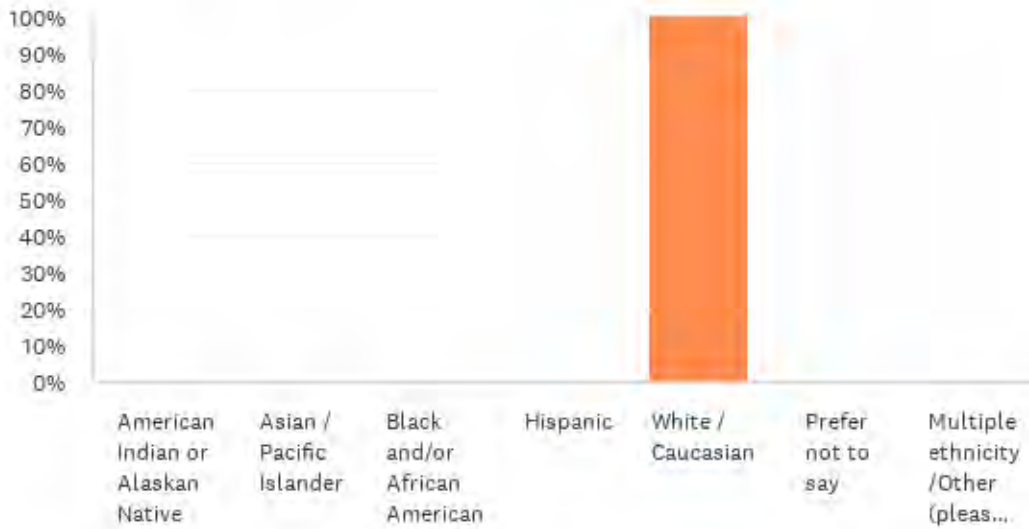


Q2 What is your gender?



The following tables show Transportation Planning Committee by composition by race, and gender. Ten members participated in the survey. A summary of the responses is below.

Q1 Which race/ethnicity best describes you?



Q2 What is your gender?



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Section VII CENTRAL LANE MPO TITLE VI PROGRAM AREAS

The Central Lane MPO is responsible for conducting technical modeling of the transportation system; facilitating the interaction of federal, state, and local agencies dealing with transportation issues; managing the analysis and process for maintaining conformity with federal air quality standards; preparation of financial analysis and project programming; and providing opportunities for public involvement.

As a result, the Central Lane MPO is involved in three different phases of a program: (a) Public Involvement, (b) Program Development and Planning, and (c) Reporting and Compliance. These three areas, together with General Administration, are applicable to Title VI regulations—they are referred to as the Title VI Program Areas and are referred to in the following sections as General Program Administration (which includes reporting and compliance), Public Involvement, and Program Development and Planning.

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Section VIII GENERAL PROGRAM ADMINISTRATION

The following are general Title VI responsibilities of the Central Lane MPO.

Legal/Operational Guidelines

- LCOG Procedures Manual
- LCOG Affirmative Action Policy

Elements of Central Lane MPO General Program Administration

Data Collection Procedures

Data collection is an important aspect of the Central Lane MPO Title VI and environmental justice plan. Collection of demographic information can assist in transportation planning to determine impacts and benefits of potential projects. Checking for environmental justice requires an examination of the distribution of benefits and burdens over time, space, and across various population groups. Demographic information can assist in identifying communities of concern. In addition, data collection can be used to develop outreach strategies and to monitor the effectiveness of outreach processes. Finally, data collection can be used to assess the demographic characteristics of those involved in the planning and decision-making process, including agency staff and policy and advisory committees.

As an initial step toward better integrating environmental justice into its work program, the Central Lane MPO has developed a baseline demographic profile (see Section VI Demographic Profile), which presents key demographic data describing the Central Lane MPO and identified population groups and communities to be considered for subsequent environmental justice analyses and activities.

Complaint Processing

If any individual believes that any program beneficiaries have been subjected to unequal treatment or discrimination based on the grounds of race, color, national origin, disability, age, gender, or income status, that individual may exercise their right to file a complaint with LCOG. Every effort will be made to resolve complaints informally at the Central Lane MPO, or at the sub-recipient or contractor level. See Appendix B for complete complaint processing procedures.

Contracts and Intergovernmental Agreements

The Central Lane MPO executes intergovernmental agreements with MPO partners in association with distribution of federal Surface Transportation Block Group (STP-BG) funds for performance of specific projects or activities. The standard language incorporated into these intergovernmental agreements requires that the partners comply with all applicable federal, state, and local laws, rules, ordinance, and regulations at all times and in the performance of the work. This provision would include the non-discrimination and environmental justice provisions contained under Title VI of the Civil Rights Act and accompanying rules and orders.

Central Lane MPO is certified as a Locally Certified Agency by ODOT. The MPO's certification is specific to Planning Services Projects. The CLMPO follows all contracting guidelines set forth in the certification program. These contracting requirements are consistent with FHWA policies and ensure CLMPO is following federal contracting rules and regulations.

Training Program

The Central Lane MPO will have a procedure for providing training for its employees and subcontractors on Title VI and other civil rights statutes, either by developing and implementing its own training, or participating in trainings provided by ODOT or FHWA. Furthermore, Staff will participate in trainings in effective public involvement, environmental justice, and equity.

Public Dissemination

The Title VI Coordinator is responsible for disseminating Title VI program information to MPO employees, sub-recipients, and beneficiaries, as well as, to the general public. Public dissemination will include the posting of materials on the Central Lane MPO website.

Annual Reports

The Title VI Coordinator is responsible for monitoring and compiling the accomplishment data for ODOT and FHWA to review. ODOT may request an accomplishment report from the Central Lane MPO incorporating all the data collected, Central Lane MPO Non-discrimination Agreement [or Title VI Plan], as well as the MPO work plan and accomplishments.

Strategies for Integrating Title VI Responsibilities into Central Lane MPO General Program Administration

Data Collection Procedures

The following procedures are hereby established for data collection:

- The Central Lane MPO shall continue to update the summary of staffing composition of those involved in MPO activities and plans. The report shall include job classification, race, and gender.
- The Central Lane MPO shall establish a reporting mechanism that includes a member composition for its policy and advisory committees, including the MPC and TPC. The report shall include job classification (if applicable), race, and gender.
- Central Lane MPO staff shall strive to collect demographic information on public participants. This shall be accomplished by summarizing results from comment/feedback forms which request demographic information from participants at public meetings and workshops and public opinion polls. The submittal of demographic information will be voluntary.

- The Central Lane MPO shall continue to maintain a demographic profile of the MPO planning area using the most current and appropriate statistical information available on race, income, and other pertinent data. As new information becomes available, staff shall update the Demographic Profile of the Central Lane MPO planning area in order to provide an up-to-date baseline report documenting populations of concern for environmental justice analysis.
- Staff shall periodically, not to exceed four years, evaluate the public participation program in order to determine whether the outreach plan has been successful in recruiting participation among Title VI protected populations.

Complaint Processing

- The Central Lane MPO complaint procedure is available to the public on the Central Lane MPO [website](#). An information sheet is available for distribution to the public that describes the Central Lane MPO Title VI policy and complaint process.
- The Central Lane MPO shall maintain records of complaints that it receives, as well as materials related to the investigation, final determination, and corrective actions, if any, that have been taken.
- In cases where the complaint is against one of Central Lane MPO sub-recipients of federal funds, the Title VI Coordinator for the Central Lane MPO shall decide whether to assume jurisdiction and investigate and adjudicate the case or whether to forward such complaints to ODOT for prompt investigation. In cases where the Title VI Coordinator does assume the investigation, ODOT may continue to review and monitor these investigations.
- The Central Lane MPO will submit investigated reports to ODOT's Office of Civil Rights no later than 60 calendar days after the complaint was filed. If a sub-recipient is found to not be in compliance with Title VI, LCOG will work with the contracts staff and sub-recipient to resolve the deficiency status and write a remedial action if necessary.
- The Central Lane MPO will also forward Title VI complaints directly against the Central Lane MPO to ODOT's Office of Civil Rights.

Contracts and Intergovernmental Agreements

- As part of intergovernmental agreements or contracts with any sub-contracting entities, the Central Lane MPO will include language that requires compliance with the regulations relative to non-discrimination and environmental justice.
- For those subcontractors that it does use, the Central Lane MPO will monitor and report which contracts have been provided to minorities and women owned firms in the annual report.

Training Program

- Employees and, in particular, Central Lane MPO program area managers will participate in ODOT sponsored Title VI training and other training opportunities that become available. It is intended that training be available that will provide comprehensive information on Title VI provisions, application to program operations, and identification of Title VI issues and resolution of complaints.
- A summary of the training conducted will be reported in the annual update.

Public Dissemination

- The Central Lane MPO has prepared an information [sheet](#) for distribution to the public that describes the Central Lane MPO Title VI program.

Annual Reports

- An annual executive summary will be submitted to the Executive Director and Metropolitan Policy Committee reviewing Title VI accomplishments achieved during the year. The Title VI Coordinator will be responsible for coordination and preparation of the report.
- A Title VI annual report will be submitted to the ODOT Regional Local Agency Liaison by September 30th of each year; the report will then be forwarded on to ODOT's Office of Civil Rights for review and approval. The update will report on accomplishments and changes occurring during the preceding year, and will also include goals and objectives for the following year.

Title VI Coordinator's Responsibilities

The Title VI Coordinator is responsible for evaluating and monitoring compliance with Title VI requirements in all aspects of the agency's administration. As part of this responsibility, the Title VI Coordinator or designee will:

- Ensure all Central Lane MPO program administration is in compliance with Title VI.
- Monitor progress, implementation, and compliance issues.
- Collect data supporting the Central Lane MPO non-discrimination activities that are relevant to the MPO Title VI goals and objectives, including statistical data (e.g., race, color, gender, age, disability, and language proficiency) for use in planning and monitoring.
- Disseminate Title VI program information to MPO employees, sub-recipients, and beneficiaries as well as to the general public.
- Include Title VI language in contracts and intergovernmental agreements.
- For any consultants under direct contract with the Central Lane MPO, monitor and submit annual reports on Disadvantaged Business Enterprise (DBE) participation in the Title VI annual report and update.

- Conduct training programs on Title VI and other related statutes.
- Identify, investigate, and eliminate discrimination when found to exist in connection with Central Lane MPO program areas.
- Process, investigate, and attempt to resolve Title VI complaints regarding Central Lane MPO and its sub-recipients, consultants, or contractors that are received by the Central Lane MPO.
- Prepare a yearly report of Title VI accomplishments and goals. Review the annual Title VI report to determine the effectiveness of the Title VI program and related efforts.

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Section IX PUBLIC PARTICIPATION

The goal of Central Lane MPO’s public participation program is to “establish widespread understanding and support for regional transportation programs through development of an environment in which citizens, agencies, and other interested parties in the metropolitan area are actively involved in meaningful and effective dialogue.” Central Lane MPO is committed to early and continuing public participation in transportation planning, programming, and implementation. In seeking public comment and review, the Central Lane MPO makes a concerted effort to reach all segments of the population, including Title VI protected populations. The Central Lane MPO Public Participation Plan (PPP) also notes that “an effective public involvement process also will ensure that no one group of citizens is adversely affected.”

Legal/Operational Guidelines

- On November 15, 2021, President Biden signed the Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58, also known as the “Bipartisan Infrastructure Law”) into law. The Bipartisan Infrastructure Law provides \$550 billion over fiscal years 2022 through 2026 in new Federal investment in infrastructure, including in roads, bridges, and mass transit, water infrastructure, resilience, and broadband. FHWA is in the process of issuing guidance and regulations to implement legislative changes and new programs.
- Moving Ahead for Progress in the 21st Century (MAP-21) transportation bill enacted by the U.S. Congress in 2012 requires Central Lane MPO to publish, for public review, an annual listing of projects for which federal funds have been obligated (49 USC Chapter 53, Section 5303). This provision is intended to increase the transparency of government spending on transportation projects and strategies in the MPO area to state and local officials and to the public at large. It also helps to ensure that the public will have an accurate understanding of how federal funds are actually being spent on transportation projects. MAP-21 replaced the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).
- Central Lane MPO Public Participation Plan, which describes how the MPO will let the public know about opportunities to get involved with regional transportation planning

Elements of Central Lane MPO Communications and Public Involvement Program

Website—LCOG maintains an extensive website, www.thempo.org, which is updated regularly. The site includes information on the Central Lane MPO responsibilities, programs, key products, meeting calendars, agendas and minutes; contact information for staff; a search function; the Title VI Plan, complaint procedures, and complaint form; and a sign-up form for e-mail notifications.

There is also a “Get Involved” page that provides information and a link to a pamphlet that serves as a citizen’s guide to transportation planning, information on attending meetings, public comment periods, and tips for participating in public hearings, as well as other information.

LCOG consistently reviews the website to identify areas for improvement, including content organization and accessibility and removal of complex terminology in favor of information that is easy to read and designed for a broad audience.

LCOG is also planning to establish a central clearinghouse (titled Keep Us Involved) for information on all public involvement opportunities for transportation-related activities, plans, projects, and programs in this area being conducted by local, state, federal, and MPO entities.

Social Media

The Metropolitan Planning Organization established social media accounts in 2020 to reach more community members.

Facebook <https://www.facebook.com/CentralLaneMPO>

Twitter <https://mobile.twitter.com/centrallanempo>

Publications—Each year, LCOG issues a multitude of publications, reports, and maps as part of the agency’s work program, and responds to and processes a large number of data requests. The information can be accessed by the public through the website.

Press releases—Press releases are routinely sent to approximately 20 media outlets – daily and weekly newspapers, TV stations, and radio stations.

Meetings open to the public – Central Lane MPO board and committee meetings are open to the public. Meetings are organized in ways to encourage opportunities for the public to participate. The MPC and TPC meet monthly at different times (morning, midday, and evening) to maximize attendance. Time for citizen comments is reserved at the start of all meetings. Meeting dates and times are posted well in advance on the agency’s website, as well as mailed to members of the MPO media list. Meetings are televised and webcast by MetroTV. Meetings are currently still being held remotely due to Covid19 pandemic. When held in person, the meeting locations are located in close proximity to transit service, is wheelchair accessible (WCA) and interpretation services can be provided when requested or need is anticipated.

Opportunities for public comment—LCOG provides opportunities for comment on adoption of amendments to transportation plans or programs. Comments are accepted by phone, fax, e-mail, U.S. mail, and in person at any of the meetings. Public comment periods are advertised through e-mail notices, website notices, and newspaper advertisements.

Staff is accessible—Contact information for all staff is provided on the agency’s website, on project fact sheets and brochures, as well as on meeting agendas. Staff attends public meetings and are available to answer questions and take comments.

Mailings—LCOG routinely uses e-mail to keep the public informed of the agency’s programs, public comment periods, meetings, and publications. LCOG maintains an extensive e-mail list, including many community and religious organizations, senior, youth minority, low-income, and other groups.

Events—Events such as workshops, open houses, and forums may be held, is needed.

Strategies for Engaging Title VI Protected Groups

The Central Lane MPO is committed to actively engaging traditionally underrepresented populations, and can use a variety of techniques to design and evaluate public involvement tools, including:

- LCOG will continue to maintain distribution lists which contain community organizations, leaders, and religious organizations that are engaged in issues affecting Title VI protected populations. Community organizations and their leaders are invaluable in building communication between agencies and underrepresented groups. Community groups also provide access to individuals and can serve as forums for participation. Often, community organizations reflect community-wide concerns and can advise an agency on useful strategies for interaction.
- LCOG will send news releases to and place advertisements in minority newspapers and news outlets, as needed, as well as in free publications and other media outlets that may be accessed by Title VI protected population.
- LCOG developed, and will continue to enhance, a new online public engagement platform called LaneVoices, in efforts to expand outreach to the general public through creative and alternative approaches.
- LCOG will evaluate its meeting times and locations to assure opportunities for a broad audience to attend. This would include, but not be limited to, assuring that the locations of public meetings are close to transit lines, and are accessible to the disabled, as well as held in a variety of times to provide the widest opportunity for involvement.
- LCOG will create fact sheets to describe Title VI issues for use on the website and in other outreach. In order to expand notification of the Title VI program, advertisements, public notices, and press releases will include an abbreviated notice of Title VI and the complaint process, as follows: The Central Lane MPO fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations. These provisions require the fair treatment and meaningful involvement of all people—regardless of race, color, national origin, disability,

age, gender, or income status. For more information, or to obtain a Title VI Complaint Form, see <http://www.thempo.org/> or call (541) 682-4405.

- LCOG will annually evaluate the effectiveness of all communications and public involvement efforts and make appropriate adjustments to its public involvement strategy. As part of this effort, LCOG will make efforts to reach out to different parties and determine whether any revisions are needed to assure better outreach.
- LCOG will provide key technical information in formats and at places and times conducive to review by populations that may be traditionally underrepresented or underserved by existing transportation systems. This may include provision of information to sight-impaired persons, non-English speakers, or to persons without extensive formal schooling.

Strategies for Engaging Individuals with Limited English Proficiency (LEP)

The Central Lane MPO has evaluated the language proficiency of residents within the MPO boundary in order to determine whether language operates as an artificial barrier to full and meaningful participation in the transportation planning process.

LCOG has used information from the 2010 Census to determine the extent of the need for translation services of its materials. The results of the analysis showed that 1.48 percent of MPO residents reported that they spoke English either “not well” or “not at all.”

The DOT guidance outlines four factors that should be applied to the various kinds of contacts they have with the public to assess language needs and decide what reasonable steps they should take to ensure meaningful access for LEP persons:

1. The number or proportion of LEP persons eligible to be served or likely to be encountered by a program, activity, or service of the recipient or grantee.
2. The frequency with which LEP individuals come in contact with the program.
3. The nature and importance of the program, activity, or service provided by the recipient to people’s lives.
4. The resources available to the recipient and costs.

Given this four factor analysis, Central Lane MPO need for translation of a broad number of products is limited. Targeted translation is necessary for key public involvement products and Title VI materials, such as for key documents including the Title VI complaint form.

LCOG will maintain a list of staff members who speak a second language. LCOG will also establish a list of nearby court certified Interpreters and businesses that can provide translation services when the need arises. On its website, LCOG will also provide links to the translation service used on the State of Oregon’s website or other suitable service as a means of providing translations of basic information in different languages. In addition, the Central Lane MPO will provide resources to facilitate participation for

those whose primary language is Spanish, including evaluating different key public involvement products and outreach materials for translation.

Title VI Coordinator's Responsibilities

The Title VI Coordinator is responsible for evaluating and monitoring compliance with Title VI requirements in all aspects of the agency's public involvement process. The Title VI Coordinator or designee will:

1. Assess communication and public involvement strategies to ensure adequate participation of impacted Title VI protected populations and address language needs as appropriate.
2. Ensure all communications and public involvement efforts of the MPO comply with Title VI.
3. Develop and distribute information on Title VI and MPO functions and plans to the general public. Provide information in languages other than English, as needed.
4. Disseminate information to individuals and organizations that may represent Title VI protected groups, to help ensure all interest groups in the region are represented in the MPO planning process.
5. Include an abbreviated Title VI notice to the public in press releases, mailings, and on the Central Lane MPO website.
6. Notify affected Title VI protected populations of public hearings regarding proposed actions of the MPO, and make the hearings accessible to all residents. This includes the use of interpreters when requested, or when a strong need for their use has been identified.
7. Design performance measures to evaluate public involvement and participation strategies to ensure adequate participation of impacted Title VI protected populations.

Section X PROGRAM DEVELOPMENT AND PLANNING

The Central Lane MPO is involved in developing long- and short-range transportation plans to provide efficient transportation services to the Eugene/Springfield urbanized area. In this role, the Central Lane MPO is responsible for preparation of the regional transportation plan. As part of this work, the Central Lane MPO performs a number of different planning functions, including:

- Establishing an annual work program for regional transportation planning tasks to be completed.
- Performing strategic analyses and technical modeling of the transportation system.
- Establishing a fair and impartial setting for regional decision-making that includes federal, state, and local agencies dealing with transportation issues.
- Prioritizing transportation projects and developing a Metropolitan Transportation Improvement Program.
- Allocating state and federal funds for both capital and operating needs; and
- Preparing financial analysis and project programming.

The major area of impact by plans and programs is through decisions which identify one or more planned improvements over other options. This consequence may result from procedures and processes that shut a group out of the process, or from the failure to consider the impacts of various transportation system alternatives and programs of projects on one or more identified groups.

Legal/Operational Guidelines

Primary guidance is provided by:

- The Metropolitan Planning Organization (MPO) Regulations 23 CFR 450
- Moving Ahead for Progress in the 21st Century (MAP-21)/ Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58, also known as the “Bipartisan Infrastructure Law”)
- Oregon Transportation Planning Rule

Key Planning and Programming Activities

The following describes some of the key planning and programming activities undertaken by the Central Lane MPO:

Unified Planning Work Program (bi-annual work plan). The Unified Planning Work Program (UPWP) is the Central Lane MPO’s annual transportation planning work program. The UPWP identifies the planning budget and the scope of planning activities that may be undertaken during the program year. The Central Lane MPO develops the UPWP in cooperation with federal, state, and local jurisdictions and transportation providers. This document includes a description

of planning tasks and an estimated budget for each task to be undertaken by the agencies participating in the Central Lane MPO metropolitan planning process. The UPWP also serves as a budgeting reference for planning tasks funded by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) to meet MAP-21 requirements.

Metropolitan Transportation Improvement Program (short-range). The Metropolitan Transportation Improvement Program (MTIP) is a staged multi-year program of transportation improvements to be implemented during a four year period. The MTIP is required by the U.S. Department of Transportation as a prerequisite for federal funding for street, transit, and bike and pedestrian projects. In addition to satisfying federal requirements, the MTIP serves as a comprehensive source for information on all regionally significant transportation related projects planned by local jurisdictions and reflected by the Central Lane MPO.

Regional Transportation Plan (long-range). The Central Lane MPO is required to develop and regularly update a long-range transportation plan for the Central Lane region. This plan must:

- Include a financial plan that demonstrates how the adopted plan can be implemented.
- Not contribute to violations of the National Ambient Air Quality Standards.
- Have at least a twenty-year planning horizon; and
- Be updated every four years.

Transportation Air Quality Conformity. In response to the Clean Air Act, the Environmental Protection Agency has established health-based National Ambient Air Quality Standards (NAAQS). Transportation conformity is a way to ensure that Federal funding and approval goes to those transportation activities that are consistent with the NAAQS. In the Central Lane MPO, air quality conformity must be demonstrated for the pollutant carbon monoxide (CO). The Central Lane MPO must demonstrate conformity for the RTP and the MTIP for CO.

Transportation Options. Transportation demand management (TDM) - or more recently called Transportation Options (TO) in Oregon - is a set of strategies, plans, and programs that influence traveler behavior for the purpose of reducing or redistributing the demand on the transportation system. The primary purpose of TDM/TO is to reduce the number and distance of vehicle trips while providing a wide variety of mobility options. There are many ways the Central Lane MPO contributes to and coordinates regional TDM/TO projects and programs. A primary coordination effort includes a partnership with local agencies to deploy the region's TDM/TO program, which the MPO partially funds annually.

Statewide Transportation Improvement Program (STIP). The Statewide Transportation Improvement Program, known as the STIP, is Oregon’s four-year transportation capital improvement program. It is the document that identifies the funding for, and scheduling of, transportation projects and programs throughout the state. It includes projects on the federal, state, city, and county transportation systems, multimodal projects (highway, passenger rail, freight, public transit, bicycle and pedestrian), and projects in the national parks, national forests, and Indian tribal lands. The MTIP is included in the STIP.

Strategies for Addressing Environmental Justice (EJ) in Planning Efforts

The Central Lane MPO is committed to ensuring that these programs and plans meet the needs of all people to the maximum extent possible and avoid disproportionately high and adverse human health or environmental effects, including social and economic effects, on Title VI protected populations. Though it is recognized that much of the specific evaluation for environmental justice issues will occur at the specific project-level planning phase (which is the responsibility of the project proponent) rather than the overall transportation planning phase, the Central Lane MPO can use a variety of techniques to identify the risk of discrimination so that positive corrective action can be taken and to serve as a building block in subsequent decision-making and analysis. These measures include:

1. The Central Lane MPO will document information used in identifying potential environmental justice issues as part of the Regional Transportation Plan Environmental Coordination effort or similar document. The analysis should include an evaluation and discussion of the following:
 - a. Identification of those areas within the Central Lane MPO that contain higher than average concentrations of socio-economic groups, including low-income and minority populations as covered by the Executive Order on Environmental Justice (EJ) and Title VI provisions, when compared to the Central Lane MPO area as a whole. To aid in this effort, the Central Lane MPO has prepared a demographic profile of the metropolitan planning area using census data to identify any block group with greater than the regional average of minority or low income households (see Appendix D).
 - b. Analysis of any disproportional impacts to different socio-economic groups. This can be done by comparing the plan impacts on the minority, low-income, senior, disabled, and other populations with respect to the impacts on the overall population within the Central Lane MPO. GIS mapping can be used to overlay the locations of the transportation projects upon the EJ neighborhood map so that comparisons could be made between the distributions of projects across the two community types (EJ vs. non-EJ).

- c. Evaluation of mitigation measures that could be considered to address adverse impacts, including avoidance, minimization, and opportunities to enhance communities and neighborhoods.
 - d. Overview of the public participation process and efforts made to ensure that all groups within the MPO have been involved in the decision-making or project information process through an effective and thorough public participation effort.
2. The Central Lane MPO will solicit and consider input from all groups and citizens concerned with, interested in, and/or affected by MPO transportation plans or programs, in particular the needs of those that may traditionally underserved by transportation systems. The previous Public Participation section (Section IX) describes more particularly the steps that will be taken to solicit input.
3. The Central Lane MPO shall document what changes have occurred as a result of public involvement, specifically involvement of Title VI protected populations.
4. The Central Lane MPO will include evaluation criteria that address issues of environmental justice when awarding funds to local agencies for projects to include in the Metropolitan Transportation Improvement Program (MTIP) and Regional Transportation Plan. Potential criteria could include: impact on accessibility and/or travel times to jobs or other activities, transit service provision, and the distribution of transportation funding and activities.
5. In support of this effort, the MPO will work to enhance its analytical capabilities to evaluate the long-range transportation plan and the transportation improvement program impact on Title VI protected populations. Projects could include:
 - a. Using modeling capabilities to evaluate accessibility by travel mode for various trip purposes.
 - b. Evaluating the distribution of transportation projects or funds.
6. The Central Lane MPO will function in its role as a regional coordinator to work with other agencies, if requested, in addressing environmental justice issues that may occur as part of MPO funded project development activities.

Title VI Coordinator's Responsibilities

The Title VI Coordinator is responsible for evaluating and monitoring compliance with Title VI requirements in all aspects of the agency's planning process. As part of this responsibility, the Title VI Coordinator or designee will:

1. Ensure all aspects of the planning and programming process operation comply with Title VI.
2. Solicit and consider input from all groups and citizens concerned with, interested in, and/or affected by MPO transportation plans or programs, in particular the needs of those that may be traditionally underserved by transportation systems.

3. Use information from the Demographic Profile to inform planning decisions and assess the potential for any disproportional impacts to Title VI protected populations.
4. Develop a process for assessing the effects of transportation investments as part of actions on plan and programming documents. This would include:
 - a. Analysis of the population affected by the action,
 - b. Analysis of program impacts on Title VI protected populations, and
 - c. Determination of whether there will be a disproportionately high and adverse impact on Title VI protected populations.
5. Disseminate information to the public on the processes used and findings of the analysis, in accordance with all agency public involvement procedures.
6. Participate in regional coordination efforts to address issues of environmental justice during MPO funded project development activities, as necessary.

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Section XI IMPLEMENTATION STEPS

Strategy	Process	Timing
Data Collection		
Collect statistical data (e.g., race, color, gender, age, disability, and language proficiency) for use in planning and monitoring.	Use available information from the American Community Survey, Census 2020, the latest Population Estimates, and other relevant information.	On-going.
Establish a reporting mechanism that includes a staffing composition (e.g., job classification, race, and gender) of those involved in MPO activities and plans.	Work with Human Resources to integrate into LCOG Affirmative Action Policy (Section G.2). Conduct a survey of Central Lane MPO staff to compare the existing composition with the general population of the MPO planning area.	On-going / currently using annual survey.
Establish a reporting mechanism that includes a member composition (e.g., job classification, race and gender) for the MPC and TPC.	Conduct a survey of Central Lane MPO committee members to compare the existing composition with the general population of the MPO planning area.	On-going / currently using annual survey.
Establish a reporting mechanism that includes information on race, ethnicity, and gender of public participants.	Develop procedures to gauge attendance of public participants, based on meeting format (e.g., include as part of Comment Form or survey, tally based on staff observations, etc.). Develop standard language to be included in Comment Forms.	On-going

Strategy	Process	Timing
Complaint Processing		
Revise Procedures Manual to include complaint process information for Title VI complaints made to the Central Lane MPO.	Work with Human Resources to integrate into LCOG Procedures Manual (Section 4.02).	On-going
Establish log for tracking Title VI complaints.	Work with Central Lane MPO staff to determine appropriate place and format to track any Title VI complaints.	On-going
Contracts and Intergovernmental Agreements		
Revise contract and intergovernmental agreements to include Title VI language.	Work with Fiscal Services to revise contract and intergovernmental agreement language. Initiate discussions with partners engaged in intergovernmental agreements about Title VI issues.	On-going
Monitor and report on consultant contracts.	Identify which contracts have been provided to minorities and women owned firms in the annual report.	On-going
Training		

Strategy	Process	Timing
Conduct training programs on Title VI and other related statutes.	<p>Work with Human Resources to integrate into LCOG Affirmative Action Policy.</p> <p>Coordinate with ODOT's Title VI Officer to identify training opportunities.</p> <p>Investigate potential to co-sponsor FHWA or ODOT-led training seminars.</p> <p>Include costs associated with training in budget.</p>	On-going and as part of budgetary cycle.
Public Dissemination		
Develop Title VI information for dissemination to the general public.	<p>Maintain information sheet describing Central Lane MPO Title VI policy.</p> <p>Create page on Central Lane MPO website for general information as well as information on how to file complaints.</p> <p>Revise standard press release language to include notification about Title VI issues.</p>	On-going
Provide the Title VI complaint procedure on the Central Lane MPO website.	Post complaint form as well as translated version to Central Lane MPO website.	On-going
Translate key materials to engage individuals with Limited English Proficiency.	<p>Identify or develop key summary materials for translation.</p> <p>Work to translate materials into one or more languages.</p> <p>Investigate potential of involving the target community in the review of translated materials to eliminate inappropriate word choice and increase the effectiveness of the messages.</p>	On-going

Strategy	Process	Timing
Revise website to include links to on-line translation software.	Investigate connecting with State's translation software or software used by LCOG Senior and Disability Services Division. Place notice on Central Lane MPO front page about the availability of translation services and contact phone number for more information.	On-going
Evaluation Tools		
Design evaluation criteria to assess long-range transportation plan and the transportation improvement program impacts on Title VI protected populations.	Work with TPC and MPC to design criteria.	On-going
Annual Reports		
Monitor progress, implementation, and compliance issues.	Convene Central Lane MPO staff to discuss progress.	On-going.
Prepare a yearly report of Title VI accomplishments and goals.	Use statewide template for Annual Report. Work with Central Lane MPO staff to determine appropriate place and format to track information to be compiled for annual reports.	On-going.
Public Participation		

Strategy	Process	Timing
<p>Enhance public notices and meetings to broaden participation by Title VI populations.</p>	<p>Review press release distribution lists to determine whether additional media outlets should be added.</p> <p>Review and update Central Lane MPO environmental justice mailing list, as needed. Include elected officials, neighborhood associations, clergy, faith-based groups, minority chambers of commerce, neighborhood business associations, community development corporations, local advocacy groups, and homeowners associations.</p> <p>Evaluate meeting times and locations to assure opportunities for a broad audience to attend.</p> <p>Investigate co-sponsoring events with social service providers in the area and provide interpreters and child care to increase turnout.</p>	<p>On-going</p>
<p>Investigate a range of techniques that more specifically target minority and low-income communities and make it easier for people to express their opinions within the transportation planning process.</p>	<p>Initiate dialogue with environmental justice groups to get their direct input on what types of outreach activities the communities would like to see.</p> <p>Continue to enhance use of announcements or articles in community or ethnic newspapers, flyers at local destinations/activity centers, announcements on local radio stations, and “tabling” at community fairs or events.</p> <p>Consider sending information through schools for children to take home to their parents or developing a class project around the transportation project.</p>	<p>On-going.</p>

Strategy	Process	Timing
Include a person having language translation skills in key public meetings.	Use of on-call interpretation services and/or adapt Senior and Disability Services Division Procedure 6.6 addressing Interpreter Services for Central Lane MPO.	On-going/ as needed.
Program Development and Planning		
Include evaluation criteria that include issues of environmental justice when selecting projects to include in the Metropolitan Transportation Improvement Program (MTIP) and Regional Transportation Plan (RTP).	Place items in work program that devote staff time to assessing and developing environmental justice approaches.	
Assess the regional benefits and burdens of transportation system investments for different socio-economic groups when updating the Metropolitan Transportation Improvement Program (MTIP) and Regional Transportation Plan (RTP).	Develop and apply tests for disproportionate distributions of impacts.	

Section XII GLOSSARY/ACRONYM LIST

Adverse Effects - The totality of significant individual or cumulative human health or environmental effects, including interrelated social and economic *effects*, which may include, but are not limited to: bodily impairment, infirmity, illness or death; air, noise, and water pollution and soil contamination; destruction or disruption of man-made or natural resources; destruction or diminution of aesthetic values; destruction or disruption of community cohesion or a community's economic vitality; destruction or disruption of the availability of public and private facilities and services; vibration; adverse employment effects; displacement of persons, businesses, farms, or nonprofit organizations; increased traffic congestion, isolation, exclusion or separation of minority or low-income individuals within a given community or from the broader community; and the denial of, reduction in, or significant delay in the receipt of, benefits of DOT programs, policies, or activities.

Americans with Disabilities Act (ADA) - Federal civil rights legislation for persons with disabilities, signed into law in 1990, that prohibits discrimination specifically in the areas of employment, public accommodation, public services, telecommunications, and transportation. Transportation requirements include the provision of "comparable paratransit service" that is equivalent to general public fixed-route service for persons who are unable to use regular bus service due to a disability.

Assurances - Every application for U.S. DOT financial assistance must include assurances that the applicant will comply with the U.S. DOT's Title VI regulations.

Certification - Every application by a state agency (e.g., a state DOT) to carry out a program involving continuing federal assistance must include a statement that the program is being carried out in accordance with the Title VI regulations.

Citizens Advisory Committee (CAC) - Representative stakeholders that meet regularly to discuss issues of common concern, such as transportation, and to advise sponsoring agency officials. These groups effectively interact between citizens and their government.

Department of Transportation (DOT) - When used alone, indicates U.S. Department of Transportation. In conjunction with a place name, indicates state, city, or county transportation agency (e.g., Oregon Department of Transportation is ODOT).

Discrimination – Any act or inaction, whether intentional or unintentional, in any program or activity of a Federal aid recipient, sub-recipient, or contractor that results in disparate treatment, disparate impact, or perpetuating the effects of prior discrimination based on race, color, or national origin.

Disparate Impact – Facially neutral policies or practices that have the effect of disproportionately excluding or adversely affecting members of a group protected under Title VI, and the recipient's policy or practice lacks a substantial legitimate

justification.

Disparate Treatment - Actions that result in circumstances where similarly situated persons are treated differently (i.e., less favorably) than others because of their race, color, or national origin.

Disproportionate - Appreciably exceeds or is likely to appreciably exceed those on the general population or other appropriate comparison group.

Disproportionately High and Adverse Effect on Minority and Low-income Populations - An adverse effect that:

- (1) is predominately borne by a minority population and/or a low-income population, or
- (2) will be suffered by the minority population and/or low-income population and is appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the non-minority population and/or non-low-income population.

Environmental Justice (EJ) - Environmental justice assures that services and benefits allow for meaningful participation and are fairly distributed to avoid discrimination.

Environmental Justice Activity - An action taken by DOT, FTA, or a recipient or sub-recipient of FTA funding to identify and address adverse and disproportionate effects of its policies, programs, or activities on minority and/or low-income populations, consistent with Executive Order 12898 and the DOT Order 5610.2 on Environmental Justice.

Federal financial assistance – Includes:

- (1) grants and loans of Federal funds;
- (2) the grant or donation of Federal property and interests in property;
- (3) the detail of Federal personnel;
- (4) the sale and lease of, and the permission to use (on other than a casual or transient basis), Federal property or any interest in such property without consideration or at a nominal consideration, or at a consideration which is reduced for the purpose of assisting the recipient, or in recognition of the public interest to be served by such sale or lease to the recipient; and
- (5) any Federal agreement, arrangement, or other contract that has as one of its purposes the provision of assistance.

Federal Highway Administration (FHWA) - A branch of the US Department of Transportation that administers the federal-aid Highway Program, providing financial assistance to states to construct and improve highways, urban and rural roads, and bridges. The FHWA also administers the Federal Lands Highway Program,

including survey, design, and construction of forest highway system roads, parkways and park roads, Indian reservation roads, defense access roads, and other Federal lands roads.

Federal Transit Administration (FTA) - A branch of the US Department of Transportation that is the principal source of federal financial assistance to America's communities for planning, development, and improvement of public or mass transportation systems. FTA provides leadership, technical assistance, and financial resources for safe, technologically advanced public transportation to enhance mobility and accessibility, to improve the Nation's communities and natural environment, and to strengthen the national economy.

Geographic Information System (GIS) - Computerized data management system designed to capture, store, retrieve, analyze, and display geographically referenced information.

Lane Council of Governments (LCOG) - LCOG is a voluntary association of local governments in Lane County, Oregon. Dedicated to solving area-wide problems, LCOG helps area cities, Lane County, educational districts, and special-purpose districts reach their common goals. LCOG serves as the MPO for Central Lane County as designated by the Governor in 1974.

Limited English Proficient (LEP) Persons - Persons for whom English is not their primary language and who have a limited ability to speak, understand, read, or write English. It includes people who reported to the U.S. Census that they do not speak English well or do not speak English at all.

Low-Income - A low-income person is a person with a household income at or below the Federal Department of Health and Human Services poverty guidelines.

Low-Income Populations - A low-income population means any readily identifiable group of low-income persons who live in geographic proximity, and, if circumstances warrant, geographically dispersed/transient persons (such as migrant workers or Native Americans) who would be similarly affected by a proposed FHWA program, policy, or activity.

Moving Ahead for Progress in the 21st Century (MAP-21) - Moving Ahead for Progress in the 21st Century Act (MAP-21) was signed into law by President Obama in 2012 and is the first long-term highway authorization enacted since 2005.

Metropolitan Policy Committee (MPC) - An intergovernmental policy group that comprises representatives from Eugene and Springfield Council, Coburg, Lane County Board of Commissioners, the Lane Transit District Board of Directors, and the Oregon Department of Transportation. MPC has been delegated certain responsibilities by the Lane Council of Governments Board of Directors to provide policy guidance on the transportation planning process in the Metro area.

Metropolitan Planning Organization (MPO) – A federally designated regional policy body, required in urbanized areas with populations over 50,000, and designated by

local officials and the governor of the state. Responsible in cooperation with the state and other transportation providers for carrying out the metropolitan transportation planning requirements of federal highway and transit legislation. Lane Council of Governments serves as the MPO in the central Lane area as designated by the Governor in 1974. An MPO does not have land use authority.

Minority - A minority is any individual who is an American Indian or Alaskan Native; Asian or Pacific Islander; Black, not of Hispanic origin; and Hispanic.

Minority Population - A minority population means any readily identifiable groups of minority persons who live in geographic proximity, and if circumstances warrant, geographically dispersed/transient persons (such as migrant workers or Native Americans) who will be similarly affected by a proposed FHWA program, policy, or activity.

Mitigation - To avoid, minimize, rectify, or reduce an impact, and in some cases, to compensate for an impact.

National Origin - The particular nation in which a person was born, or where the person's parents or ancestors were born.

Oregon Department of Transportation (ODOT) - The State agency that manages the highway system within Oregon. ODOT's mission is to provide a safe, efficient transportation system that supports economic opportunity and livable communities for Oregonians. ODOT is the administrative agency that responds to policy set by the Oregon Transportation Commission (OTC).

Project Development - The phase a proposed project undergoes once it has been through the planning process. The project development phase includes a more detailed analysis of a proposed project's social, economic, and environmental impacts and various project alternatives. What comes from the project development phase is a decision reached through negotiation among all affected parties, including the public. After a proposal has successfully passed the project development phase, it may move to preliminary engineering, design, and construction.

Public Meeting - A formal or informal event designed for a specific issue or community group where information is presented and input from community residents is received

Public Participation - The active and meaningful involvement of the public in the development of transportation plans and programs.

Recipient - Any State, political subdivision, instrumentality, or any public or private agency, institution, department or other organizational unit receiving financial assistance from the Federal government.

Regional Transportation Plan (RTP) - A document resulting from regional or statewide collaboration and consensus on a region or state's transportation system, and serving as the defining vision for the region's or state's transportation systems and services. In metropolitan areas, the plan indicates all of the transportation

improvements scheduled for funding over a minimum of the next 20 years.

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) - Bill that governs United States federal surface transportation spending.

Sub-recipient - Any entity that receives Federal financial assistance as a pass-through from another entity.

Title VI - Title VI of the Civil Rights Act of 1964. Prohibits discrimination in any program receiving federal assistance.

Title VI Protected Populations – A population specifically identified in Title VI and related statutes, including race, color, national origin, disability, age, gender, or income status.

Transportation Improvement Program (TIP) - A staged, multiyear (four to five years) listing of surface transportation projects proposed for federal, state, and local funding within a metropolitan area. MPOs are required to prepare a TIP as a short-range programming document to complement its long-range transportation plan. TIPs contain projects with committed or reasonably certain funds. Also known as a Metropolitan Transportation Improvement Program (MTIP) in MPO areas.

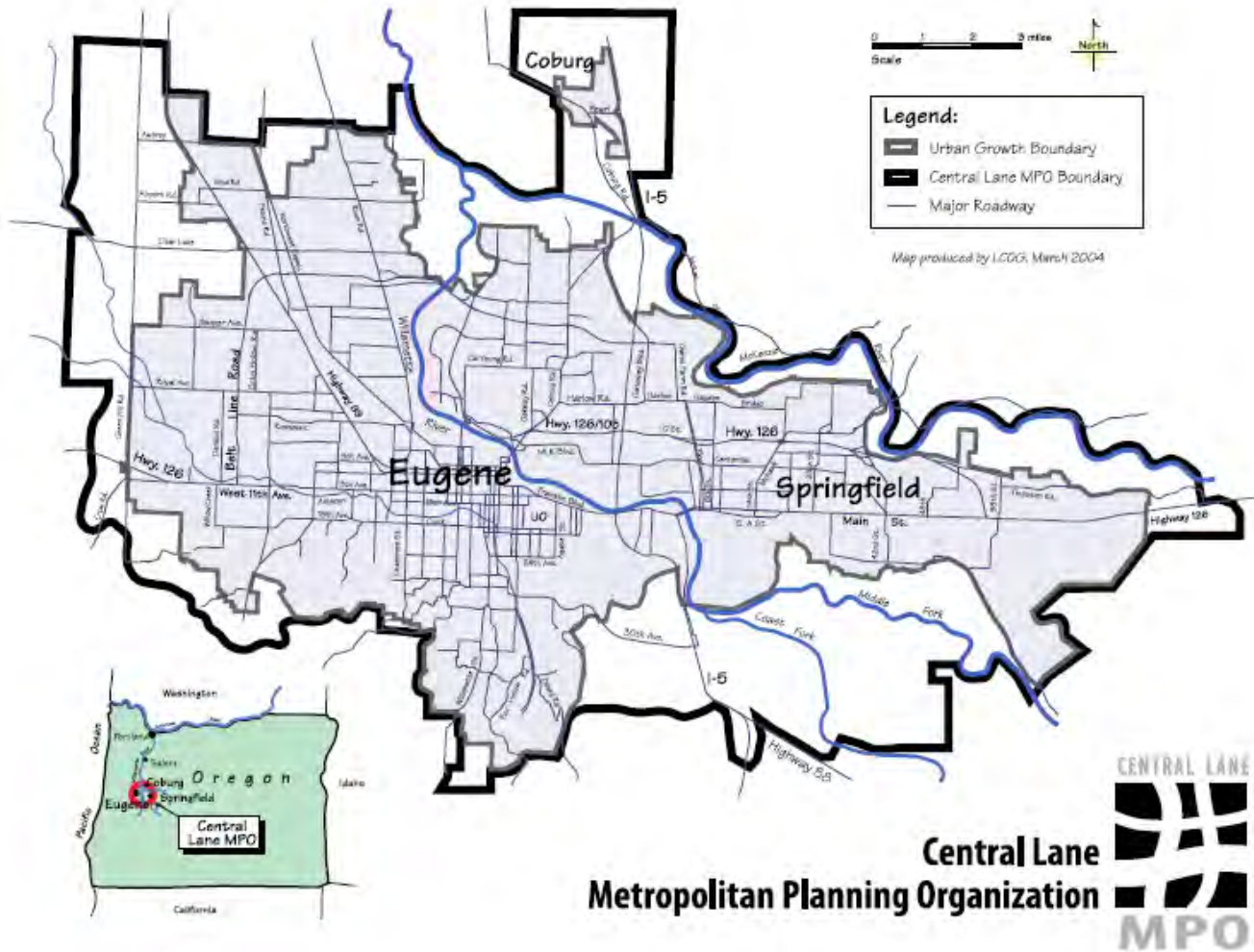
Transportation Planning - A collaborative process of examining demographic characteristics and travel patterns for a given area. This process shows how these characteristics will change over a given period of time and evaluates alternatives for the transportation system of the area and the most expeditious use of local, state, and federal transportation funding. Long-range planning is typically done over a period of 20 years; short-range programming of specific projects usually covers a period of 4 to 5 years.

Transportation Planning Committee (TPC) - A Central Lane MPO committee of technical staff from the public works and planning departments of Eugene, Springfield, Coburg, Lane County, LTD, LCOG and ODOT. Provides technical expertise and recommendations to the policy board, MPC.

Transportation Planning Rule (TPR) - A state planning administrative rule, adopted by the Land Conservation and Development Commission in 1991 to implement state land use planning Goal 12, Transportation. The TPR requires metropolitan areas to show measurable progress towards reducing dependence on automobiles.

Unified Planning Work Program (UPWP) - The management plan for the (metropolitan) planning program. Its purpose is to coordinate the planning activities of all participants in the planning process.

FIGURE



APPENDICES

APPENDIX A

A copy of the Public Participation Plan can be accessed via the following link:

<http://thempo.org/649/Public-Participation-Plan>

APPENDIX B

Central Lane MPO DISCRIMINATION COMPLAINT PROCEDURE

Introduction

The Central Lane MPO discrimination complaint procedures are intended to provide aggrieved persons an avenue to raise complaints of discrimination regarding the Central Lane Metropolitan Planning Organization (MPO) programs, activities and services as required by statute.

Purpose

These procedures apply to all complaints filed under Title VI of the Civil Rights Act of 1964, Section 504 of the Rehabilitation Act of 1973, the Civil Rights Restoration Act of 1987, and the Americans with Disabilities Act of 1990.

Any person who feels that he or she has been excluded from participation in, denied benefits of, or been subjected to discrimination in any of Central Lane MPO's programs, services, or activities, on the basis of race, color, national origin, disability, age, gender, or income status has the right to file a complaint.

Complaints shall be directed to:

Central Lane Metropolitan Planning Organization
Program Manager
859 Willamette, Suite 500
Eugene, OR 97401
(541) 682-4405
pthompson@lcog.org

Intimidation or retaliation of any kind is prohibited by law.

Any person who would like to file a complaint should follow the procedure described below. These procedures do not deny the right of the complainant to file formal complaints with other state or federal agencies, or to seek private counsel for complaints alleging discrimination. These procedures are part of an administrative process that does not provide for remedies that include punitive damages or compensatory remuneration for the complainant.

Every effort will be made to obtain early resolution of complaints at the lowest level possible. The option of informal mediation meeting(s) between the affected parties and the Title VI Coordinator may be utilized for resolution, at any stage of the process. The Title VI Coordinator will make every effort to pursue a resolution to the complaint. Initial interviews with the complainant and the respondent will request information regarding specifically requested relief and settlement opportunities.

Roles and Responsibilities

- The Program Manager for the Central Lane MPO has overall responsibility for the discrimination complaint process and procedures.
- The Program Manager for the Central Lane MPO is responsible for conducting an impartial and objective investigation, collecting factual information and preparing a fact-finding report based upon the information obtained from the investigation.

Applicability

The complaint procedures apply to the beneficiaries of the Central Lane MPO's programs, activities, and services, including but not limited to the public and other sub-recipients of Federal and State funds.

Eligibility

Any person who believes that he/she has been excluded from participation in, denied benefits or services of any program or activity administered by the Central Lane MPO or its sub-recipients, consultants, and contractors on the basis of race, color, national origin, disability, age, gender, or income status may bring forth a complaint of discrimination under Title VI and related statutes.

Time Limitations

Complaints must be filed no later than 180 days after:

- The date of the alleged act of discrimination; or
- The date when the person(s) became aware of the alleged discrimination; or
- Where there has been a continuing course of conduct, the date on which the conduct was discontinued.

Receipt of Complaints

Allegations received by fax or e-mail will be acknowledged and processed, once the identity(ies) of the complainant(s) and the intent to proceed with the complaint have been established. For this, the complainant is required to mail a signed, original copy of the fax or e-mail transmittal for Central Lane MPO to be able to process it.

Allegations received by telephone will be reduced to writing and provided to the complainant for confirmation or revision before processing. A complaint form will be forwarded to the complainant for him/her to complete, sign, and return to Central Lane MPO for processing.

Type of Complaints

All Title VI and related statute complaints are considered formal as there is no informal process. Complaints must be in writing and signed by the complainant. Complaints must include the complainant's name, address and phone number and shall be sufficiently detailed to specify all issues and circumstances of the alleged discrimination.

Complaint Basis

Allegations must be based on issues involving race, color, national origin, disability, age, gender, or income status. The term “basis” refers to the complainant’s protected group status.

Protected Group Categories	Definition	Examples
Race	An individual belonging to one of the accepted anthropological racial groups; or the perception, based on physical characteristics that a person is a member of a racial group.	Black, White, Hispanic, Asian, Native American Indian, Filipino, or Pacific Islander
Color	Color of skin, including shade of skin within a racial group.	Black, white, light brown, dark brown, etc.
National Origin	National birth site. Citizenship is not a factor. Discrimination based on language or a persons accent is covered by national origin.	Mexican, Cuban, Japanese, Vietnamese, Chinese
Sex	Gender	Women and men
Age	Persons of any age	21 year old person
Disability	Physical or mental impairment, permanent or temporary, or perceived.	Blind, deaf, mobility limitations, etc.

Complaint Processing

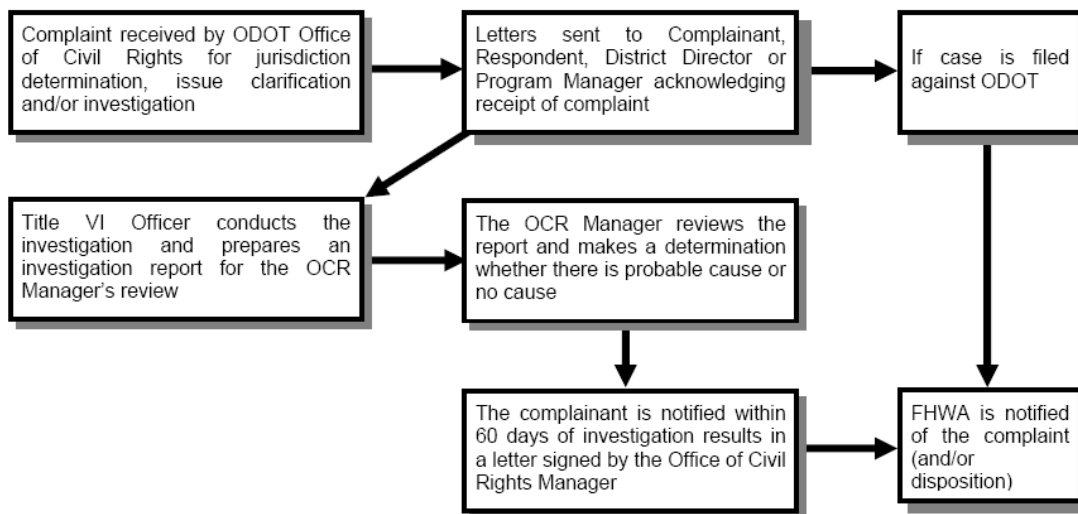
1. A complaint should be filed in writing, contain the name, address, and signature of the person filing it, and a description of the alleged discriminatory event or practice, including:
 - a. The date of the alleged act of discrimination (date when the complainant(s) became aware of the alleged discrimination; or the date on which that conduct was discontinued or the latest instance of the conduct).
 - b. A detailed description of the issues, including names and job titles of those individuals perceived as parties in the complained-of incident.

- c. In cases where the complainant is unable or incapable of providing a written statement, the complainant will be assisted in converting the verbal complaint into a written complaint. All complaints however must be signed by the complainant.
2. In order to be accepted, a complaint must meet the following criteria:
 - a. A complaint must be filed within 180 days of the alleged discriminatory event or practice.
 - b. The allegation(s) must involve a covered basis such as race, color, national origin, disability, age, gender, income status, or retaliation.
 - c. The allegation(s) must involve a program or activity of a Federal-aid recipient, sub-recipient, or contractor, or, in the case of ADA allegations, an entity open to the public.
3. Upon receipt of the complaint, the Title VI Coordinator will determine its jurisdiction, acceptability, and need for additional information, as well as investigate the merit of the complaint. The complaint shall be investigated unless:
 - a. The complaint is withdrawn.
 - b. The complainant fails to provide required information after numerous requests.
 - c. The complaint is not filed timely (within 180 days).
 - d. Any issues that do not involve discrimination or are not based on a protected basis will be directed to the appropriate entity. Under no circumstance is the complainant discouraged from filing a complaint.
4. The following process shall be used for investigating complaints against one of Central Lane MPO's sub-recipients:
 - a. Once received, the complaint will receive a case number and will then be logged in the Central Lane MPO's records identifying the name and address of the person filing the complaint; the date of the complaint; the basis of the complaint; the disposition of the complaint; and the status of the complaint.
 - b. In cases where the complaint is against one of Central Lane MPO's sub-recipients of federal funds, the Title VI Coordinator for the Central Lane MPO shall decide whether to assume jurisdiction and investigate and adjudicate the case or whether to forward such complaints to ODOT for prompt investigation. In cases where the Title VI Coordinator does assume the investigation, ODOT may continue to review and monitor these investigations.
 - c. Once the Central Lane MPO decides to accept the complaint for investigation, the complainant and the respondent will be sent a letter,

acknowledging receipt of the complaint, the name of the investigator, and is provided with his/her rights under Title VI and related statutes.

- d. The Title VI Coordinator will provide the respondent with the opportunity to respond to the allegations in writing. The respondent will have 10 calendar days from the date of Central Lane MPO's written notification of acceptance of the complaint to furnish his/her response to the allegations.
 - e. Within sixty (60) calendar days, the Central Lane MPO Title VI Coordinator will evaluate the information and prepare a written report that includes a description of the allegation, a summary of the investigation, relevant facts and findings, and supporting documents. The Title VI Coordinator may consult with the Central Lane MPO's legal counsel as needed.
 - f. The Title VI Coordinator will notify the complainant, the respondent and appropriate managers in writing of the results of the investigation. The notification will advise the complainant of his/her right to file a formal complaint with another agency, if they are dissatisfied with the final decision rendered by the Central Lane MPO.
 - g. Central Lane MPO's final investigative report and a copy of the complaint will be forwarded to ODOT's District Title VI Coordinator within 60 calendar days of the acceptance of the complaint. ODOT's District Title VI Coordinator is responsible for sharing the report with FHWA and FTA as part of its Annual Title VI Update and Accomplishment Report.
5. In order to ensure that there is no conflict of interest, all complaints against the Central Lane MPO shall be forwarded to ODOT for review. The following process shall be used for investigating complaints against Central Lane MPO:
- a. Once received, the complaint will receive a case number and will then be logged in the Central Lane MPO's records identifying the name and address of the person filing the complaint; the date of the complaint; the basis of the complaint; the disposition of the complaint; and the status of the complaint.
 - b. The Title VI Coordinator shall forward the complaint to ODOT for prompt investigation. The following information will be included in every notification to the ODOT District Title VI Coordinator:
 - (a) Name, address, and phone number of the Complainant.
 - (b) Name(s) and address (es) of alleged discriminating official.
 - (c) Basis of complaint (i.e., race, color, national origin, disability, age, gender, or income status, etc.).
 - (d) Date of alleged discriminatory act(s).

- (e) Date of complaint received by the Central Lane MPO.
 - (f) A statement of the complaint.
 - (g) Other agencies (State, local or Federal) where the complaint has been filed.
 - (h) An explanation of the actions the Central Lane MPO has taken or proposed to resolve the allegation(s) raised in the complaint.
- c. The procedure that the Office of Civil Rights will use to investigate such complaints can be found at ODOT's Office of Civil Rights website and are included in ODOT's Title VI Plan. A general outline of the process is provided as follows:



Annual Log of Complaints

The Central Lane MPO Title VI Coordinator will maintain a log of all complaints received. The log will include the following information:

- a. Name of Complainant.
- b. Name of alleged discriminating official or situation.
- c. Basis of Complaint (i.e., race, color, national origin, disability, age, gender, or income status).
- d. Date complaint was received by the Central Lane MPO.
- e. Date the Central Lane MPO Title VI Coordinator notified the ODOT's District Title VI Coordinator of the complaint.
- f. Explanation of the actions the Central Lane MPO has taken or proposed to resolve the allegation(s) raised in the complaint(s).
- g. The final disposition of the complaint.

h. The date in which the complainant, respondent, and ODOT's District Title VI Coordinator was notified of the disposition.

**TITLE VI PROGRAM AND RELATED STATUTES
COMPLAINT FORM**

Note: We are asking for the following information to assist in processing your complaint.
If you need help in completing this form, please let us know.

Section I

Name: _____

Address: _____

Telephone Numbers:

(Home) _____ (Work) _____

Electronic Mail Address: _____

Accessible Format Requirements?

Large Print _____ Audio tape _____

TDD _____ Other _____

Section II

Are you filing this complaint on your own behalf?

Yes ____ No ____

[If you answered "yes" to this question, go to Section III.]

If not, please supply the name and relationship of the person for whom you are complaining: _____

Please explain why you have filed for a third party. _____

Please confirm that you have obtained the permission of the aggrieved party if you are filing on behalf of a third party.

Yes ____ No ____

Section III

Have you previously filed a Title VI complaint with this agency? Yes ____ No ____

Section IV

Date of Alleged Incident: _____

(Note: Complaints must be filed within 180 days of the alleged act of discrimination.)

Which of the following best describes the reason you believe the discrimination took place?

- | | | | |
|-------------------------------|-------------------------------------|--|---------------------------------|
| <input type="checkbox"/> Race | <input type="checkbox"/> Color | <input type="checkbox"/> National Origin | <input type="checkbox"/> Gender |
| <input type="checkbox"/> Age | <input type="checkbox"/> Disability | <input type="checkbox"/> Income Status | |

Name of agency complaint is against:

Contact person: _____ Title: _____

Telephone number: _____

On separate sheets, please describe your complaint. Explain as briefly and clearly as possible what happened and how you were discriminated against. You should include specific details such as names, dates, times, route numbers, witnesses, and any other information that would assist us in our investigation of your allegations. Also attach any written material, photographs, etc. pertaining to your case and provide any other documentation that is relevant to this complaint. Please include the basis of the complaint; race, color, national origin, disability, age, gender, or income status.

Section VII

How can this complaint be resolved? How can the problem be corrected?

Please sign here: _____

Date: _____

[Note - We cannot accept your complaint without a signature.]

Please mail your completed form to:

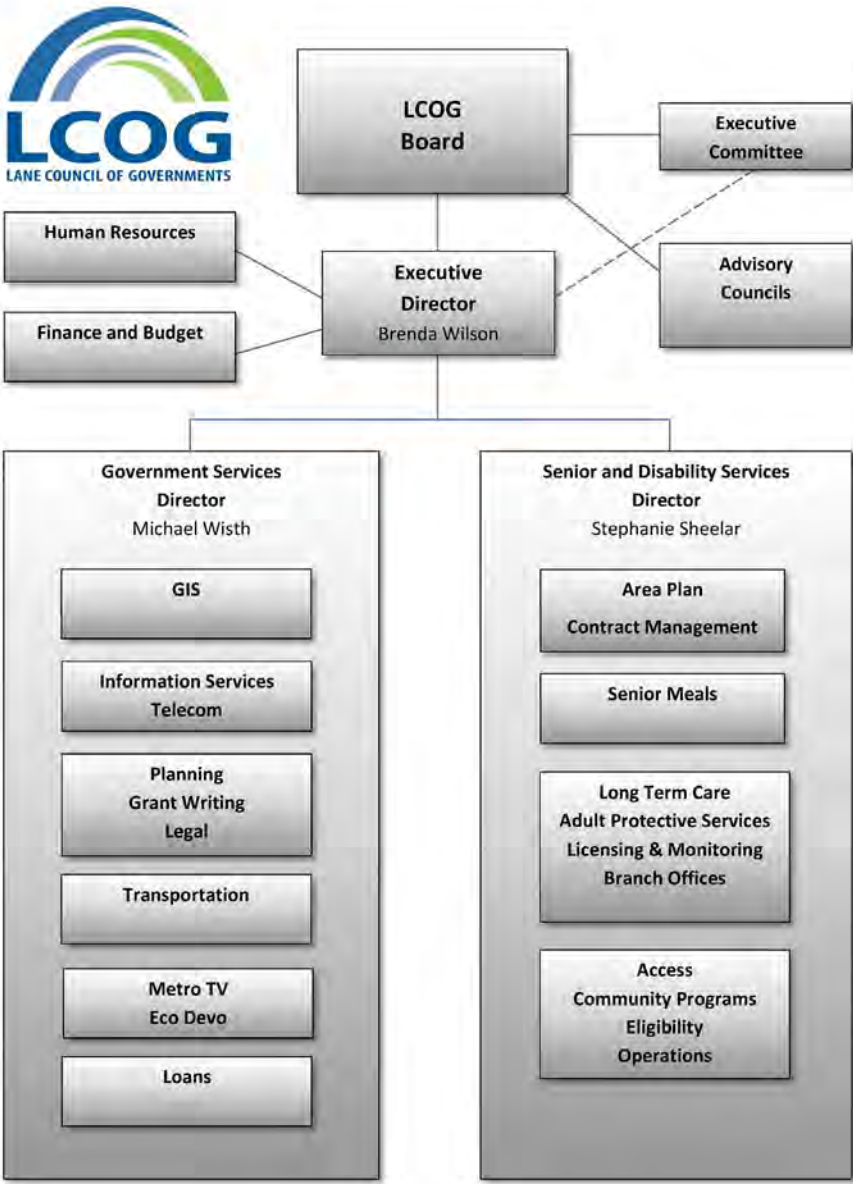
Central Lane Metropolitan Planning Organization

Title VI Coordinator

859 Willamette, Suite 500

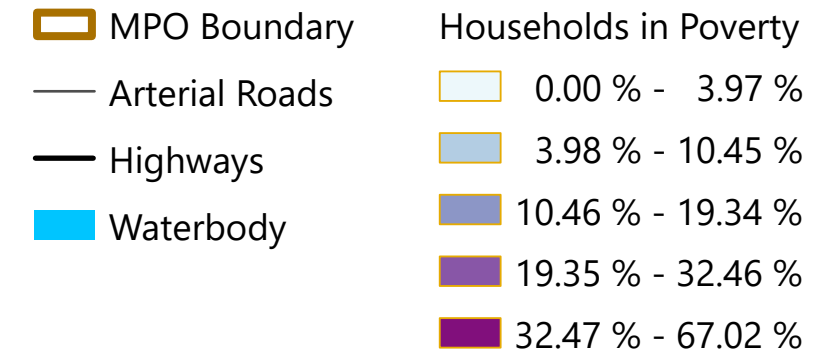
Eugene, OR 97401

APPENDIX C
LCOG Organizational Chart 2022



APPENDIX D: Maps

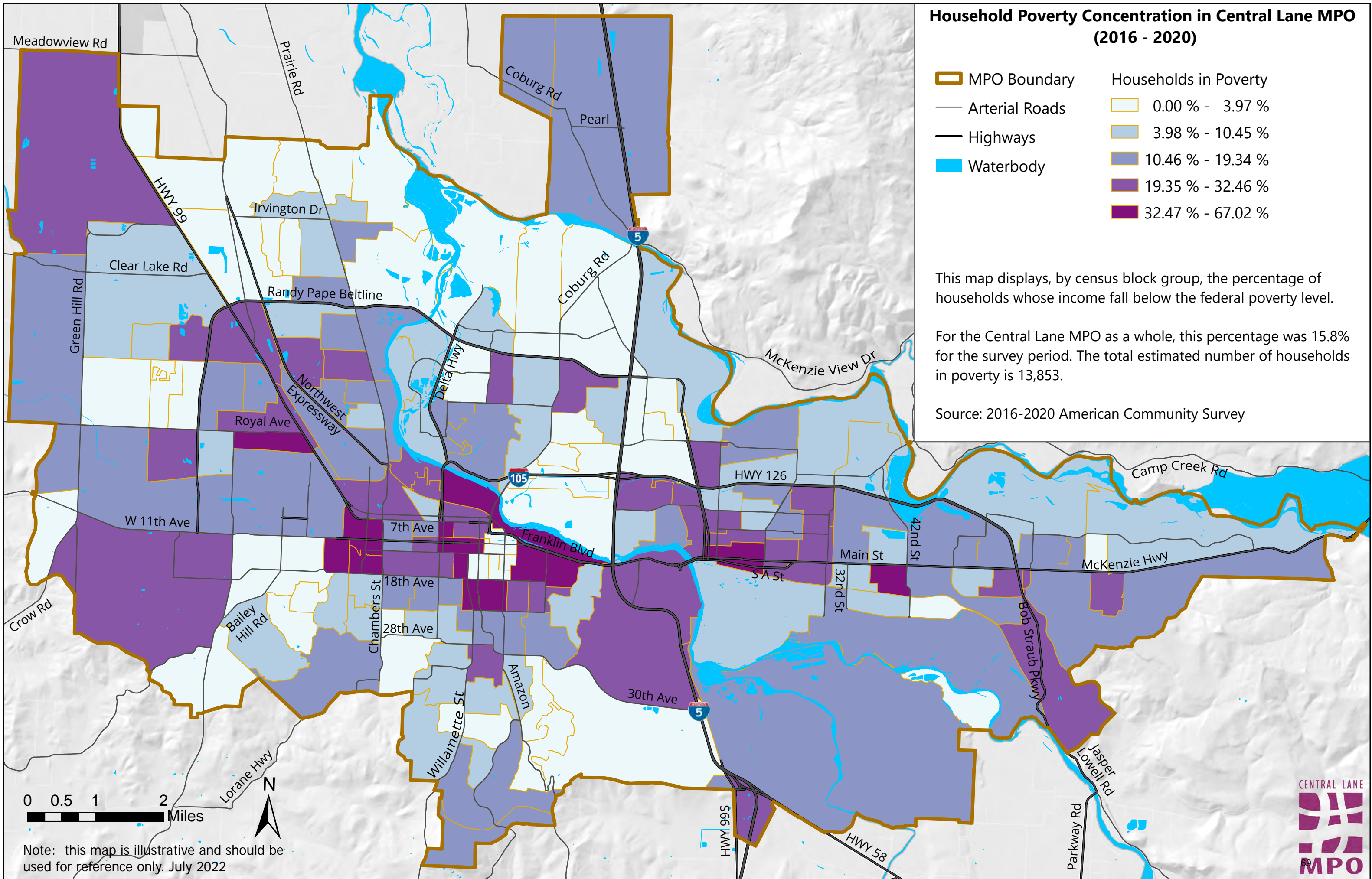
Household Poverty Concentration in Central Lane MPO (2016 - 2020)



This map displays, by census block group, the percentage of households whose income fall below the federal poverty level.

For the Central Lane MPO as a whole, this percentage was 15.8% for the survey period. The total estimated number of households in poverty is 13,853.

Source: 2016-2020 American Community Survey

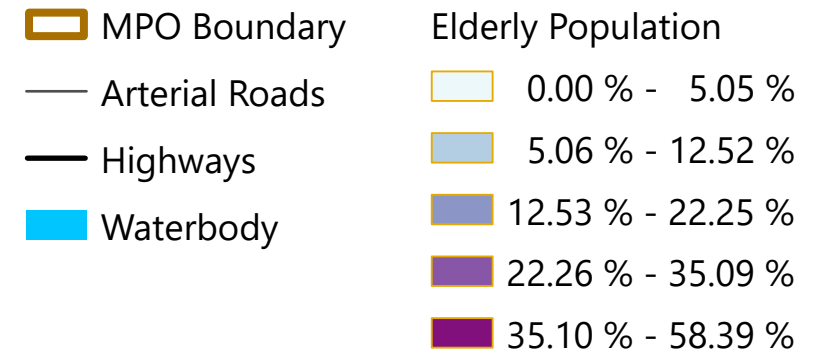


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Note: this map is illustrative and should be used for reference only. July 2022

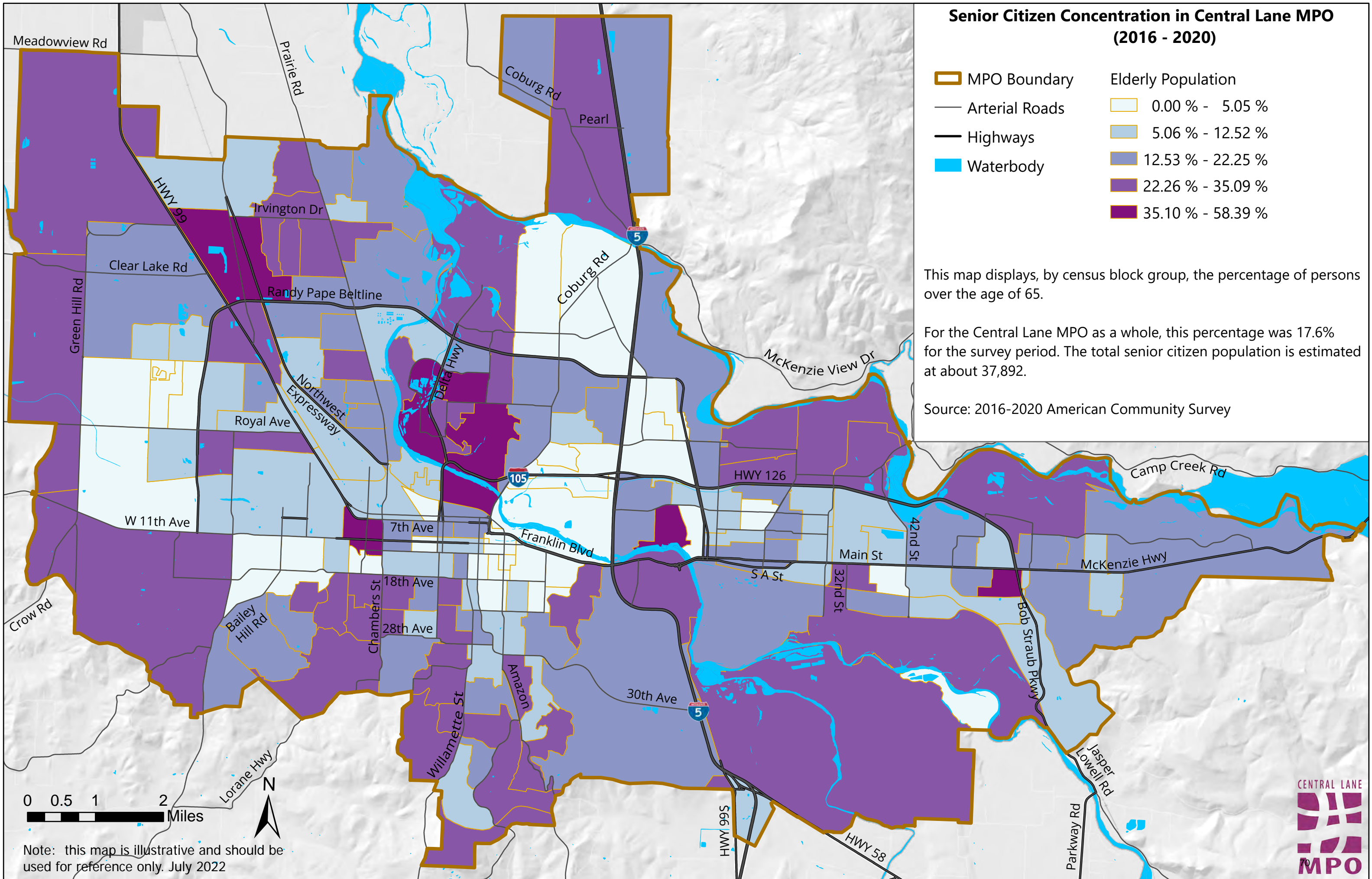
Senior Citizen Concentration in Central Lane MPO (2016 - 2020)



This map displays, by census block group, the percentage of persons over the age of 65.

For the Central Lane MPO as a whole, this percentage was 17.6% for the survey period. The total senior citizen population is estimated at about 37,892.

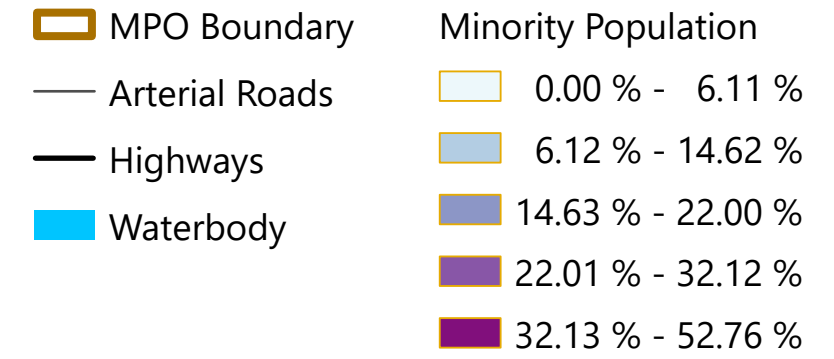
Source: 2016-2020 American Community Survey



Note: this map is illustrative and should be used for reference only. July 2022



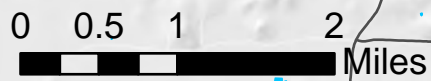
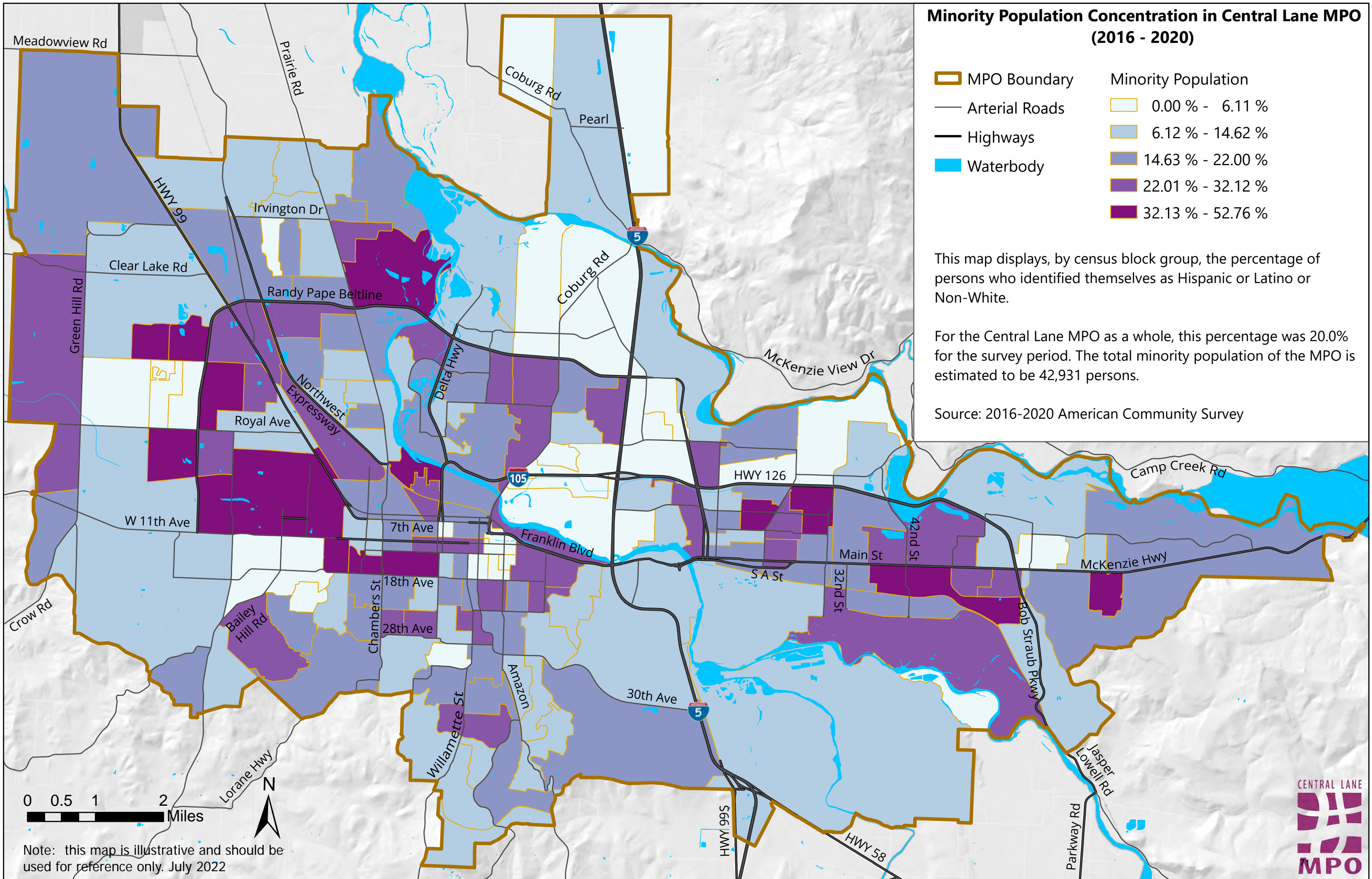
Minority Population Concentration in Central Lane MPO (2016 - 2020)



This map displays, by census block group, the percentage of persons who identified themselves as Hispanic or Latino or Non-White.

For the Central Lane MPO as a whole, this percentage was 20.0% for the survey period. The total minority population of the MPO is estimated to be 42,931 persons.

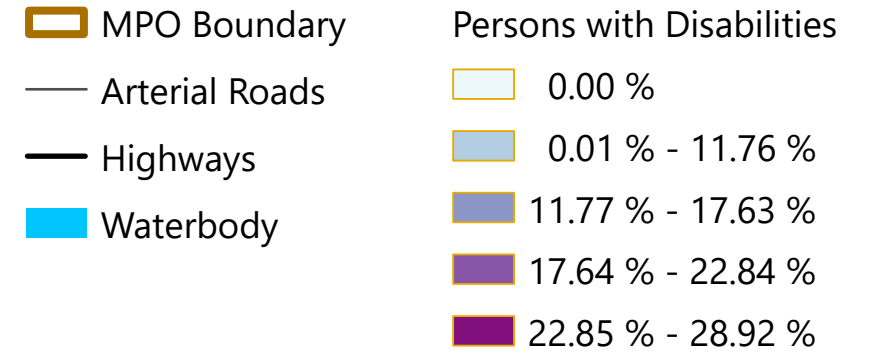
Source: 2016-2020 American Community Survey



Note: this map is illustrative and should be used for reference only. July 2022



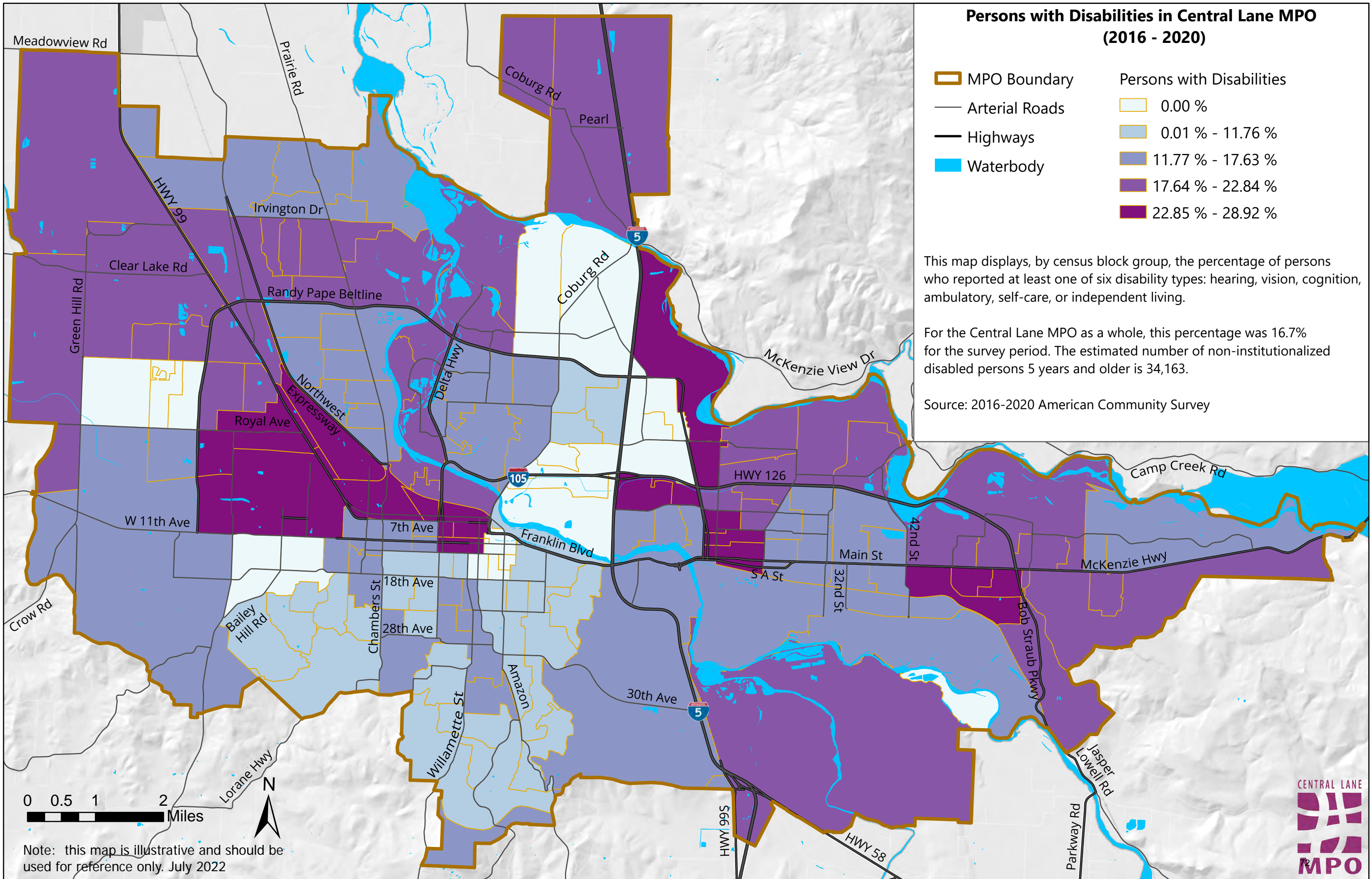
Persons with Disabilities in Central Lane MPO (2016 - 2020)



This map displays, by census block group, the percentage of persons who reported at least one of six disability types: hearing, vision, cognition, ambulatory, self-care, or independent living.

For the Central Lane MPO as a whole, this percentage was 16.7% for the survey period. The estimated number of non-institutionalized disabled persons 5 years and older is 34,163.

Source: 2016-2020 American Community Survey









0 0.5 1 2 Miles



Note: this map is illustrative and should be used for reference only. July 2022



Minority, Elderly, Low Income, Disabled Populations in Central Lane MPO, 2016 - 2020

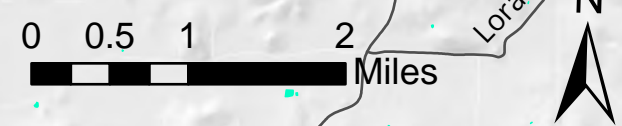
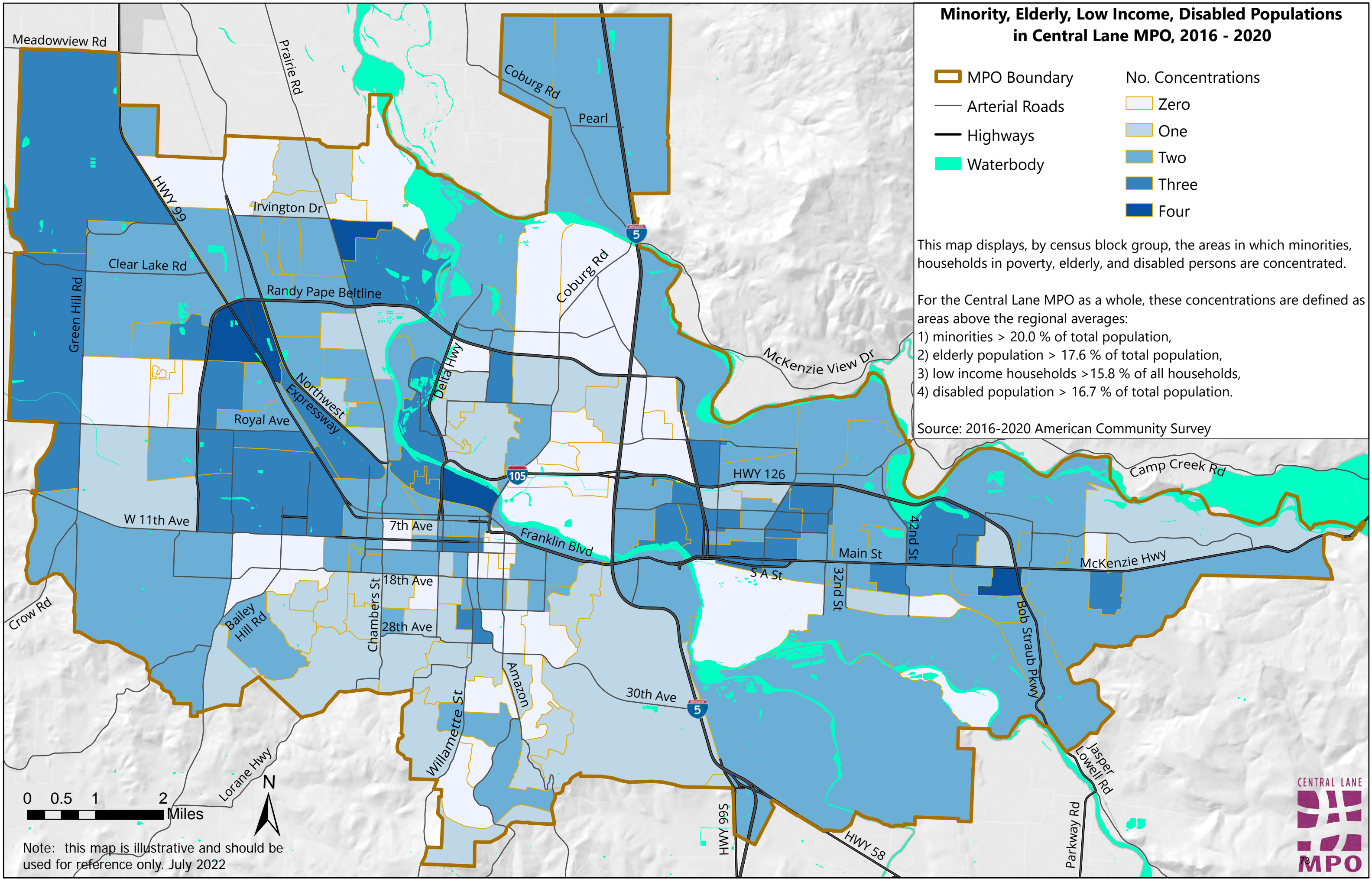
 MPO Boundary	No. Concentrations
 Arterial Roads	 Zero
 Highways	 One
 Waterbody	 Two
	 Three
	 Four

This map displays, by census block group, the areas in which minorities, households in poverty, elderly, and disabled persons are concentrated.

For the Central Lane MPO as a whole, these concentrations are defined as areas above the regional averages:

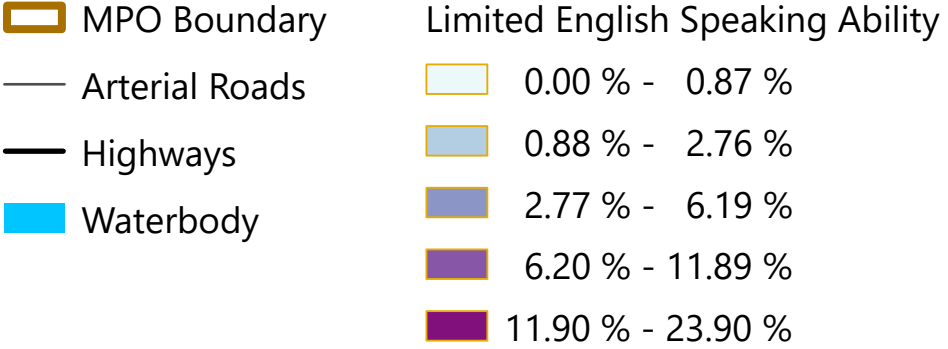
- 1) minorities > 20.0 % of total population,
- 2) elderly population > 17.6 % of total population,
- 3) low income households > 15.8 % of all households,
- 4) disabled population > 16.7 % of total population.

Source: 2016-2020 American Community Survey



Note: this map is illustrative and should be used for reference only. July 2022

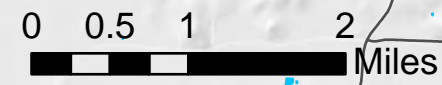
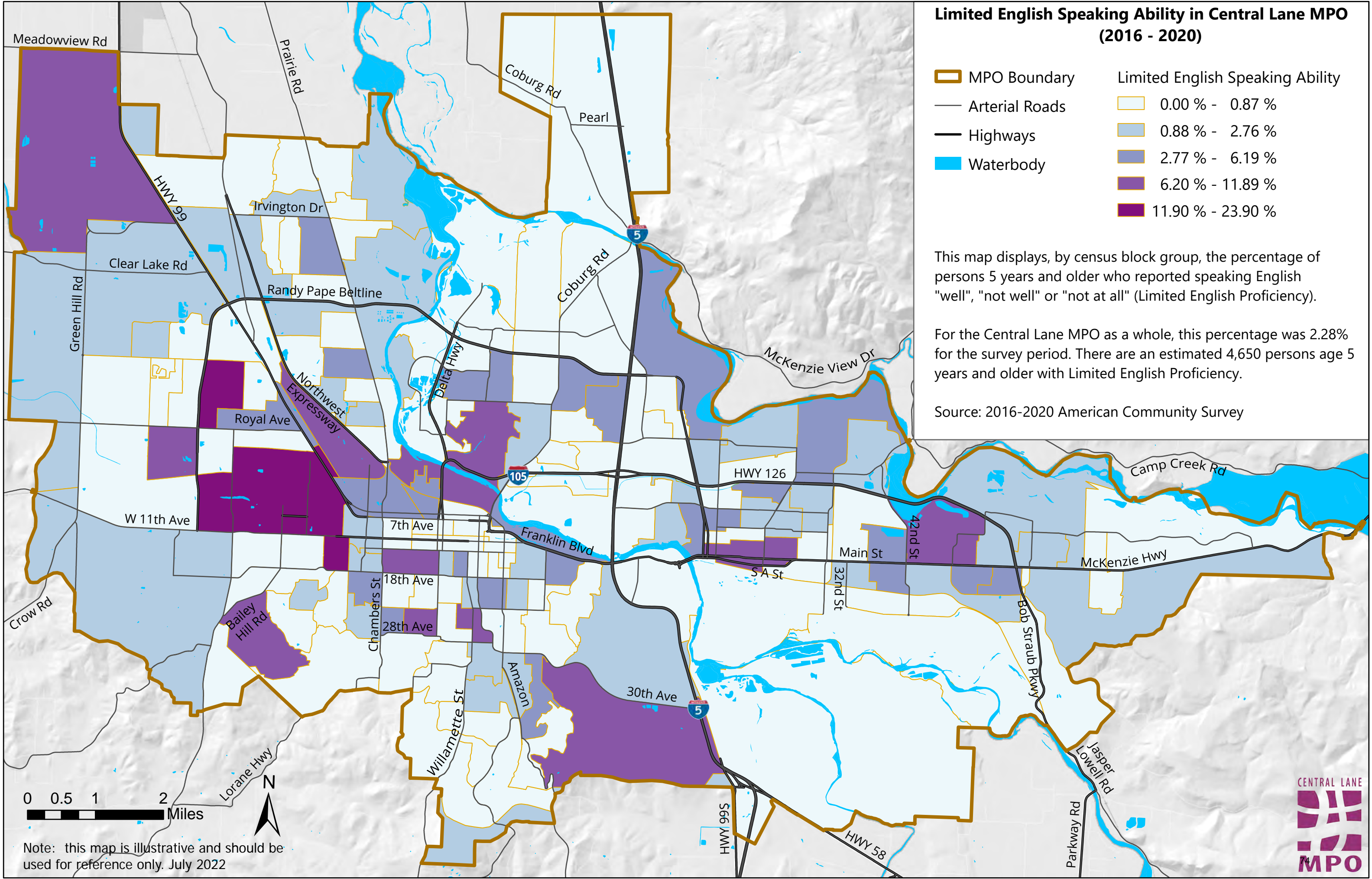
Limited English Speaking Ability in Central Lane MPO (2016 - 2020)



This map displays, by census block group, the percentage of persons 5 years and older who reported speaking English "well", "not well" or "not at all" (Limited English Proficiency).

For the Central Lane MPO as a whole, this percentage was 2.28% for the survey period. There are an estimated 4,650 persons age 5 years and older with Limited English Proficiency.

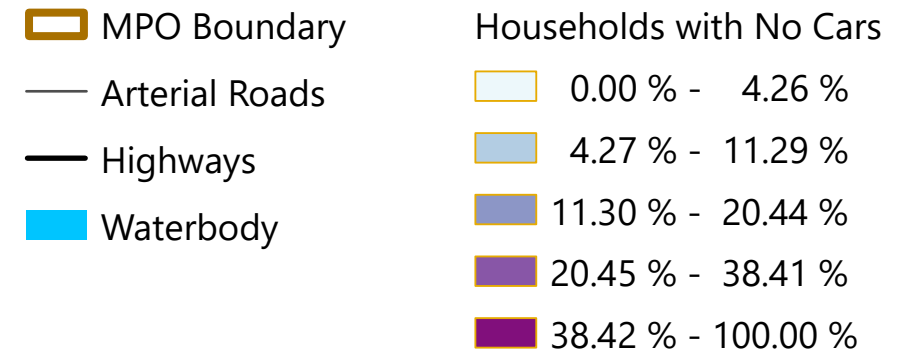
Source: 2016-2020 American Community Survey



Note: this map is illustrative and should be used for reference only. July 2022



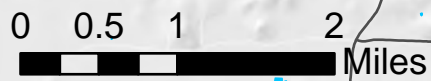
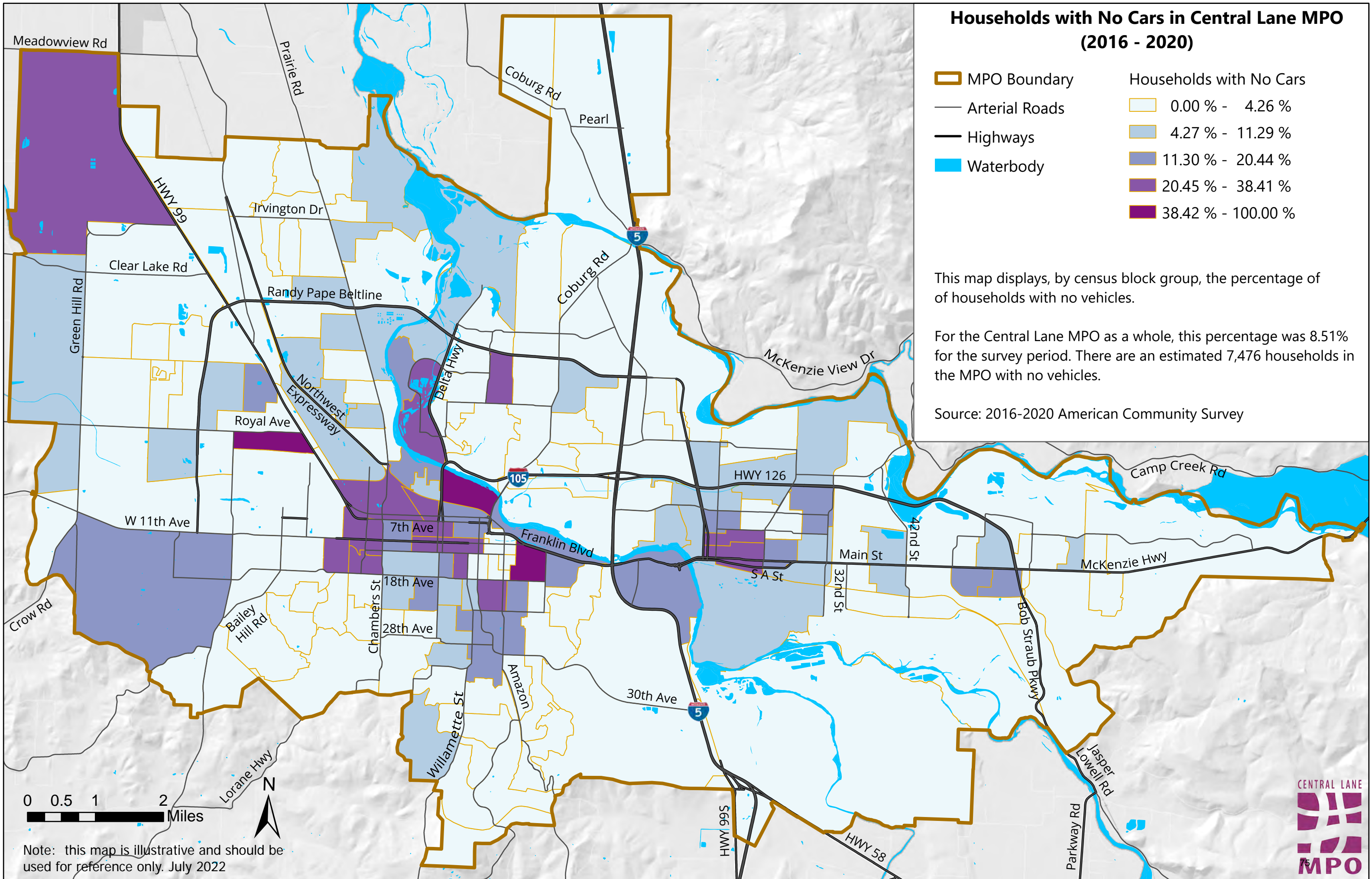
Households with No Cars in Central Lane MPO (2016 - 2020)



This map displays, by census block group, the percentage of households with no vehicles.

For the Central Lane MPO as a whole, this percentage was 8.51% for the survey period. There are an estimated 7,476 households in the MPO with no vehicles.

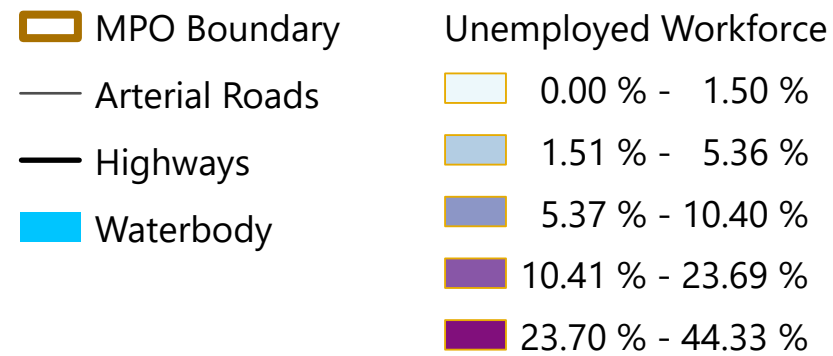
Source: 2016-2020 American Community Survey



Note: this map is illustrative and should be used for reference only. July 2022



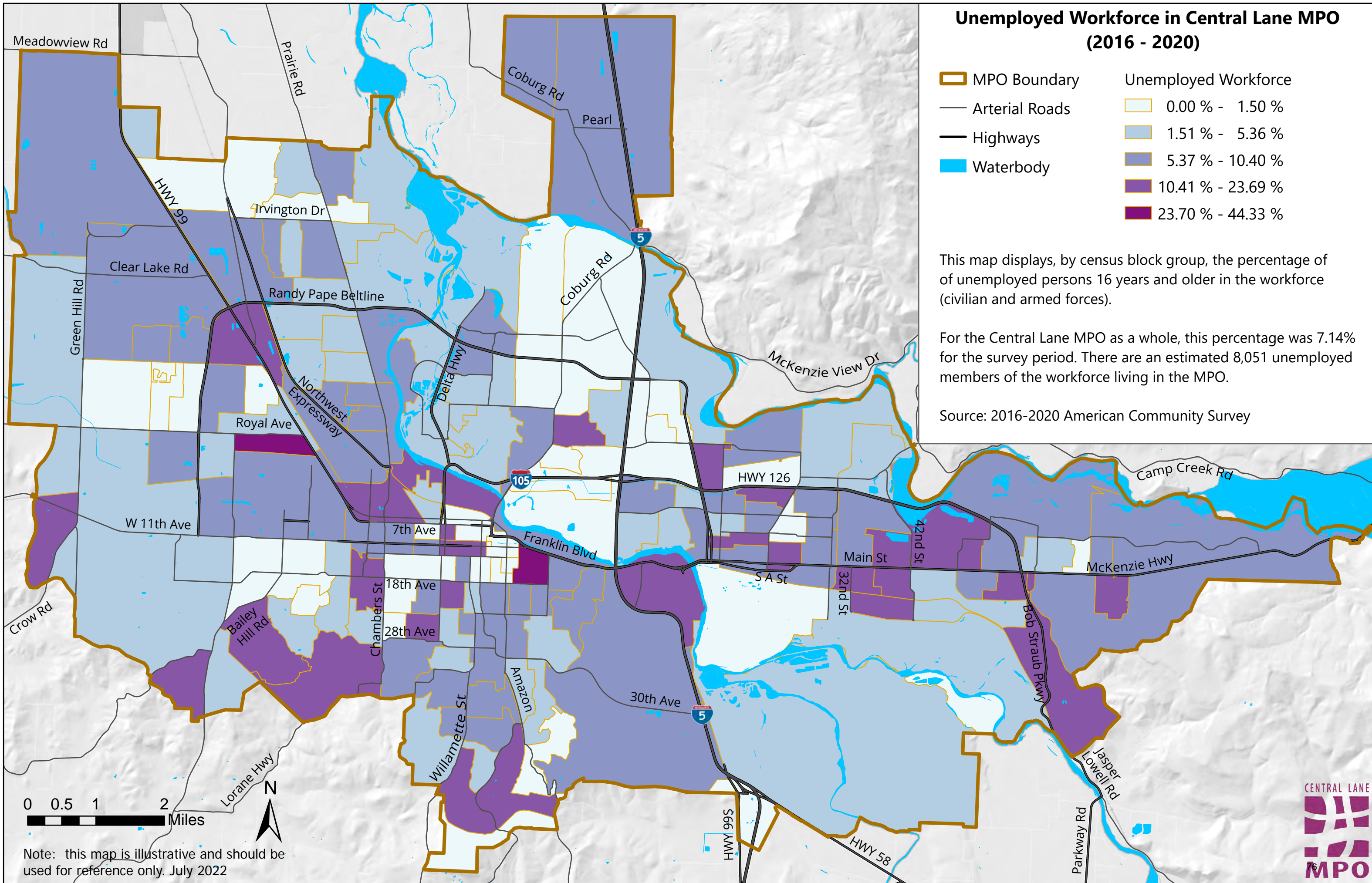
Unemployed Workforce in Central Lane MPO (2016 - 2020)



This map displays, by census block group, the percentage of of unemployed persons 16 years and older in the workforce (civilian and armed forces).

For the Central Lane MPO as a whole, this percentage was 7.14% for the survey period. There are an estimated 8,051 unemployed members of the workforce living in the MPO.

Source: 2016-2020 American Community Survey



0 0.5 1 2 Miles





Note: this map is illustrative and should be used for reference only. July 2022





Appendix E

Title VI Demographic Survey

This short survey helps the Central Lane Metropolitan Planning Organization understand the demographic make up of the boards and staff that support the work of the MPO. Your participation is voluntary.

1. Which race/ethnicity best describes you?  

- American Indian or Alaskan Native
- Asian / Pacific Islander
- Black and/or African American
- Multiple ethnicity/Other (please specify)
- Hispanic
- White / Caucasian
- Prefer not to say

2. What is your gender?  

- Female
- Male
- Non-binary
- Not listed
- Transgender Female
- Transgender Male
- Prefer not to say

3. Which committee do you participate in within the MPO?  

- Metropolitan Policy Committee member
- Transportation Planning Committee member
- MPO/LCOG Staff member



September 26, 2022

To: Metropolitan Policy Committee
From: Daniel Callister
Subject: Funding Request for Electronic Transportation Improvement Program

Action Recommended: Approve programming up to \$40,000 Urban STBG funds for Electronic Transportation Improvement Program

Issue Statement

The Transportation Planning Committee (TPC) recommends approval of request for MPO federal discretionary funding not to exceed \$40,000 for electronic Transportation Improvement Program licensing and implementation.

Discussion

A portion of the MPO's discretionary federal funds is set aside each year to support ongoing regional programs including the MPO's regional planning work, Safe Routes to Schools, and Transportation Demand Management programs. One of these programs is the implementation and ongoing licensing of an electronic Transportation Improvement Program (eTIP).

Since 2017, Central Lane MPO has been leading a statewide effort to implement an online platform in which Oregon's MPOs can house and maintain their MTIPs in a unified, consistent, transparent, and public facing way that would reduce human errors, communicate with ODOT's Statewide TIP in real time, and provide workflow efficiencies for all agencies involved in the programming and project delivery process.

A third party developer is being contracted through a thorough RFP vetting process and ODOT, Portland Metro, the Salem-Keizer MPO, and Central Lane MPO are currently negotiating and finalizing the terms and conditions including each agency's share of the financial responsibility of the eTIP service.

In August, TPC was able to approve programming savings from CLMPO's Surface Transportation Block Grant (STBG) funds as a no-risk security guarantee that allowed the lengthy procurement process to proceed while each of the involved agencies secures final spending approval from their respective boards.

Public Involvement

This item was published for public review for 14 days (July 19 – August 2, 2022) on the MPO's website and was advertised through the MPO's social media during that

period. TPC recommended approval of this project at their August 18 public meeting and again recommended approval at their September 15 meeting with a request for expedited MPC approval in October due to the cancellation of the regular September MPC meeting and the urgency of the request. No comments from the public have been received.

Action Recommended: Approve programming up to \$40,000 Urban STBG funds for electronic Transportation Improvement Program



September 26, 2022

To: Metropolitan Policy Committee
From: Kelly Clarke
Subject: Federal Performance Based Planning and Programming:
Performance Measure Targets

Action Recommended: Approve support of State targets for federal performance measures

Background

MAP 21 and the FAST Act transportation bills required a Performance Based Planning and Programming (PBPP) framework of states and Metropolitan Planning Organizations (MPOs) to be achieved by integrating goal-oriented performance measures and targets into transportation plans and Transportation Improvement Programs (TIPs). Central Lane MPO addressed the PBPP requirements by establishing regional performance measures in the 2045 Regional Transportation Plan and the Metropolitan Transportation Improvement Program (MTIP). Those regional measures (Attachment 1) are tied to the RTP goals and intended to measure RTP outcomes over time.

The federal legislation also required the United States Department of Transportation (USDOT) to establish federal transportation performance measures related to safety, pavement and bridge condition, system performance and Congestion Mitigation and Air Quality (CMAQ) funded projects. States and MPOs must also integrate the federal measures into RTPs and MTIPs. Accordingly, Central Lane MPO coordinated with the Oregon Department of Transportation (ODOT) on target setting for each measure for the first reporting cycle of 2018-2021 and the Metropolitan Policy Committee (MPC) signed a Resolution to support the state targets at their November 1, 2018 meeting.

The time has come, per federal regulatory timelines, to:

1. Review the state targets for the 2022-2026 reporting cycle; and
2. Address the CMAQ performance measures and targets from the MAP 21 and FAST Act legislation.

The remainder of this memo presents ODOT's statewide targets for federal pavement and bridge condition, and system performance measures for the 2022 through 2026 reporting cycle; and the proposed targets for the CMAQ performance measures; which are:

- Annual Hours of Peak Hour Excessive Delay Per Capita
- Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel

Performance Measures and Targets for 2022 through 2026 Reporting Cycle

ODOT updated the statewide targets (Table 1) for the federal performance measure areas based upon the calculation methodologies and data sets required by FHWA rulemaking:

1. Pavement Condition
 - a. Percentage of pavements of the Interstate System in good condition
 - b. Percentage of pavements of the Interstate System in poor condition
 - c. Percentage of pavements of the non-Interstate National Highway System (NHS) in good condition
 - d. Percentage of pavements of the non-Interstate NHS in poor condition
2. Bridge Condition
 - a. Percentage of NHS bridges by deck area classified as in good condition
 - b. Percentage of NHS bridges by deck area classified as in poor condition
3. National Highway System Performance
 - a. Percent of the person-miles traveled on the Interstate that are reliable (Interstate Travel Time Reliability measure)
 - b. Percent of person-miles traveled on the non-Interstate NHS that are reliable (Non-Interstate Travel Time Reliability measure)
 - c. Truck Travel Time Reliability Index (Freight Reliability measure)
4. Congestion Mitigation and Air Quality- On-Road Mobile Source Emissions
 - a. Total emissions reduction of PM-10 from funded CMAQ projects

Table 1: Federal Performance Measures and Statewide Targets for the 2022 Through 2026 Reporting Cycle

FAST Act Federal Performance Measures	Base Line 2022	Statewide 2-Year Target 2024	Statewide 4-Year Target 2026
Percentage of Pavements of the Interstate System in Good Condition	57.7%*	50.0%	50.0%
Percentage of Pavements of the Interstate System in Poor Condition	0.2%*	0.5%	0.5%
Percentage of Pavements of the Non-Interstate NHS in Good Condition	33.5%	30.0%	30.0%
Percentage of Pavements of the Non-Interstate NHS in Poor Condition	2.9%	5.0%	5.0%
Percentage of NHS Bridges Classified as in Good Condition	13.5%	11.4%	10.0%
Percentage of NHS Bridges Classified as in Poor Condition	1.8%	2.4%	3.0%
Percent of the Person-Miles Traveled on the Interstate That Are Reliable	78%	78%	78%
Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable	78%	78%	78%
Truck Travel Time Reliability (TTTR) Index	1.45	1.45	1.45
Total Emissions Reduction of PM-10 from Funded CMAQ Projects	1115.03 kg/day	46.13 kg/day	92.25 kg/day

CLMPO staff coordinated with ODOT and other MPOs throughout ODOT's target update process. Staff recommends supporting the state targets through the 2026 reporting cycle. By supporting the state targets, CLMPO will continue to support the state in working towards the measures identified in the federal legislation and the state will continue to quantify and report on these measures statewide (including within the CLMPO area). At this time, no penalties are assessed for not meeting established targets.

Transportation Planning Committee (TPC) Recommendation

TPC discussed and recommended supporting State targets at their August 18, 2022 meeting.

First CMAQ Performance Measure and Target: Annual Hours of Peak Hour Excessive Delay Per Capita

The annual hours of peak hour excessive delay (PHED) per capita performance measure will measure traffic congestion on the NHS. Per Federal Highway Administration guidance, the threshold for excessive delay will be based on the travel time at 20 miles per hour or 60% of the posted speed limit travel time, whichever is greater, and will be measured in 15-minute intervals.

This measure initially applied to urbanized areas of more than 1 million people that are also in nonattainment or maintenance areas for ozone, carbon monoxide or particulate matter. In the second performance period (which we are now preparing for), the population threshold changes to more than 200,000. States and MPOs, including CLMPO, with NHS mileage within an applicable urbanized area must coordinate on a single, unified target. PHED is measured using a data platform called RITIS. It will be a target specific to the CLMPO area given the applicability related to MPO size and maintenance status but it is also a component of the state's official Federal Performance Measures, targets, and reports.

The RTIS data platform measures historic Annual Hours of Peak Hour Excessive Delay Per Capita to enable States and MPOs to make informed decisions on an appropriate target based on both available data and alliance with state and local policy.

For the CLMPO region, Annual Hours of Peak Hour Excessive Delay Per Capita from 2017 through 2021 averaged 3.64 hours.

Transportation Planning Committee (TPC) Discussion and Recommendation

At their August 18, 2022 meeting, TPC reviewed and discussed the data along with regional and state policy to accept more congestion (or delay) versus building additional capacity.

TPC recommended the following PHED targets in-line with this policy direction:

- 2024 PHED Target – 8.5 hours
- 2026 PHED Target – 9 hours

While CLMPO does have local control in setting the PHED target given its size and maintenance status, this measure will be a component of the state's official Federal Performance Measures, targets, and reports. Should CLMPO continue to support the state in working towards the measures identified in the

federal legislation and listed earlier in this memo, then the PHED measure will be included and CLMPO will support the state in this target as well.

Second CMAQ Performance Measure and Target: Percent of Non-Single Occupancy Vehicle Travel

The percent of non-single occupancy vehicle (non-SOV) travel may include travel via carpool, van, public transportation, commuter rail, walking, bicycling, or telecommuting. This measure is intended to help carry out the CMAQ program by encouraging investments that increase multimodal solutions and vehicle occupancy levels as strategies to reduce both criteria pollutant emissions and congestion.

Similar to the PHED measure, the non-SOV measure initially only applied to urbanized areas of more than 1 million people that are also in nonattainment or maintenance areas for ozone, carbon monoxide or particulate matter. In the second performance period, the population threshold changes to areas of more than 200,000. All States and MPOs with NHS mileage that overlaps within an applicable urbanized area must coordinate on a single, unified target and report on the measures for that area.

The 2016-2020, 5-year American Community Survey (ACS) Commuting (Journey to Work) data from the U.S. Census Bureau was used to determine the percent of non-SOV travel. Per the ACS, 69.8% of total workers drove alone. The converse of that is 30.2% met the criteria for non-SOV travel. As such the baseline percent of non-SOV travel is 30.2%.

While CLMPO does have local control in setting the non-SOV target given its size and maintenance status, this measure will be a component of the state's official Federal Performance Measures, targets, and reports. Should CLMPO continue to support the state in working towards the measures identified in the federal legislation and listed earlier in this memo, then the non-SOV measure will be included and CLMPO will support the state in this target as well.

Transportation Planning Committee (TPC) Recommendation

TPC discussed and recommended the following non-SOV targets at their August 18, 2022 meeting:

- 2024 Non-SOV Target – 33%
- 2026 Non-SOV Target – 35%

Summary

If CLMPO chooses to continue supporting ODOT's targets (including the PHED and non-SOV), the MPO will:

- Continue including the performance measures and targets in the RTP and planning towards achieving the target through our performance-based planning and programming framework.
- Continue including a description in the MTIP of the anticipated effect of the TIP toward achieving the targets.
- Continue coordinating with ODOT. ODOT will be responsible for calculating these data and reporting to FHWA.

If CLMPO chooses to establish our own targets, the MPO must follow all of the above requirements with these additional requirements:

- Establish targets for each performance measure in coordination with the ODOT Performance Measure Coordinator.
- Follow guidelines and best practices to appropriately set specific targets for the MPO area.
- Develop programs or projects that will contribute towards meeting the target.
- Quantify and report targets to ODOT on an annual basis.

Staff recommends supporting state targets as recommended by TPC.

ATTACHMENT 1
 Central Lane Metropolitan Planning Organization
 2045 Regional Transportation Plan Performance Measures

Miles Traveled - System-wide number of miles traveled (total and share of overall travel) within the CLMPO area
1. Vehicle Miles Traveled (total, per capita, and per employee)
2. Freight Miles Traveled (total, per capita, and per employee)
3. Transit Miles Traveled (total, per capita, and per employee)
Travel Time – Travel time between key origins and destinations
1. Motor vehicle travel time between key regional origin-destination pairs
2. Freight travel time between key freight origin-destination pairs
3. Transit travel time between key origin-destination pairs
Congested Miles of Travel Network – Miles of congested or severely congested regional corridors
1. Miles of congested regional corridors
2. Miles of severely congested regional corridors
Vehicles Hours of Delay - Magnitude of congestion accounting for both the degree of delay and the volume of delayed traffic at those locations
1. Passenger vehicle hours of delay
2. Truck vehicle hours of delay
Congestion - Locations on the regional roadway network that are congested
1. Locations on the regional roadway network that are congested or severely congested.
Mode Share – Percent of non-drive alone trips
1. Regional mode share for walking, biking, transit, and shared ride usage
2. Daily walking, biking, transit, and shared vehicle person trips
3. Transit trips on congested corridors
System Completeness – Completeness of regional sidewalks and bikeways
1. Mapping of regional pedestrian and bicycle networks completed
2. Mapping of regional pedestrian and bicycle facilities completed within ¼ mile of high frequency transit stops and within equity focused areas
Access to Jobs – Number of jobs accessible within a reasonable travel time
1. Jobs accessible by households within the following commute travel times/distances: 20-minute drive for passenger vehicles, 20-minute travel time for transit riders, ¾-mile distance by walking, 3 ¹ / ₃ -mile distance by biking.
Access to Services - Number of services (food, education, employment, and/or healthcare) accessible within a reasonable travel time
1. Services accessible by households within the following reasonable travel times/distances: 20-minute drive for passenger vehicles, 20-minute total travel time for transit riders, ¾-mile distance by walking, 3 ¹ / ₃ -mile distance by biking
Access to Transit – Number of households within ¼ mile of a high capacity transit stop
1. Number of households within ¼ mile of a high capacity transit stop
Access to High Capacity Transit – Number of households within ¼ mile of a high capacity transit stop
1. Number of households within ¼ mile of a high capacity transit stop (15 minute frequency or less)
Safety – Transportation-related collisions
1. Vehicle, pedestrian, and bicyclist fatal and serious injury crashes
2. Vehicle, pedestrian, and bicyclist fatalities where alcohol is a factor

3. Vehicle fatalities where a passenger is unrestrained

4. Motorcyclist fatalities, helmeted and un-helmeted

5. Fatalities where a driver's age is 20 or under

Transportation-Related Greenhouse Gas Emissions - Support local and state efforts to reduce transportation-related GHG emissions

1. Actions taken to support local and state efforts to achieve a 20% reduction in GHGs by 2040 from light vehicles consistent with the state goal to, by 2050, achieve GHG levels that are at least 75 percent below 1990 levels.

RESOLUTION 2022-08

**SUPPORTING STATE PERFORMANCE MEASURE TARGETS FOR PAVEMENT AND
BRIDGE CONDITION, SYSTEM PERFORMANCE,
AND CONGESTION MANAGEMENT AIR QUALITY**

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 Congestion Management Air Quality 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 Measure Targets for Pavement and Bridge Condition, System Performance, and Congestion Management Air Quality for the purposes of federal reporting.

PASSED AND APPROVED THIS 6th DAY OF OCTOBER, 2022, BY THE METROPOLITAN POLICY COMMITTEE.

ATTEST:

Randy Groves, Chair
Metropolitan Policy Committee

Brendalee Wilson, Executive Director
Lane Council of Governments

MPC 6.e
MEMORANDUM

Date: September 27th, 2022

To: Metropolitan Policy Committee Members of Central Lane MPO

From: Rob Inerfeld, Transportation Planning Manager, City of Eugene, Public Works Engineering
Email: rinerfeld@eugene-or.gov

Subject: Reconnecting Communities Pilot (RCP) Program Grant Application Letter of Support

The City of Eugene is applying for the [U.S. Department of Transportation's Reconnecting Community Pilot Grant program \(RCP\)](#) capital construction grant funding for the **River Road-Santa Clara pedestrian-bicycle bridge**. The purpose of this funding is to solicit applications for supporting planning, capital construction, and technical assistance to restore community connectivity through the removal, retrofit, mitigation, or replacement of eligible transportation infrastructure facilities. It is the first-ever Federal program dedicated to reconnecting communities previously cut off from economic opportunities by transportation infrastructure.

The scope of the grant application will include asking for **\$6,500,000** in construction costs for the **River Road-Santa Clara pedestrian-bicycle bridge**. For Capital Construction Grants, the USDOT expects the minimum award to be \$5,000,000 and the maximum to be \$30,000,000.

Construction of this bridge will eliminate the need to traverse several of Eugene's most dangerous intersections and advance road user safety, particularly for students walking or biking that must cross a highway interchange to get to school, by furnishing access to safer neighborhood streets.

A significant barrier to community connectivity between Santa Clara and River Road will be eradicated by constructing this bridge, including barriers to safe mobility, access, and economic development resulting from the high speeds and grade separations on the Beltline highway.

Oregon Department of Transportation (ODOT) also supports the City of Eugene's Reconnecting Communities grant application and is actively involved in identifying funding opportunities for this bridge listed under its STIP [project number: 22422](#).

The Central Lane MPO has also identified the **River Road-Santa Clara pedestrian-bicycle bridge** as one of the regional priority investment projects in the MPO's *Regional Transportation Plan 2045*. That said, supporting member agency multimodal activities, including this application, help bring Central Lane MPO's goals to fruition.

RECOMMENDATION: Approval of a letter of support for the City of Eugene for the FY22 Reconnecting Communities Pilot (RCP) Program Grant Application.



October 6, 2022

The Honorable Pete Buttigieg
Secretary of Transportation
US Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

SUBJECT: Reconnecting Communities Pilot Program Application FY-22 | C/O Faith Hall, Grant Lead

Dear Secretary Buttigieg,

We thank you for your dedication to investing in our country's infrastructure. I am writing this letter on behalf of the Policy Board for the Central Lane Metropolitan Planning Organization (MPO) to convey our strong support for the City of Eugene's Reconnecting Communities Pilot Program fiscal year 2022 grant application for the capital construction project of a new bicycle-pedestrian bridge. This new bridge will be constructed over the Randy Papé Beltline Highway and connect the River Road and Santa Clara communities in Eugene.

The River Road and Santa Clara communities are socially divided by the Beltline highway. Thus, the construction of a bicycle-pedestrian bridge will enable people to utilize more active transportation options to school, work, shopping, and other destinations. The bridge will also serve as a shared-use path and connect half of the North Eugene High School service area – the highest underserved population of Eugene School District 4J's four traditional high schools – to the school itself.

Supporting the City of Eugene's commitment to Safe Routes to School and Vision Zero, this bridge will eliminate the need to traverse several of Eugene's most dangerous intersections and advance road user safety, particularly for students walking or biking, that have to cross a highway interchange to get to school by furnishing access to safer neighborhood streets. We believe in safe access to roadways, especially for the student population, as they are integral to the community and the economic resilience of any economy. A significant barrier to community connectivity between Santa Clara and River Road will be eradicated by constructing this bridge which includes barriers to safe mobility, access, and economic development resulting from the high speeds and grade separations on the Beltline highway.

In conclusion, we are confident that this grant will help eliminate the obstacles to safe mobility, access, and economic development — while *Reconnecting Communities* between Santa Clara & River Road.

Please join us in supporting the City of Eugene's vision and affirmation of advancing transportation equity, climate justice, and creating safe and active streets for all by supporting its grant application.

If you have any questions or concerns, please do not hesitate to contact me.

Sincerely,

Randy Groves
Metropolitan Policy Committee, Chair
Eugene City Councilor, Ward 8

MPC 6.f.2
Transportation Improvement Program (TIP) Project Changes
Transportation Planning Committee (TPC) – Central Lane MPO
August 18, 2022 and September 15, 2022

22674 – LCOG

Electronic Transportation Improvement Program Service FY22

Description: Funding to pay for electronic Transportation Improvement Program (eTIP) platform service for first year including system implementation. The eTIP service will reduce errors and provide a useful online resource to the public for information regarding federally funded transportation projects in the Portland, Salem, and Eugene metropolitan areas.

Project Change(s): Add new FFY2022 project using \$201,488 of LCOG's Urban Surface Transportation Block Grant funding, moved from savings of project #21843.

Note: The costs for this project will be shared among multiple agencies in addition to LCOG. Discussions regarding the cost distribution for this project are still underway, but this STIP project is needed urgently for the federal procurement agreement to move forward. Once the cost distribution is determined, LCOG's share of this project will be reduced and replaced with funding from the other participant agencies (all outside of the Central Lane MPO).

Action: The project is proposed as a place-holder for future federal funding anticipated to be approved by the Metropolitan Policy Committee through the established project prioritization and selection process at their meeting on September 1, 2022. For administrative reasons relevant to the federal procurement processes enforced by ODOT, LCOG requests that this place-holder project be created to generate a STIP Project Key Number and to demonstrate available funding under the anticipated approvals of the relevant policy boards of the affected agencies in order to avoid delays in the contracting process that may result in an unsuccessful procurement. If it should happen that the funds are not approved, the place-holder project will be canceled. These changes are being requested by LCOG. These federal funds are to be programmed at the discretion of the MPO. MPO approval signifies that this project represents a priority transportation need, that it is consistent with the [goals and objectives](#) of the MPO's Regional Transportation Plan and meets the federal requirements for inclusion in the TIP as described in [Title 23 U.S.C. 450.326](#).

Public review period July 19 - August 2, 2022

22338 – Eugene

Regional bicycle enhancements (CLMPO)

Description: Development of regional bicycle improvements including education and outreach as well as new bike fleet for Springfield public schools SRTS program, bicycle parking, bicycle repair stations and e-bike loaner program to promote transportation options.

Funding: \$219,973.32 (Urban Surface Transportation Block Grant)

Project Changes: This amendment removes the adult bicycle education and maintenance classes and Safe Routes to School bicycle fleet expansion pieces of this project, reducing total funding from \$219,973 to \$153,104. This amendment also further clarifies the phases of the project, breaking out funding into planning (\$25,000, fiscal year 2023), preliminary engineering and design (\$55,783, fiscal year 2023), construction (\$59,081 fiscal year 2024), and other (\$13,240, fiscal year 2023) phases. Update project description to "Regional bicycle improvements including bicycle parking, bicycle repair stations, an e-bike loaner program, and maintenance of electronic bike lockers to promote transportation options."

Action: These changes are requested by City of Eugene. MPO approved the use of these federal funds for the original project scope. Any changes must be approved at the discretion of the MPO upon consideration of the federal requirements of [Title 23 U.S.C. 450.326](#) as well as the potential effects of these changes on the MPO's obligation targets and the penalties associated with slipping MPO-funded projects.

Public review period September 12 to September 26, 2022.

22267 – LTD

Fare management system – LTD

Description: Purchase and implement mobile wallet technology for fare management

Funding: \$937,500.00 (FTA Section 5307)

Project Change(s): Update funding to reflect \$600,000 of new federal earmarked funds for this project and \$600,000 of STIF funding to replace the 5307 funds currently programmed for this project. New Project total is \$1,200,000.

Note: The 5307 funds were programmed initially as a placeholder for the earmarked funds until the funding program was known. The 5307 funds were not drawn from LTD's formula funds and will not return to the budget of that STIP key number.

Action: These changes are being made at Lane Transit District's discretion. As a federally funded transportation project in the MPO boundaries, this project (and any changes to it) must be reflected in the MPO's Transportation Improvement Program (TIP). MPO approval signifies that this project is consistent with the [goals and objectives](#) of the MPO's Regional Transportation Plan and meets the federal requirements for inclusion in the TIP as described in [Title 23 U.S.C. 450.326](#).

Public review period July 14 – July 28, 2022, this was approved by TPC July 21 contingent upon completion of public review (Comment(s) received – see attached)

22627 - ODOT

OR132: Green Acres Rd to Good Pasture Island Rd

Description: Complete design to replace bridge over Beltline; add up to 2 lanes to southbound Delta; replace signal at westbound off-ramp; widen slough bridge on eastbound Beltline—all to improve traffic flow and safety.

Funding: \$6,086,051 (HB2001B Bond Funds – JTA savings from Beltline projects)

Project Change(s): Add new design-only project to the MTIP using JTA saving from Beltline projects.

Note: Improvements to the north of Beltline will taper to the existing roadway before Green Acres Rd and no work is planned at that intersection as part of this project.

Action: These changes are being made at ODOT's discretion. As a federally funded transportation project in the MPO boundaries, this project (and any changes to it) must be reflected in the MPO's Transportation Improvement Program (MTIP). MPO approval signifies that this project is consistent with the [goals and objectives](#) of the MPO's Regional Transportation Plan and meets the federal requirements for inclusion in the TIP as described in [Title 23 U.S.C. 450.326](#).

Public review period August 2 - August 16, 2022 (Comment(s) received – see attached)

21168 – Lane County

Howard Elementary & Colin Kelly MS traffic congestion mitig

Description: Install pedestrian activated flashing light at Maxwell Rd and N Park Ave and install new sidewalks on east side of N Park Ave between Maxwell Rd and Howard Ave (Lane County & City of Eugene) to reduce congestion and improve air quality.

Funding: \$1,010,461.37 (Urban Surface Transportation Block Grant, Congestion Mitigation & Air Quality, Local)

Project Changes: Increase the construction total by \$198,381.40 using local funds.

Note: the additional funds are needed due to increase in quantities, cost of materials from original estimate and underestimated cost of construction engineering.

Action: These changes are requested by Lane County. Any local funds are programmed at the discretion of Lane County, and not the MPO. MPO approval signifies that this project is consistent with the [goals and objectives](#) of the MPO's Regional Transportation Plan and meets the federal requirements for inclusion in the TIP as described in [Title 23 U.S.C. 450.326](#).

No public review required

22622 – Eugene

Bike Share Planning and Operations 2022 (Eugene)

Description: Funding to support PeaceHealth Rides (bike share) program for 2022 and 2023; enable planning for future bike share system expansion, increase outreach, and identify additional bike share partners to provide and promote transportation options and reduce greenhouse gas emissions

Funding: \$72,440 (Carbon Reduction Program)

Project Change(s): Slip (postpone) this 2022 project until 2023.

Note: The slip is necessary as the intergovernmental agreement (IGA) required for obligation of funds will not be completed before the 2022 obligation deadline.

Action: These changes are requested by City of Eugene. MPO approved the use of these federal funds for the original project scope. Any changes must be approved at the discretion of the MPO upon consideration of the federal requirements of [Title 23 U.S.C. 450.326](#) as well as the potential effects of these changes on the MPO’s obligation targets and the penalties associated with slipping MPO-funded projects.

No public review required

22364 – Eugene

SmartTrips new movers and mobility options (Eugene)

Description: Individualized marketing to reduce drive-alone trips and increase biking, walking, public transit and other transportation options focusing on people new to the community.

Funding: \$675,000 (Congestion Mitigation and Air Quality)

Project Change(s): Slip (postpone) this 2022 project until 2023.

Note: The slip is necessary as the intergovernmental agreement (IGA) required for obligation of funds will not be completed before the 2022 obligation deadline.

Action: These changes are requested by City of Eugene. MPO approved the use of these federal funds for the original project scope. Any changes must be approved at the discretion of the MPO upon consideration of the federal requirements of [Title 23 U.S.C. 450.326](#) as well as the potential effects of these changes on the MPO’s obligation targets and the penalties associated with slipping MPO-funded projects.

No public review required

Comment received July 26, 2022:

Dear Central Lane MPO,

BEST is continuing to "beta test" the public review process for MTIP amendments, as noticed on the Public Comment Opportunities webpage. (See below.)

We support the amendment for # 2023 – LTD Zero Emission Bus Replacement (LTD).

In summary, the LTD Zero Emission Bus Replacement project advances 3 out of 8 of the MPO's primary funding considerations by replacing older buses with new ones and by reducing emissions from buses:

- 2. Preserve and maintain transportation system assets to maximize their useful life and minimize project construction and maintenance costs
- 6. Increase the percentage of trips made using active and low carbon transportation modes while reducing vehicle miles traveled within our region.

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

We see a need for additional public involvement and LTD board discussion for the amendment for # 22267 — Fare management system (LTD).

But we have questions about the changing ridership of transit in the (post) pandemic world, and the benefits vs. costs of purchasing and implementing a mobile wallet technology for fare management. Specifically, we are concerned that continuing to shift to a digital fare system risks actually reducing access to transit by the very people most dependent on transit:

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

To be sure, we are not saying this is necessarily the case, but merely that there are questions deserving more public attention. Moreover, we note that unlike major American cities where white collar workers commute to work via transit, we understand that LTD's ridership has a different demographic makeup.

We recognize that the MPO is not the decision maker for this project but merely responsible for documenting how LTD is using federal funding. Nonetheless, the MPO has a responsibility to certify that this project is consistent with the goals and objectives of the MPO's Regional Transportation Plan.

We urge the MPO to review this project for consistency especially with the Regional Primary Funding Considerations related to eliminating barriers.

As an example of concerns with going digital, see this recent opinion piece:

Transport Apps Promised to Eliminate Friction. But at What Cost?

Cities of the future will likely be even more segregated by income, hostile to pedestrians, and designed to line the pockets of tech giants.

This story is adapted from Road to Nowhere: What Silicon Valley Gets Wrong about the Future of Transportation, by Paris Marx.

In the vision of the “frictionless” city that is held by many in tech, where virtually every city service, human interaction, and consumer experience is to be mediated by an app or digital service that not only cuts out the need to deal directly with another human but places technology at the heart of those interactions, there is no serious attempt to deal with deeply entrenched problems—at least outside of rhetorical flourishes. The decisions of venture capitalists to fund companies that are transforming the way we move, consume, and conduct our daily lives should not be perceived as neutral actions. Rather, they are pushing visions of the future that benefit themselves by funding the yearslong efforts of companies to monopolize their sectors and lobby to alter regulatory structures in their favor. Furthermore, rather than challenging the dominance of the automobile, their ideas almost always seek to extend it.

After more than a decade of being flooded with idealized visions of technologically enhanced futures whose benefits have not been shared in the ways their promoters promised, we should instead consider what kinds of futures they are far more likely to create. I outline three scenarios that are far more realistic, and which illustrate the world being created: First, it is even more segregated based on income; second, it is even more hostile to pedestrians; and third, it wants to use unaccountable technological systems to control even more aspects of our lives. ...

More broadly, in our work as part of a national coalition of transit and mobility justice advocates, we are seeing the transit industry overinvest in infrastructure and technology ("shiny new objects") and underinvest in riders (more service) and bus operators (wages).

That this project is being funded, in part, with STIF funds that the Legislature intended to address concerns around equity raises questions about who benefits. We would hope that the LTD Board of Directors provide policy guidance on the fare management and equity concerns. Alas, BEST has been having trouble getting the attention of LTD.

For BEST,
Rob

Comment received August 18, 2022:

Dear Central Lane MPO,

BEST is continuing to "beta test" the public review process for MTIP amendments, as noticed on the Public Comment Opportunities webpage. (See below.)

Not enough information about the amendment for # 22627 – OR132: Green Acres Rd to Good Pasture Island Rd (ODOT)

At the risk of sounding like a broken record, the public notice simply does not provide enough information to allow the public — or the MPO — to determine "that this project is consistent with the goals and objectives of the MPO's Regional Transportation Plan."

Here is what we can determine with confidence:

- Roughly \$6 million is being reprogrammed.
- The funding is coming from cost savings for other (Beltline) projects funded under the 2009 Jobs and Transportation Act (JTA), and is being reprogrammed from one ODOT project to another at their discretion.
- The project is along Delta Highway (OR132) from Green Acres Rd north of Beltline to Good Pasture Island Rd south of Beltline.
- The project is to "complete design to replace bridge over Beltline; add up to 2 lanes to southbound Delta; replace signal at westbound off-ramp; widen slough bridge on eastbound Beltline—all to improve traffic flow and safety."

But there are no links to more information about the project. And Googling revealed a couple of pages, neither of which has been updated nor was particularly enlightening:

[OR 569: Beltline/Delta Interchange Project](http://www.oregon.gov/odot/projects/pages/project-details.aspx?project=19490)

<http://www.oregon.gov/odot/projects/pages/project-details.aspx?project=19490>

[JTA: Beltline Highway at Delta Highway](http://oregonjta.org/region2/?p=beltline-delta)

<http://oregonjta.org/region2/?p=beltline-delta>

We are left with several questions:

- Where is a more detailed description of the project, including a map and a breakdown of sources of funding?
- In particular, in seeking a MTIP amendment did ODOT submit to the MPO more information than appears in the public notice?

- Is this a design or construction project? The phrase "complete design" is ambiguous.
 - What is the nature of the safety issue to be addressed?
 - What is the connection between traffic flow and safety?
- We are not necessarily arguing that the project isn't needed, won't improve safety, nor is inconsistent with the MPO's goals and objectives. We just don't have enough information to know one way or the other. As such, this public comment opportunity is not effectively an opportunity.

Some modest suggestions for doing better in the future:

1. Provide the public with a link connecting the key number (in this case # 22627) to a larger document in which to locate the project.
2. Whenever a MTIP amendment is requested, provide the public with (a link to) the full request / application — not just a summary.
3. If not included in the request / application, provide the public with (links to):
 - Detailed project description.
 - Map
 - Summary of all planned or completed phases of the project and secured or anticipated funding sources.
4. Provide the public with a reference to the adopted Central Lane RTP or other adopted plan identifying the project in question.

Lastly, we again request some kind of "push" rather than "pull" notification system. Simply posting information to a webpage for a short period of time is simply not effective notice — except for members of the public so motivated that they check the webpage every couple of weeks to see if there are any new opportunities:

- At the very least, whenever the Public Comment Opportunities Page is modified, please add a note at the bottom of the page indicating when the page was last modified.
- Much better would be to create a specialized email list of interested parties to be notified explicitly whenever the Public Comment Opportunities Page is modified.

For BEST,
Rob