



Central Lane  
Metropolitan Planning Organization  
Semi- Annual Report  
July 2022



## Introduction

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



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

## AN OVERVIEW OF ACCOMPLISHMENTS

In May 2021, the MPO adopted the 2022-2023 UPWP covering the period from July 1, 2021 to June 30, 2023. The UPWP details the work plans for the upcoming two-year period.

An addendum to the UPWP was adopted in May 2022.

The following summarizes key accomplishments from **July 1, 2021- June 30, 2022**.

## Accomplishments and Trends

Principle accomplishments described by program area, include:

### **Regional Long-Range Planning**

- The MPO finalized the Regional Transportation Plan and presented the plan to the Metropolitan Policy Committee in November and December of 2021, with adoption in January 2022. DKS was the lead consultant with support from JLA on public involvement. Accomplishments of this update include:
  - Updated goals and objectives developed with input from staff, the public, and policy makers.
  - Updated modeling, data, and mapping.
  - New Performance Based Planning Framework and performance measures.
  - Completed robust public involvement plan including an online open house with additional outreach with Downtown Languages and Title VI populations.
  - Completed data and research document outlining the use of Streetlight data to support travel demand model work.
  - Completed land use and travel model work for the base and planning horizon year.
  - Adopted Intelligent Transportation System plan in July 2021.
  - Completed Congestion Management Process as part of the RTP update.
  - Addressed new federal planning factors.
- The MPO continued the Safe Lane Coalition program to implement regional safety priorities outlined in the 2017 Regional Safety Plan. The Safe Communities Coordinator works with regional partners to program education and outreach efforts to prevent DUIIs, unsafe speeds, and distracted driving. The Coalition continue the strategic planning work that began last year with the University of Oregon Planning Department Strategic Planning course to create a draft strategic plan for the coalition and creating a strong foundation for future safety efforts.
  - The Safe Lane Coalition launched new working groups to address the topics of DUII prevention, Speed Reduction, Education, and Tactical Urbanism.
  - The Safe Lane Coalition worked on drafting the Request for Proposals for the upcoming work on the Regional Safety Grant.

### **Programming and Implementation**

- The MPO assisted in refining the new online TIP platform.
- The MPO engaged in an improved TIP reporting process.
- The MPO completed the annual obligation report.
- Updated MTIP Amendment Matrix in February 2022.
- The MPO began the process of programming MPO's 2025 - 2027 discretionary Surface Transportation Block Grant (STBG), Transportation Alternatives (TA), Congestion

Mitigation & Air Quality Improvement (CMAQ), and Carbon Reduction Program (CRP) funding as well as new CRP and Highway Infrastructure Program (HIP) funding for 2022 - 2024. The application process opened in June and closed July 1, 2022.

### **Public Participation**

- The MPO created new social media accounts to connect with the community. Public notices will continue to be posted on our website and sent out through our mailing list in addition to a growing social media presence:
  - [CLMPO Facebook page](#)
  - [Twitter](#)
- The MPO complied with its adopted Public Participation Plan to ensure public engagement and participation in transportation planning and programming decisions.
- The MPO completed an update [Title VI report in October 2021](#). An update to this plan will be completed 2022.
- The MPO continued to update and improve its visual representation of planned and funded projects, in conjunction with a major update to the MPO's web site.
- The MPO created an online map to highlight MTIP projects:  
<https://storymaps.arcgis.com/stories/194cd02f22d2410881e81da0f288b00d>
- MPO staff have started the update process on the Public Participation Plan with anticipated adoption in January 2023.

### **Air Quality Planning**

- The MPO completed a Conformity Determination for the Regional Transportation Plan. Adopted in January 2022. Final document is posted on the [Air Quality page](#).
- The MPO has maintained the air quality conformity of the 21-24 MTIP.
- The MPO has maintained a cooperative partnership with Lane Regional Air Protection Agency (LRAPA) to provide each other with data necessary for our respective models.
- The MPO actively participated in a statewide committee to develop Oregon's Carbon Reduction Strategy.
- The MPO actively participated in an Advisory Committee on Metropolitan Transportation Planning and Greenhouse Gas (GHG) Reduction Targets which, advised, along with the TPR changes, on better integration of GHG emission reductions planning with other land use and transportation planning efforts. Amendments to the GHG reduction targets in OAR 660-044 were made based upon this committee's recommendations.

### **Transportation System Modeling and Data Maintenance**

The MPO continued to upgrade its technical capabilities and models to meet the evolving demands of regional planning, and to use its regional travel model and land allocation model to assist local agencies in their planning efforts.

- The MPO refined and exercised its regional land use allocation model and travel demand model to serve the needs of the three partner cities in updating their Transportation System Plans.
- The MPO used the newly developed UrbanSim land use platform in the RTP process.
- The MPO continued the regional traffic count program, collecting counts in Eugene and Springfield in October/November 2021 and May/June 2022.
- The MPO continued to upgrade its analysis tools for bicycle related transportation planning. The deployment of bike counters continued throughout the region, providing data to the cities for use in their TSPs, associated Bicycle and Pedestrian plans, and in project funding applications. The counts data are also being used to determine factors that will enable annual average daily bike counts to be computed and compared. These counts continue to be added to the bike count web map on the MPO data portal.
- The MPO continued development of a Data Portal site whereby collected data can be housed and web-based visualizations provided for use by public as well as local agencies (<http://www.thempo.org/648/Data-Portal>). Several data themes have been produced: crashes, transit, traffic count, commuter, transportation, and population. The Data Portal is intended to house the MAP-21/FAST Act data statistics and demonstrate the progress toward the targets.
- MPO technical staff continued collaboration and cooperation with ODOT and the other MPOs through participation in the Oregon Modeling Steering Committee, the Model Program Committee and the Oregon Household Activity Survey Committee. The MPO also programmed funds to help support the statewide effort.
- The MPO continued the IGA with Metro for travel model development. Metro is building a travel model for the MPO using the framework of its Kate model. MPO staff is coordinating with Metro staff deploy the new model in the RTP process.

### **Transportation Options**

- LCOG began providing regional support for TO and SmartTrips programming in Springfield.
- Hired new position to complete regional TO work.
- Hired new position to work in Springfield and Coburg.
- Contracted funds to City of Eugene to support Smart Trips and TO programs.
- The City of Eugene continues to offer altered programming due to COVID19. The city is piloting an open streets effort in the Bethel neighborhood.
- Regional collaboration meetings occur between all MPO partners and the University of Oregon to continue Transportation Options work.
- Transportation options staff from all jurisdictions continue to collaborate monthly on public outreach and programming. Many ongoing activities have been slightly altered (moved online), paused, or delayed during COVID19 including Sunday Streets, May is Bike Month, bike education, Safe Routes to School, and carpool promotion.

## Intergovernmental Coordination

- The MPO continued to coordinate with regional partner agencies, holding regular meetings with policymakers and staff, as well as coordinating with federal and state agencies.
- The MPO met quarterly with federal and state staff to work towards resolving federal certification corrective actions.
- The MPO serves on the ODOT Local Program Committee, representing all Oregon MPOs.
- Two members of the Central Lane MPO Policy Board continue to serve on the Oregon MPO Consortium (OMPOC) and the MPO staff, under separate contract with ODOT, also staff OMPOC.
- The MPO serves as a member of the Lane Area Commission on Transportation (Lane ACT), and the MPO staff, under separate contract with ODOT, also staff the Lane ACT.
- The MPO participates in several statewide committees that meet regularly including the Certified Users Group, the TIP/STIP Coordination Committee, the Air Quality Conformity Coordination Group, the ODOT, MPO, and Transit Providers Group, and others.
- MPO staff participated in the Oregon Modeling Statewide Collaborative and its various subcommittees working on travel model and data improvements and updates.
- LCOG is the contract administrator for the Oregon Household Activity Survey and MPO staff are on project leadership team as well as the Travel Survey Subcommittee.
- MPO Policy Board provided comments on the update of the Oregon Transportation Plan, and on the priorities for OTC's use of IIJA funding.
- MPO Policy Board updated Bylaws allowing the City of Coburg to designate an elected or appointed official to serve on the Policy Board.
- MPO staff and Policy Board are working with ODOT to increase coordination between the MPO and ODOT's Public Transportation Division. Policy Board provided direction to appoint a PTD staff person to the MPO's staff advisory committee.
- The MPO received its 2019 MPO Certification Review Final Report in October 2019. This certification will remain in effect for a period of four years. The MPO, ODOT, and FHWA will be incorporating these corrections and recommendations into the CLMPO program. CLMPO completed Corrective Actions #10-#12 related to the MTIP. With the adoption of the RTP & CMP in January 2022 the MPO has completed the remainder of the Corrective Actions (#1-#9) related to those two documents and is in the process of submitting these to ODOT, FHWA, and FTA.
- LCOG completed the process of becoming a Locally Certified Agency with the planning services contracting functional area of certification.