



UPWP

Unified Planning Work Program
Interim Review and Update

ADDENDUM TO THE UPWP

May 2022

Prepared by:
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RESOLUTION 2022-05

**ADOPTING THE CENTRAL LANE METROPOLITAN PLANNING ORGANIZATION
FY22/FY23 UNIFIED PLANNING WORK PROGRAM (UPWP) ADDENDUM
and
PROGRAMMING FY2023 SURFACE TRANSPORTATION BLOCK GRANT FUNDING**

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

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

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

WHEREAS, the Central Lane Metropolitan Planning Organization has developed an FY2022/2023 Unified Planning Work Program, in coordination with the United States Department of Transportation (USDOT) and the Oregon Department of Transportation (ODOT); and

WHEREAS, the Unified Planning Work Program has been reviewed and is found to conform to all federal and state planning regulations and to reflect the priorities, scope of work, and level of effort desired for regional transportation planning for FY2022 and FY2023; and

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

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

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

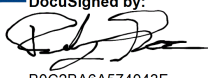
NOW, THEREFORE, BE IT RESOLVED:

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


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

PASSED AND APPROVED THIS 5th DAY OF MAY, 2022, BY THE METROPOLITAN POLICY COMMITTEE.

ATTEST:

DocuSigned by:

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Randy Groves, Chair
Metropolitan Policy Committee

DocuSigned by:

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Brendalee Wilson, Executive Director
Lane Council of Governments

May 2022

Acknowledgements

LOCAL AGENCIES

Lane Council of Governments
City of Eugene
City of Springfield
City of Coburg
Lane County
Lane Transit District
Lane Regional Air Protection Agency

STATE AND FEDERAL AGENCIES

Oregon Department of Transportation
Federal Highway Administration
Federal Transit Administration

METROPOLITAN POLICY COMMITTEE (MPC)

Joe Berney, Lane County Commissioner
Heather Buch, Lane County Commissioner
Lucy Vinis, City of Eugene Mayor
Randy Groves, City of Eugene City Councilor
Sean VanGordon, City of Springfield Mayor
Steve Moe, City of Springfield City Councilor
Ray Smith, City of Coburg Mayor
Don Nordin, Lane Transit District Board Member
Caitlin Vargas, Lane Transit District Board Member
Frannie Brindle, Oregon Department of Transportation

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INTRODUCTION

The Unified Planning Work Program (UPWP) is a federally required document describing the transportation planning activities to be undertaken in the Central Lane metropolitan area for a specific fiscal year or years. Development of the UPWP provides local agencies with an opportunity to identify transportation needs, objectives and products. The UPWP sets priorities for regional transportation planning activities that are responsive to the goals set by the Regional Transportation Plan (RTP), and the federal mandates of the current transportation funding bill within the guidelines set by the U.S. Department of Transportation.

In May 2021, the Central Lane Metropolitan Planning Organization (the MPO) adopted a UPWP covering a two-year period. The UPWP for Fiscal Years 2022 and 2023 contains the following:

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

The preparation of this report was financed in part by the U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration. The opinions, findings and conclusions expressed in this report are not necessarily those of the U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration.

UPDATES TO THE ADOPTED UPWP

The following addendum to the adopted 2022 and 2023 UPWP describes changes to action items, additional action items that are anticipated to occur within FY 2023 and revisions to estimated timelines, as needed. The remaining work items outlined in the adopted UPWP are proposed to remain as adopted, unless otherwise modified herein. The adopted UPWP can be found at <http://www.thempo.org/359/Our-Work-Plan>.

STATUS OF PLANNING DOCUMENTS

LCOG develops and maintains several federally mandated planning documents that guide regional work and investments. The plans, their current status and next update are:

LCOG Planning Documents	Current Status	Next Update
Unified Planning Work Program	Adopted May 2021	Addendum (This document) to FY22-23 UPWP anticipated for adoption April/May 2022
Regional Transportation Plan and Air Quality Conformity Determination	Reviewed by MPC November and December 2021. Adopted January 2022.	2025
Regional ITS Operations and Implementation Plan	Approved July 2021	2025
Title VI Plan	Approved September 6, 2018,	Next update will be in August 2022. Annual report October 2022
Annual Listing of Obligated Projects	Published December 2022	December 2022.
Transportation Safety Action Plan	Approved April 6, 2017,	To be updated in 2022/23
Public Participation Plan	Approved October 1, 2015,	To be updated in 2022/23
Metropolitan Transportation Improvement Program and Air Quality Conformity Determination	FY21-24 MTIP adopted May 5, 2020. AQCD adopted January 2022 and approved TBD.	FY24-27 MTIP adoption anticipated May 2023. AQCD adoption anticipated 2023.
Regional Transportation Options Plan	Approved November 6, 2014,	This plan has been integrated into the RTP and CMP and will be retired. RTP/CMP Adopted January 2022.
Transportation Management Association Certification Review	Final Report received October 30, 2019,	FHWA and FTA review and findings will need to be complete by October 30, 2023,

Federal Certification

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. The following table lists corrective actions and recommendations from the 2019 report.

Topic	Finding	Proposed Actions
CLMPO and ODOT Action to Resolve Findings	<p>Recommendation 1: Certification Action Team</p> <p>The Certification Review Team recommends CLMPO create a certification action team, composed of local, state, and Federal partners, to assist in the successful resolution of corrective actions.</p>	<p>The action team met three times in 2021 and will continue to meet quarterly in 2022 and 2023.</p>
MPO Structure & Air Quality Status	<p>Recommendation 2: MPO By-Laws</p> <p>It is recommended CLMPO update the Metropolitan Policy Committee (MPC) and Transportation Planning committee (TPC) by-laws to reflect current metropolitan planning processes including committee memberships, voting structures, accurately outlining roles and responsibilities of the MPC and TPC core function, capture FHWA and FTA required documents and amendment procedures, general information on meeting times and location. In addition, By-Laws should be updated on a cycle that aligns with changes to the MPO boundaries and/or urban growth boundaries.</p>	<p>CLMPO staff will work with MPC and TPC to update bylaws to meet stated requirements in 2022.</p>
	<p>Recommendation 3: MPO By-Laws</p> <p>It is recommended CLMPO post their TPC By-Laws and meeting materials on the CLMPO website to provide the public access to these documents.</p>	<p>Current meeting materials and bylaws are posted on the website. Changes to bylaws will be uploaded when complete.</p>
	<p>Recommendation 4: MPO By-Laws</p> <p>It is recommended CLMPO separate the MPO core function from other MPC functions in the MPC By-Laws to provide clarity on the roles</p>	<p>Roles and functions of MPC will be clarified in updated bylaws.</p>

	<p>and responsibilities of the MPC.</p>	
	<p>Commendation 1: Policy Board Meeting Broadcast</p> <p>The CLMPO is commended for making live and archive broadcasts of MPC meetings accessible online.</p>	
<p>Metropolitan Transportation Plan (MTP)</p>	<p>Corrective Action 1: MTP Latest Available Estimates and Assumptions</p> <p>To meet the requirements set forth in 23 CFR 450.324, CLMPO must:</p> <p>a. Base the MTP on the latest available estimates and assumptions for population, land use, travel, employment, congestion, and economic activity and include associated supporting/technical analysis.</p> <p>b. Document an analysis of current and projected transportation demand of persons and goods in the metropolitan area over the full period of the MTP.</p> <p>c. The MPO, the State(s), and the public transportation operator(s) shall validate data used in preparing other existing modal plans for providing input to the transportation plan.</p>	<p>a. Base the MTP on the latest available estimates and assumptions for population, land use, travel, employment, congestion, and economic activity and include associated supporting/technical analysis.</p> <p>CA 1.a. Has Been Met: CLMPO developed new land use allocation and travel demand models in preparation for the 2045 RTP, CMP, and AQCD. The RTP Appendices K and L include the technical documentation for these two models. Both models have a 2018/2019 base year for data and 2045 horizon year. The land use application model is Urbansim. The travel demand model is developed by Metro and is based on the Metro model's Kate framework; a four-step travel model.</p> <p>CLMPO accessed the latest available estimates and assumptions (base and horizon) for population, land use, travel, employment, congestion, and economic activity as follows:</p> <ul style="list-style-type: none"> The population estimate and forecast is from Portland State University's Population

		<p><i>Research Center.</i></p> <ul style="list-style-type: none"> • <i>Land use is based upon CLMPO's partner jurisdictions adopted Comprehensive Plans, and existing conditions.</i> • <i>Travel is based upon available data including but not limited to modal counts, existing and planned transportation networks, the most recent Oregon Household Activity Survey, RITIS, StreetLight, and transit ridership.</i> • <i>Employment data is from the Oregon Department of Employment. DOE releases aggregated employment data every other even year. The latest available for use in this RTP was 2018. LCOG receives this data and disaggregates it to a parcel level.</i> • <i>The travel demand model identifies network congestion.</i> • <i>Economic activity is based upon the existing land use, particularly activity centers, key destinations, and job centers coded into the land use allocation model.</i> <p>b. Document an analysis of current and projected transportation demand of persons and goods in the metropolitan area over the full period of the MTP.</p> <p>CA 1.b. Has Been Met: <i>The RTP's Chapters 3 Regional Assessment and 6 Measuring Plan Outcomes provide documentation and analysis of current and projected transportation demand of persons and goods through the 2045 horizon date. The RTP and CMP have a people first approach with a</i></p>
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		<p><i>focus on safety and efficient movement for people within, through, to, and from the CLMPO area. This is shown in the goals, objectives, assessment, analysis, performance measures, and projects. Similarly, economic vitality and movement of freight and goods is also reflected in the goals, objectives, assessment, analysis, performance measures, and projects.</i></p> <p>c. The MPO, the State(s), and the public transportation operator(s) shall validate data used in preparing other existing modal plans for providing input to the transportation plan.</p> <p>CA 1.c. Has Been Met: <i>CLMPO conferred with State partners, particularly in the Departments of Transportation and Employment, and with the Lane Transit District for the latest data inputs. As other modal and transportation plans are updated and developed, CLMPO will coordinate to provide analysis and data as needed.</i></p>
	<p>Corrective Action 2: MTP Existing and Proposed Facilities</p> <p>To meet the requirements set forth in 23 CFR 450.324, CLMPO must:</p> <p>a. Document existing and proposed facilities, intermodal connectors, and emphasize facilities that serve important national and regional transportations functions over the period of the transportation plan and determine the need for proposed facilities and link to MTP goals, objectives, and policies.</p>	<p>a. Document existing and proposed facilities, intermodal connectors, and emphasize facilities that serve important national and regional transportations functions over the period of the transportation plan and determine the need for proposed facilities and link to MTP goals, objectives, and policies.</p> <p>CA 2.a. Has Been Met: <i>Chapter 3 provides documentation of existing facilities and their functions. Proposed</i></p>

	<p>b. Document the current system and future needs for pedestrian/ADA infrastructure and bicycle transportation facilities.</p> <p>c. Document actions and short- and long-range strategies that provide for the integration of multimodal systems including accessible pedestrian walkways and bicycle transportation facilities to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand.</p> <p>d. Document transportation and transit enhancement activities. The documentation should include consideration of the role that intercity buses may play in reducing congestion, pollution, and energy consumption in a cost-effective manner and strategies and investments that preserve and enhance the intercity bus system.</p> <p>e. Document a link to the public transit human services transportation plan in the MTP.</p>	<p><i>facilities (Chapter 6) are included to meet the goals and objectives (Chapter 2) of an efficient, economically vital, and safe transportation network.</i></p> <p>b. Document the current system and future needs for pedestrian/ADA infrastructure and bicycle transportation facilities.</p> <p>CA 2.b. Has Been Met: <i>Chapter 3 provides documentation of the current pedestrian/ADA and bicycle infrastructure and facilities. Proposed infrastructure and facilities (Chapter 6) are included to meet the goals (Chapter 2) of an efficient, economically vital, and safe transportation network.</i></p> <p>c. Document actions and short- and long-range strategies that provide for the integration of multimodal systems including accessible pedestrian walkways and bicycle transportation facilities to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand.</p> <p>CA 2.c. Has Been Met: <i>Chapter 6 includes a detailed description of strategies, projects, programs, and plans identified to achieve the regional multimodal transportation system.</i></p> <p>d. Document transportation and transit enhancement activities. The documentation should include consideration of the role that intercity buses may play in reducing congestion, pollution, and energy</p>
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		<p>consumption in a cost-effective manner and strategies and investments that preserve and enhance the intercity bus system.</p> <p>CA 2.d. Has Been Met: <i>Benefits of investment in intracity and intercity transit is documented in Chapter 1. Chapter 5 includes discussion of supporting investments that preserve and enhance the intercity bus system.</i></p> <p>e. Document a link to the public transit human services transportation plan in the MTP.</p> <p>CA 2.e. Has Been Met: <i>Chapter 1 references the Lane Transit District Coordinated Public Transit-Human Services Transportation Plan. Findings and strategies from this plan influence Land Transit Districts planning and project programming and are reflected in the RTP project list.</i></p>
	<p>Corrective Action 3: Goals, Objectives, and Project Selection</p> <p>CLMPO must fully address the following required MTP elements to meet the requirements set forth in 23 CFR 450.324:</p> <p>a. Document a clear linkage between MTP Goals, objectives, and policies to project selection in the MTP.</p> <p>b. Document an assessment of capital investment and identify other strategies to preserve the existing and projected future metropolitan transportation infrastructure.</p> <p>c. Document multimodal capacity increases are based on regional priorities and needs.</p>	<p>These requirements will be included in the next MTP. Preliminary work has been done on performance-based planning that will be incorporated into new planning documents. 2045 MTP goals will be linked to objectives and project selection. Previous safety planning work will be incorporated and updated as necessary as it is incorporated into 2045 MTP.</p> <p>a. Document a clear linkage between MTP Goals, objectives, and policies to project selection in the MTP.</p> <p>CA 3.a. Has Been Met: <i>Chapters 3 and 6 provide the RTP’s regional and federal performance measures and analysis of performance measures respectively. Goals and objectives are</i></p>

	<p>d. Document vulnerabilities to existing transportation infrastructure to natural disasters.</p> <p>e. Document how all the federal planning factors were considered.</p> <p>f. Document a clear linkage to CLMPO’s Safety Action plan, ODOT Transportation Safety Action Plan, and Public Transportation Safety Action Plans.</p>	<p><i>supported by regional measures to add nuance to the federal measures. All are intended as a package to provide ongoing monitoring and evaluation system wide. Project selection in the RTP reflects the goals and objectives and support the region’s priority towards enhancing the bicycle, pedestrian, and transit networks to achieve the RTP goals.</i></p> <p>b. Document an assessment of capital investment and identify other strategies to preserve the existing and projected future metropolitan transportation infrastructure.</p> <p>CA 3.b. Has Been Met: <i>Chapter 3 Regional Assessment assesses capital investment. Chapter 5 Regional Projects identifies system maintenance, operations, and preservation as regional priorities through 2045. Chapter 4 Financial Framework includes funding system maintenance, operations, and preservation.</i></p> <p>c. Document multimodal capacity increases are based on regional priorities and needs.</p> <p>CA 3.c. Has Been Met: <i>Chapter 5 Regional Projects contains multiple multimodal capacity increasing projects, each of which will work towards meeting regional goals and needs; and the majority will work toward achieving multiple goals and needs. The CLMPO region has prioritized adding capacity for bicycle, pedestrian, and transit modes over</i></p>
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	<p><i>adding capacity for vehicular travel, especially for single occupancy vehicular travel. The project list reflects this priority, and the majority of projects address priorities for safety and bicycle, pedestrian and transit travel. Most arterial capacity improvement projects will address safety and congestion issues and will also contribute to a vibrant economy by making the movement of goods and services more efficient.</i></p> <p>d. Document vulnerabilities to existing transportation infrastructure to natural disasters.</p> <p>CA 3.d. Has Been Met: <i>Appendix D Factor 10 White Paper provides an extensive analysis Federal Planning Factor 9 “improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation. It identifies system level vulnerabilities to the existing transportation infrastructure to natural disasters and provides strategies to mitigate vulnerabilities. The work from this analysis has informed the RTP and is integrated throughout, from goals and objectives to assessment of existing infrastructure, to strategies and projects.</i></p> <p>e. Document how all the federal planning factors were considered.</p> <p>CA 3.e. Has Been Met: <i>The RTP’s goals and objectives are presented in Chapter 2 Goals, Objectives, and Performance Measures. Each of the</i></p>
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	<p><i>RTP's goals has associated objectives that provide actionable ways to achieve the goal, performance measures to measure progress, and its connection to the federal planning factors. All 10 federal planning factors are aligned with at least one goal. Appendix C and Appendix D are thorough analysis of planning factors 9 and 10; what they mean to an RTP and strategies to integrate them.</i></p> <p>f. Document a clear linkage to CLMPO's Safety Action plan, ODOT Transportation Safety Action Plan, and Public Transportation Safety Action Plans.</p> <p>CA 3.f. Has Been Met: <i>Safety is a priority for the CLMPO region and is Goal 2 Safety, Security and Resiliency (goals are not presented in order of importance since each is important) and its associated objectives and performance measures. Chapter 4 Regional Projects discusses the Safe Lane Transportation Coalition: LCOG's programmatic commitment to actualizing the Safety Action Plan. It also contains several capital projects that will address infrastructure related safety issues. The RTP integrates the safety measures and targets established by ODOT (supporting the ODOT Transportation Safety Action Plan) and Lane Transit District and reinforces the region's commitment to contributing towards meeting the targets (supporting local safety action plans).</i></p>
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	<p style="text-align: center;">Corrective Action 4: MTP Financial Plan</p> <p>CLMPO must fully address the following required MTP elements to meet the requirements set forth in 23 CFR 450.324:</p> <ul style="list-style-type: none"> a. Document a financial plan that demonstrates how the adopted transportation plan can be implemented. Specifically, address system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain the Federal-aid highways, bike/pedestrian networks, and public transportation. b. Document how cost estimates were developed for proposed improvements. 	<ul style="list-style-type: none"> a. Document a financial plan that demonstrates how the adopted transportation plan can be implemented. Specifically, address system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain the Federal-aid highways, bike/pedestrian networks, and public transportation. <p>CA 4.a. Has Been Met: Chapter 4 Financial Framework addresses system level estimates of cost and revenue sources reasonably expected to be available to operate and maintain the Federal-aid highways, bike/pedestrian networks, and public transportation.</p> <ul style="list-style-type: none"> b. Document how cost estimates were developed for proposed improvements. <p>CA 4.b. Has Been Met: Chapter 5 Project List provides a cost estimate for each project identified on the fiscally constrained project list. Cost estimates are linked to the estimates provided from partnering agencies' planning document and are planning level estimates. Chapter 4 Financial Framework states explains that project cost estimates for year of expenditure are calculated with an inflation rate of 3.1% from current cost estimate to implementation year band.</p>
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	<p>Corrective Action 5: MTP Public Involvement</p> <p>To meet the requirements set forth in 23 CFR 450.316 and 23 CFR 450.324, CLMPO must conduct and document its outreach efforts consistent with the public participation plan, document a summary of public comments received, and include a disposition of comments in the MTP. CLMPO must include a signed version of the signed MPC resolution documenting the adoption process of the final MTP and make it publicly available.</p>	<p>CA 5 Has Been Met: <i>Public participation is documented in Chapter 1 Setting the State, Appendix E RTP Public Involvement Plan, Appendix F RTP Public Outreach Summary, Appendix G 2020 Travel Barriers Survey Report, and is consistent with the CLMPO Public Participation Plan. The Public Outreach Summary and Travel Barriers Survey Report document a summary of public comments received. The RTP reflects public comments received throughout: goals, objectives, needs assessment, projects, strategies, and performance measures. CLMPO included a signed version of the signed MPC resolution documenting the adoption process of the final RTP and has made it publicly available.</i></p>
	<p>Corrective Action 6: MTP Consultation</p> <p>To meet the requirements set forth in 23 CFR 450.324, CLMPO must conduct and document the applicable Tribal consultation processes and consultation with local, state, environmental, and historic agencies, and document comments received and disposition of comments in the MTP.</p>	<p>CA 6 Has Been Met: <i>Appendix A Consultation and Cooperation documents CLMPO’s Tribal consultation processes and consultation with local, state, environmental, and historic agencies. Appendix H Environmental Analysis provides a planning-level environmental analysis of the RTP’s potential impacts on environmental justice populations, cultural resources, air quality, water quality, sensitive habitat, and hazard mitigation. CLMPO conducted interagency consultation with local, state, and federal agencies representing airport operators, disaster mitigation, environmental protection, freight management,</i></p>

		<p><i>historic preservation, land use management, natural resources, and tribes. Feedback is reflected in the document and documented in Appendix F RTP Public Outreach Summary</i></p>
	<p>Recommendation 5: MTP Environmental Justice (EJ) Analysis</p> <p>It is recommended CLMPO document EJ analysis in the MTP and document disproportionately high and adverse effects on minority populations and low-income populations, including the distribution of benefits and burdens of Federally funded transportation projects in the region.</p>	<p>Recommendation 5 Has Been Met: <i>CLMPO analyzes and documents populations that have been historically excluded (EJ populations) to ensure public funds are not spent in a way that encourages, subsidizes, or results in discrimination and to distribute benefits and burdens of Federally funded projects in the region in our Title VI Plan and Annual Report. The analysis is furthered in Appendix H Environmental Analysis and integrated throughout the RTP. The CLMPO region is committed to equity and Goal 4 Equity states: The regional transportation system eliminates transportation-related disparities and barriers and ensures equitable access to destinations. Objectives and performance measures support this Goal and are tied to federal planning factors #4 and #6. Chapter 3 Regional Assessment provides discussion of historically excluded communities in the region and will inform future public outreach and transportation projects, programs, and activities.</i></p>
	<p>Recommendation 6: Emergency and Security</p> <p>It is recommended CLMPO document emergency and disaster preparedness strategies and policies that support homeland security.</p>	<p>Recommendation 6 Has Been Met. <i>Appendix C Factor 9 White Paper contains analysis, documentation, and recommendations of and for emergency and disaster preparedness and actions/strategies that support homeland security. The analysis, documentation, and recommendations have been integrated into the RTP. Goal 2 Safety, Security, and Resiliency states “The transportation system is resilient, safe, and secure for people and goods.” Associated objectives include reducing the transportation system’s vulnerability to natural disasters, climate change, crime, and terrorism. Chapter 5 Regional Projects contains discussion and actions from the White Paper analysis. CLMPO updated its regional Intelligent Transportation Systems Plan (adopted July 2021), and it</i></p>

		contains projects that support emergency and disaster preparedness and homeland security. The ITS Plan projects are also in the RTP.
	<p>Recommendation 7: MTP Formatting and General Documentation</p> <p>It is recommended CLMPO consider the following items when updating the MTP to make the document easier to read:</p> <ol style="list-style-type: none"> Specify the 20-year planning horizon year within and on the cover of the MTP. Ensure headings and page numbers are consistent between the table of contents and body of the document. More clearly differentiate the list of projects and illustrative list with corresponding funded and unfunded headings. 	<p>Recommendation 7.a.b.c. Have Been Met: The RTP's planning horizon year is on the cover. Headings and page numbers are consistent between table of contents and the body of the document. The fiscally constrained project list is in Chapter 5 Regional Projects and the Illustrative project list is in Appendix J.</p>
Congestion Management Process (CMP)	<p>Corrective Action 7: Congestion Management Process (CMP) Objectives</p> <p>To meet the requirements set forth in 23 CFR 450.322, and to be used in the next MTP/TIP update, CLMPO must develop regional objectives for congestion management that clearly define and support the region's goals for congestion management. Objectives can be the same or in addition to the MTP objectives and should have "SMART" characteristics (specific, measurable, agreed, realistic, and time-bound).</p>	<p>CA 7 Has Been Met: CLMPO's updated Congestion Management Process is Appendix B of the RTP. The CMP includes Objectives from the RTP that define and support the region's goals for congestion management as well as two additional objectives.</p>
	<p>Corrective Action 8: CMP Data Collection, System Monitoring, and Analysis</p> <p>To meet the requirements set forth in 23 CFR 450.322, and to be used in the next MTP/TIP update, CLMPO must:</p> <ol style="list-style-type: none"> Develop a CMP data collection and system monitoring program/plan to ensure data is available to support each performance 	<ol style="list-style-type: none"> Develop a CMP data collection and system monitoring program/plan to ensure data is available to support each performance measure. The plan should include where the data is collected, data sources, how often it will be collected, and by whom, data accuracy levels, data formats, and any other information needed to ensure data is being routinely collected for use in the CMP and to ensure ongoing system monitoring is occurring.

	<p>measure. The plan should include where the data is collected, data sources, how often it will be collected, and by whom, data accuracy levels, data formats, and any other information needed to ensure data is being routinely collected for use in the CMP and to ensure ongoing system monitoring is occurring. To the extent practicable, data collection should be coordinated with existing data sources and coordinated with transportation operators in the region.</p> <p>b. Develop a process, using current data, to identify congested areas using CMP performance measures, to identify underlying causes of the recurring and nonrecurring congestion, and document analysis and results in a format that can be used in the strategy evaluation and identification process.</p>	<p>To the extent practicable, data collection should be coordinated with existing data sources and coordinated with transportation operators in the region.</p> <p>CA 8.a. Has Been Met: Step 4 of the CMP contains a data collection and system monitoring program/plan that identifies available data to support each performance measure. The CMP lists where the data is collected, data sources, how often it will be collected, and by whom. To the extent practicable, CLMPO will coordinate with existing data sources and with transportation operators in the region.</p> <p>b. Develop a process, using current data, to identify congested areas using CMP performance measures, to identify underlying causes of the recurring and nonrecurring congestion, and document analysis and results in a format that can be used in the strategy evaluation and identification process.</p> <p>CA 8.b. Has Been Met: Step 5 of the CMP contains this process.</p>
	<p>Corrective Action 9: CMP Strategies</p> <p>To meet the requirements set forth in 23 CFR 450.322, and to be used in the next MTP/TIP update, CLMPO must:</p> <p>a. Develop and use a process for identifying, evaluating, and selecting strategies for congested CMP corridors to help the region meet congestion objectives. This process should build off data and information collected in previous CMP steps.</p> <p>b. Document an implementation schedule for selected CMP strategies on congested corridors and link to the MTP and TIP project prioritization process.</p> <p>c. Develop a periodic or ongoing process to evaluate system-level effectiveness and strategy effectiveness to ensure implemented</p>	<p>a. Develop and use a process for identifying, evaluating, and selecting strategies for congested CMP corridors to help the region meet congestion objectives. This process should build off data and information collected in previous CMP steps.</p> <p>CA 9.a. Has Been Met: Step 6 of the CMP contains this process.</p> <p>b. Document an implementation schedule for selected CMP strategies on congested corridors and link to the MTP and TIP project prioritization process.</p> <p>CA 9.b. Has Been Met: Step 7 of the CMP documents this schedule.</p> <p>c. Develop a periodic or ongoing process to evaluate system-level effectiveness and strategy effectiveness to ensure implemented strategies are addressing</p>

	<p>strategies are addressing congestion as intended. This information will be used to inform the MTP and TIP and to identify and assess strategies in the CMP</p>	<p>congestion as intended. This information will be used to inform the MTP and TIP and to identify and assess strategies in the CMP</p> <p>CA 9.c. Has Been Met: Step 8 of the CMP contains this process.</p>
	<p>Recommendation 8: CMP Network Evaluation</p> <p>It is recommended CLMPO evaluate the identified CMP corridors with current data and information to ensure the CMP network is still appropriate for the current transportation system, travel patterns, and development/traffic generators in the region. The CLMPO should also consider an interconnected multimodal network which also includes transit services, bicycle networks, and pedestrian networks.</p>	<p>Recommendation 8 Has Been Met: CLMPO has evaluated the CMP corridors with current data and information and presented CMP network that is appropriate for the current transportation system, travel patterns, and regional development/traffic generators. CLMPO prioritizes an interconnected multimodal network with priority towards transit service, bicycle, and pedestrian networks as well as demand management programs over adding vehicular capacity.</p>
	<p>Recommendation 9: CMP Multimodal Performance Measures and Data Development Plan</p> <p>It is recommended CLMPO consider a wider array of performance measures (PMs) to include bicycle, pedestrian, freight, accessibility, land use, or non-recurring congestion PMs, and ensure the four existing PMs are still relevant. CLMPO can consider regional and/or corridor, segment, or intersection level performance measures. CLMPO should consider PMs that for which data can be collected and that can be used to assess the extent of congestion, identify locations experiencing congestion, select and evaluate the effectiveness of congestion reduction and mobility enhancement strategies, and monitoring progress to meeting congestion objectives.</p>	<p>Recommendation 9 Has Been Met: CLMPO prioritizes an interconnected multimodal network with priority towards transit service, bicycle, and pedestrian networks as well as demand management programs over adding vehicular capacity and have identified associated Performance Measures to evaluate progress and effectiveness over time. Selected measures from the RTP are in Step 3 of the CMP as they are more directly related to measuring and evaluating the effectiveness of congestion reduction and mobility enhancement strategies.</p>
	<p>Recommendation 10: CMP Strategies</p> <p>It is recommended CLMPO include a comprehensive list of strategies that fall under each of the six existing broad groups of strategies to further clarify the focus of the CMP. For example: Traffic Operation Strategies should be expanded to include</p>	<p>Recommendation 10 Has Been Met: Step 6 of the CMP contains a strategy toolbox with strategies for each of the six broad groups of categories.</p>

	<p>types of highway operations strategies (i.e., reversible commuter lanes, access management) and Arterial operations strategies (i.e., traffic signal optimization, road diets).</p>	
	<p style="text-align: center;">Recommendation 11: ITS Plan</p> <p>It is recommended CLMPO review and update the ITS Architecture and Plan and determine an appropriate update cycle and strategy so that it complements the MTP planning and TIP and programming.</p>	<p>Recommendation 11 Has Been Met: <i>CLMPO updated the ITS Plan. The Metropolitan Policy Committee adopted it July 1, 2021. CLMPO intends to update the Plan with a regular cycle consistent with the RTP and TIP. ITS strategies and projects are included in the RTP and the RTP's goals and objectives provided direction for the ITS Plan.</i></p>
<p>Transportation Improvement Program (TIP)</p>	<p style="text-align: center;">Corrective Action 10: TIP Financial Plan</p> <p>To meet the requirements set forth in 23 CFR 450.326(j), the 2021-2024 TIP must include a financial plan that includes clear documentation of:</p> <ul style="list-style-type: none"> a. A cooperative revenue estimation process, b. Adequate funding availability by year to operate and maintain the transportation system (highway, transit, other), c. Adequate revenue availability to deliver projects on the schedule proposed in the TIP, d. Year of expenditure rate and the development and application process, e. Resources from public and private sources that are reasonably expected to be made available to carry out the TIP, f. Recommendations of additional financing strategies for needed projects and programs, and g. Strategies for ensuring the availability of new funding sources. 	<p>The TIP financial plan was updated and include the required documentation. This corrective action has been resolved.</p>

	<p>Corrective Action 11: TIP Air Quality Conformity Determination</p> <p>To meet the requirements set forth in 23 CFR 450.326(a), the 2021-2024 TIP must include documentation of the CLMPO’s air quality conformity determination and supporting documentation. Key elements include interagency consultation, public involvement, developed from latest planning assumptions, timely implementation of transportation control measures (if applicable), and a demonstration of financial constraint. Projects of regional significance should also clearly be noted and the definition of regionally significant included.</p>	<p>Required elements for Air Quality Conformity are included in the CLMPO’s adopted MTP. This corrective action has been resolved.</p>
	<p>Corrective Action 12: TIP Project Prioritization, Monitoring, and Amendment</p> <p>To meet the requirements set forth in 23 CFR 450.326 and 23 CFR 450.328, the 2021-2024 TIP must:</p> <p>a. Include documentation of the criteria and process for prioritizing projects or programs, including multimodal tradeoffs, any changes in priorities from the 2018-2021 TIP, major projects that were implemented in the 2018-2021 TIP, and any significant delays in planned implementation of major projects from the 2018-2021 TIP.</p> <p>b. Include amendment procedures which clearly define the thresholds for project changes that trigger an amendment and clearly define what minor changes can be done administratively that do not need Federal approval.</p> <p>ODOT and CLMPO should work with local agencies to identify causes of project delays, identify solutions, and provide the oversight necessary to ensure that project implementation schedules and cost estimates are realistic and that projects are delivered on</p>	<p>Criteria and process for project selection are now included in the MTIP (page 7, Development and Modification of the MTIP). This corrective action has been resolved.</p>

	<p>schedule.</p>	
	<p>Recommendation 12: TIP Environmental (EJ) Analysis</p> <p>It is recommended CLMPO document EJ analysis in the TIP and document disproportionately high and adverse effects on minority populations and low-income populations, including the distribution of benefits and burdens of Federally funded transportation projects in the region.</p>	<p>EJ will be added to 24-27 MTIP. Online MTIP project map now included Title VI and EJ mapping.</p>
	<p>Recommendation 13: TIP Financial Plan format</p> <p>It is recommended ODOT work with all Oregon MPOs to cooperatively create a consistent statewide TIP financial planning process and format to demonstrate financial constraint by year.</p>	<p>CLMPO continues to work with ODOT on financial planning</p>
	<p>Recommendation 14: TIP - MTP Connection</p> <p>It is recommended CLMPO provide consistent and clear language in the TIP on how the short-range programming process is consistent with the MTP, as well as other plans or programs.</p>	<p>Connection from programming funds to broader planning goals will be updated with the next MTIP.</p>
<p>Performance-Based Planning and Programming (PBPP)</p>	<p>Recommendation 15: MTP Performance-Based Planning</p> <p>It is recommended CLMPO identify and document in the 2045 MTP a process for establishing performance measures and targets in the long-range planning process, including the linkage to the goals, objectives, performance measures, and targets from other performance-based plans and processes to meet the requirements set forth in 23 CFR 450.306.</p>	<p>Recommendation 15 Has Been Met: <i>Chapter 2 Goals, Objectives, and Performance Measures of the RTP contains the RTP's goals and associated objectives and performance measures identified to measure progress. Local level performance measures included are intended to measure efficacy of plans and projects towards achieving the RTP's goals. The federal performance measures are of value to the CLMPO region and CLMPO will continue to coordinate with ODOT and support state targets</i></p>

	<p>Recommendation 16: MTP System Performance Report</p> <p>It is recommended CLMPO determine process and format for a system performance report that conveys baseline data/condition, performance measures and targets used in assessing the performance of the transportation system in the 2045 MTP, and document progress achieved in meeting performance targets in comparison with system performance to meet the requirements set forth in 23 CFR 450.324(f)(4).</p>	<p>Recommendation 16 Has Been Met: <i>The RTP's Chapter 2 Goals, Objectives, and Performance Measures and Chapter 6 Measuring Plan Outcomes contain baseline and future conditions for each performance measure. CLMPO reports much of the data through its Data Portal and intends to evolve this repository of data to reflect performance measures</i></p>
	<p>Recommendation 17: TIP Performance-based Programming</p> <p>It is recommended CLMPO review short-range programming processes to ensure they support a performance-based programming process that will make progress toward achieving performance targets and is documented in the 2021-2024 TIP to meet the requirements set forth in 23 CFR 450.326(c).</p>	<p>CLMPO will review short-range programming process to support progress on targets. The process will be documented in 24-27 TIP and posted online.</p>
	<p>Recommendation 18: TIP Linking Performance Targets to Investment Priorities</p> <p>It is recommended CLMPO work with ODOT, LTD, and member agencies to develop a process to determine and describe the anticipated effect of the 2021-2024 TIP toward achieving performance targets adopted, linking performance targets with investment priorities to meet the requirements set forth in 23 CFR 450.326(d).</p>	<p>CLMPO will work with member agencies to link the TIP to adopted targets and performance measures.</p>
	<p>Recommendation 19: CMP and PBPP</p> <p>It is recommended that the CLMPO address FHWA's performance measures for traffic congestion, travel time reliability, and freight reliability in their congestion management processes to maximize resources (e.g. funding, staff time, data, etc.) and avoid unnecessary duplication and redundancy to meet requirements set forth in 23 CFR 450.322.</p>	<p>Recommendation 19 Has Been Met: <i>CLMPO included the FHWA performance measures in the RTP and CMP. CLMPO supports the state targets for each measure and will continue to coordinate and collaborate with ODOT.</i></p>

	<p style="text-align: center;"><i>Recommendation 20: PBPP Activities in the UPWP</i></p> <p>It is recommended that the CLMPO allocate sufficient resources in the UPWP to ensure the 2045 MTP and 2021-2024 TIP meet all PBPP requirements.</p>	<p>CLMPO will allocate sufficient funds for 2045 MTP and TIP requirements.</p>
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UPWP WORK ELEMENTS

A. Regional Transportation Plan and Long-Range Planning

Action Items

1. RTP

Update of the RTP began 2018 with model development. The MPO contracted with DKS to support development of the RTP during FY 20 and 21. The plan was adopted at the January 2022 Metropolitan Policy Committee meeting. CLMPO will begin implementation during FY23, including:

- Assist local agencies in implementation of the RTP.
- Monitor and report on RTP performance measures.
- Develop refinements to plan policy/project elements consistent with direction from elected officials, regional staff, and input from the public.
- Conduct public engagement per the Public Participation Plan.
- Assess environmental justice in the RTP and project selection.
- Continue to implement the CMP in discrete regional processes, plans, and products as appropriate. Utilize the results of CMP analysis as part of the regional prioritization of projects for the MTIP and STIP.
- Participate in local, regional, and statewide public-private committees representing various transportation related interests.

2. Regional Intelligent Transportation System (ITS) Plan

The Regional ITS plan was adopted in July 2021. The MPO will begin implementation of this plan during FY23.

3. Performance Based Planning and Programming (no change from adopted UPWP)

4. Safety Planning (no change from adopted UPWP)

5. Major Facility Studies (no change from adopted UPWP)

6. Active Transportation Plan (New)

- Draft scope for Active Transportation Plan as identified in adopted RTP.
- Begin Data Collection Phase for Active Transportation Plan

B. Programming and Implementation

Action Items

1. State Transportation Improvement Program (STIP) (No change from Adopted UPWP)

2. Metropolitan Transportation Improvement Program (MTIP)

- Implementation of updates from RTP into future MTIP processes.
- Implementation of eTIP platform

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

- Work with local agencies and ODOT to program the IJJA funds, incorporate project amendments as necessary into the MTIP including public involvement as described in Public Participation Plan.

4. Unified Planning Work Program (UPWP) (No change from Adopted UPWP)

5. Planning Emphasis Area Updates

- Work to incorporate updated 2021 Planning Emphasis Areas into appropriate plans and programs.
 - Tackling the Climate Crisis, Transition to a Clean Energy Resilient Future
 - Equity and Justice40 in Transportation Planning
 - Complete Streets
 - Public Involvement
 - Strategic High Network (STRAHNET)/US Department of Defense Coordination
 - Federal Land Management Agency (FLMA) Coordination
 - Planning and Environmental Linkages
 - Data in Transportation Planning

C. Public Participation

1. Public Participation Program Refinement

Tasks Year 2

- Begin update to the Public Participation Plan.
- Continue recruitment for youth Advisory Council.
- Appoint youth position from Advisory Committee to MPC.

2. Americans with Disabilities Act (ADA) of 1990 (No change to this section)

3. Title VI Program

Tasks Year 2

- Begin update to Title VI Plan
- Work to incorporate Planning Emphasis area Equity and Justice⁴⁰

Products

4. Updated Title VI plan (Q3 FY 2023)
5. Title VI complaints documentation.
6. Title VI data plan and summary maps and figures.
7. Annual report of Title VI accomplishments and goals.
8. Program to review subrecipients Title VI compliance.
9. Title VI training program and resource materials.
10. Guide detailing how to assist Limited English Proficiency individuals in person or on a telephone call.
11. List of Spanish-speaking interpreters.
12. List of other non-English interpretation services.
13. DBE Goals.

D. Air Quality Planning (No change from adopted UPWP)

E. Transportation System Modeling and Data Maintenance

Revised Action Items:

- Support the ongoing development of LCOG's Enterprise GIS systems and regional datasets. Specifically, it will help advance development of an integrated structures dataset, which, for the first time in our region, will create a sub-tax lot data element containing attributes describing every building in our region. This will allow for land use modeling at a high level of detail, enhancing travel demand models for our region in the future. Also supported will be the on-going data creation and maintenance of administrative boundaries, addresses, and roadway characteristics data in GIS, also important in the planning and modeling of transportation systems. All these regional datasets will be incorporated into the newly redesigned RLID database model, which will serve as a foundational dataset for transportation and regional planning in our area for years to come.
1. RTP TRAVEL MODEL UPDATE AND IMPLEMENTATION
 - The MPO will work with ODOT and other MPOS to develop an Activity Based Travel Model. MPO staff are working with ODOT staff of RFP development during FY23.
 - The MPO will issue a Request for Proposal (RFP) for modeling services support in FY 2023.

F. Transportation Options

Year 1 and 2 Products

- Grant writing, then securing of funds for pilot program ideas or projects.
- E-bike pilot program, partner with Cascade Mobility and Affordable housing sites
- GetThere campaign marketing materials and database maintenance
- Begin planning for Eco Rule deployment
- Continue Regional SRTS coordination

G. Intergovernmental Coordination

NOTE: No changes to this section.

Appendices

Appendix A: Special Projects

The list contains changes to special projects listed in the adopted UPWP.

Mobility Management Strategy

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

Lead Agency: LTD

Partner Agencies: Lane County, City of Eugene, City of Springfield, ODOT, LCOG

Current Status: Underway

Estimated Completion: 2022

Estimated Project Cost: \$350,000

Funding Source: STIF

Comprehensive Operations Analysis (COA)

The COA will involve a comprehensive assessment of LTD's range of mobility services. The primary objective of the project is to conduct a detailed assessment of transit performance across a range of factors (e.g., ridership, passenger miles traveled, on time performance). In addition, the analysis will consider changes in local and regional travel demand patterns, strategies to increase ridership and improve farebox recovery, and identify opportunities and challenges offered by new mobility options.

Lead Agency: LTD

Partner Agencies: ODOT, City of Springfield, City of Eugene, Lane County, ODOT, LCOG

Current Status: Project initiates in September 2022

Estimated Completion: 2024

Estimated Project Cost: \$300,000

Funding Source: STBG, Local

RideSource Operations Analysis

The RideSource Call Center (RSCC) has experienced significant changes in programs and models over the past 10 years. This comprehensive look includes a cost/benefit analysis, and recommendations of how LTD can best use its resources to provide value to our community to ensure we are moving forward strategically and intentionally.

Lead Agency: LTD
 Partner Agencies: ODOT, Cities of Springfield, Eugene, Florence Lane County, LCOG
 Current Status: Scoping
 Estimated Completion: 2024
 Estimated Project Cost: \$200,000
 Funding Source: Local

Moving Ahead

This project is a partnership between the City of Eugene and Lane Transit District to make five major corridors safer and more accessible for people walking, biking, using a mobility device and/or riding the bus. Enhanced bus service is under consideration on all five corridors and four corridors also include an EmX option. The LTD Board and Eugene City Council are expected to decide on a preferred investment package including a build option on each corridor in 2022. Depending on the policy decisions, work could proceed on further corridor design refinement and community engagement.

Lead Agencies: City of Eugene, LTD
 Partner Agencies: ODOT, Lane County, LCOG
 Current Status: In progress
 Estimated Completion: 2023
 Estimated Project Cost: uncertain
 Funding Source: STP-U

Lane Transit District FY2025-FY2027 Strategic Business Plan

LTD's Strategic Business Plan (SBP) bridges LTD's mission, vision, and values to our day-to-day operations. This agency-wide collaborative effort will help us focus on the most important outcomes to deliver and guide the agency over a three-year period. The SBP is updated on a 3-year cycle.

Lead Agency: Lane Transit District
 Partner Agencies: Partner Agencies within the district
 Current Status: Currently in Scoping.
 Estimated Completion: 2024
 Estimated Project Cost: \$200,000
 Funding Source: Local

Franklin Boulevard Transformation (Eugene)

The Eugene City Council adopted the Walnut Station Special Area Plan in July 2010. One of the major elements of the plan is the transformation of Franklin Boulevard from an auto-oriented arterial to a multimodal boulevard that safely and comfortably accommodates all modes and encourages compact mixed-use development along adjacent properties. The final product will be a refined and more detailed conceptual design and cost estimate. In 2021, the City of Eugene will complete the conceptual design of Franklin Boulevard and initiate the NEPA phase of the project.

Lead Agency: City of Eugene

Partner Agencies: LTD, ODOT, University of Oregon, City of Springfield

Current Status: Design process started in December 2018; public involvement began in January 2019

Estimated Completion: 2021

Estimated Project Cost: \$650,000

Funding Source: STP-U and CMAQ

Eugene Street Design Standards

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

Lead Agencies: City of Eugene

Partner Agencies: ODOT, Lane County, LTD

Current Status: Scoping

Estimated Completion: 2021

Estimated Project Cost: \$112,000

Funding Source: STP-U

South Bank Path Rehabilitation and Lighting

The City of Eugene is rehabilitating the South Bank Path from the redeveloping Downtown Riverfront (where the path is being replaced and widened with local funding) to the

Frohnmayr Bicycle and Pedestrian Bridge. Sections of the path are being realigned and moved further away from the riverbank. Lighting is also being added to the path which will mean that the city's entire South Bank Path from the Greenway Bridge to the Frohnmayr Bridge will have path lighting once this project is complete.

Lead Agency: City of Eugene

Partner Agencies: University of Oregon

Current Status: construction will begin in summer 2021

Estimated Project Cost: \$1,224,174

Funding Source: CMAQ, local parks bond funds, active transportation component of city street bond

8th Avenue Two-Way Conversion and Protected Bike Lanes

From High Street to Lincoln Street, 8th Avenue is currently a one-way westbound street with a striped bike lane. This project will convert 8th Avenue to two-way and add protected bike lanes from Lincoln Street to Mill Street (one block east of High Street).

riverfront (where the path is being replaced with local funding) to the Frohnmayr Bicycle and Pedestrian Bridge. Sections of the path are being realigned and moved further away from the riverbank. Lighting is also being added to the path which will mean that the city's entire South Bank Path from the Greenway Bridge to the Frohnmayr Bridge will have path lighting once this project is complete.

Lead Agency: City of Eugene

Current Status: construction will begin 2022.

Estimated Project Cost: \$4.1 million

Funding Source: CMAQ, STBG, Transportation SDCs, local street bond, local share of state gas tax revenue

High Street Protected Bikeway

This project will construct a two-way protected bikeway on High Street from 5th Avenue to 19th Avenue. At the north end, the project will connect to the City of Eugene's Downtown Riverfront and at the south end, the bikeway will connect to the Amazon Path. This is the last phase in completing Eugene's Ridgeline to Riverfront Bikeway. This project will also connect to protected bikeways on 8th Avenue and 13th Avenue.

Lead Agency: City of Eugene

Current Status: project is in design phase with construction expected in early 2022.
 Estimated Project Cost: \$1,679,000
 Funding Source: CMAQ, Transportation SDCs

City of Eugene Transportation Demand Management Program

The recently adopted Eugene 2035 TSP calls for the development of a TDM regulatory program in Eugene. This project will develop a regulatory structure for City Council adoption that covers both employers and developers. The funding will also be used to develop a proposed staffing and technical assistance model and to provide technical assistance to employers and developers.

Lead Agency: City of Eugene
 Partner Agencies: Point2Point, LCOG
 Current Status: Project scoping and estimating in progress.
 Estimated Completion: TBD
 Estimated Project Cost: \$400,000
 Funding Source: STBG and TGM grant program.

Franklin Boulevard Project, Phase 2 Design and Construction

As funding becomes available the City of Springfield intends to complete construction of the remaining phase(s) of Franklin Blvd improvements. This will involve completing design, acquiring right of way, and constructing improvements from Mississippi Ave to Glenwood Blvd. The City received funding to complete the 60% design of Phase 2 (Mississippi Ave to Henderson Ave), which is currently in design.

Lead Agency: City of Springfield
 Partner Agencies: ODOT, LTD
 Current Status: 15% design complete, NEPA complete, Phase 2 design started winter 2020.
 Estimated Completion: TBD
 Estimated Project Cost: \$827,000 Phase 2 60% design
 Funding Source: STBG-U for Phase 2 Design; remainder TBD – potentially BUILD grant.

North 42nd St Improvements

In early 2022 the City of Springfield anticipates receipt of \$12 million as identified in the 2017 Keep Oregon Moving statewide transportation funding package (HB2017) for key urban standards improvements on north 42nd St. between the entrance to International Paper and Marcola Rd. Project intent is to improve turn movement options, bicycle and pedestrian facilities, drainage, and as possible address improvements to the eastbound and westbound Oregon 126 freeway ramp terminals. Project must also interface with needed improvements to the 42nd Street Flood Control Levee.

Lead Agency: City of Springfield

Partner Agencies: ODOT

Current Status: Awaiting funding. Project concept planning anticipated in 2022 - 2023

Estimated Completion: TBD

Estimated Project Cost: \$12,000,000

Funding Source: State transportation earmark dollars identified in HB 2017 and potentially federal funding

Springfield Downtown Demonstration Project

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

Lead Agency: City of Springfield

Partner Agencies: ODOT and SUB

Current Status: Phase 1 and Phase 2 completed. Phase 3 in feasibility analysis and scope of work refinement.

Estimated Completion: TBD

Estimated Project Cost: TBD

Funding Source: Urban Renewal

Gateway/Kruse – Hutton/Beltline

The City of Springfield anticipates studying near and long-term solutions to congestion and safety issues at the Gateway/Kruse and Hutton/Beltline intersections. The 2003 I-5/Beltline Revised Environmental Assessment (REA) anticipates future signalization of

Hutton/Beltline. Detailed system analysis must occur to support that project and to better understand benefits and impacts to nearby intersections. Currently the City is working on a safety project at the Gateway/Kruse intersection. The intersection has had a significant number of crashes as well as the inside northbound lane backing up on a regular basis at Gateway/Beltline blocking the intersection of Gateway/Kruse. The project design for Gateway/Kruse improvements has started.

Lead Agency: City of Springfield

Partner Agencies: ODOT, LTD

Current Status: Starting design process.

Estimated Completion: Gateway/Kruse safety project 2022, Further Study TBD

Estimated Project Cost: \$238,000; study TBD

Funding Source: All Roads Transportation Safety (ARTS) and local funds

Main Street Safety Project

The City of Springfield and ODOT are collaborating to develop a facility plan for the 4.9-mile-long segment of Main Street (OR 126) between S. 20th Street (M.P. 2.98) and 72nd Street (M.P. 7.88). The draft Main Street Facility Plan is available for review and adoption hearings are anticipated to start in winter/spring 2022. The project has assessed existing and future transportation safety and mobility conditions within the study area for all modes of travel and identified a draft solution toolbox for adoption into state and local plans. The project has analyzed the need, technical viability, and public support for alternative solutions to improve safety, including the incorporation of raised median treatments, roundabouts, and cross-section upgrades to improve walking and biking conditions. The plan is coordinating with Main-McVay Transit Study to consider and incorporate current bus service and future transit improvements along the corridor.

Lead Agencies: City of Springfield and ODOT

Partner Agencies: LTD

Current Status: Work began in 2018. The following tasks have been completed: (1) Inventory existing conditions. (2) Identify community priorities, goals, and objectives. (3) Develop and evaluate alternative solutions. (4) Endorse preferred solution. Remaining tasks: (5) Prepare and adopt facility plan.

Estimated Completion: 2022

Estimated Project Cost: \$913,000 (includes \$200,000 for a portion of City's expenses)

Funding Source: ODOT ARTS (All Roads Transportation Safety), ODOT SPR (State Planning Research)

Main Street/McVay Transit Study

The purpose of the Main-McVay Transit Study is to evaluate the most promising transit options for the Main Street – McVay Highway Corridor as potential solutions to address growing concerns about safety, congestion, and quality of life that could be improved through transportation improvements.

Local Agency: LTD

Partner Agencies: City of Springfield, ODOT

Current Status: Coordinating with Springfield and the Main Street Safety Project to select a transit mode choice and transit alignment for Main Street. A transit recommendation of Enhanced Corridor and using the existing Route 11 alignment has been incorporated into the draft Main Street Facility Plan.

Estimated Completion: 2023

Estimated Project Cost: \$1,500,000

Funding Source: FTA-5339

Virginia-Daisy Bikeway Project

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

Lead Agencies: City of Springfield

Partner Agencies: ODOT

Current Status: Improvements from S.42nd Pl. to S.51st Pl. were completed in 2020. S. 42nd St/Daisy St single-lane roundabout intersection horizontal design is complete and will move toward 30% design. Secured funding for flashing crossing at S. 32nd St/Virginia Ave. Seeking funding through the All Roads Transportation Safety (ARTS) program for funds to complete the remainder of the project.

S. 42nd St/Daisy St intersection construction estimated completion 2023. S. 32nd/Virginia flashing crossing construction estimated completion 2023. Remainder of project 2024-2027 if ARTS funds are secured.

Estimated Project Cost: S. 42nd Pl to S. 51st Pl cost \$1,300,000. Remaining phases \$3,000,000

Funding Source: ODOT Bike/Ped Enhance Program, STP-U (Surface Transportation Planning – Urban), local funds.

Springfield Street Design Standards

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

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

Springfield Bicycle and Pedestrian Master Plan

One of the recommendations in the 2035 Springfield Transportation System Plan (TSP) is to complete a Bicycle and Pedestrian Master Plan that builds off the TSP policy set and project list and further refines the implementation strategy to enhance walking and biking in Springfield.

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

Gateway Refinement Plan Update

In December 2016, the City of Springfield and Lane County adopted a modest urban growth boundary expansion for employment lands in north Gateway. This Metro Plan amendment also included adoption of Economic and Urbanization elements for the City's 2030 Comprehensive Plan to replace those in the Metro Plan. The Land Conservation and Development Commission acknowledged the amendments in the spring of 2019. The City will need to amend the Gateway Refinement Plan; update the Transportation System Plan and Public Facilities and Services Plan; and inventory, assess, and adopt protections for locally significant wetlands, riparian corridors (including water quality limited watercourses), and wildlife habitat to plan for the appropriate siting of urban land uses and infrastructure. In December 2019 and November 2021, the Oregon Department of Land Conservation and Development (DLCD) awarded Technical Assistance grants to undertake the natural resource work. The City contracted with Kittelson & Associates to write a memo that outlines transportation considerations as the City prepares for urbanization of these properties. As time and resources allow, the City will continue the inventory and planning work for future plan amendments as part of an overall update of the Gateway Refinement Plan.

Lead Agency: City of Springfield
 Partner Agencies: ODOT, DLCD, LTD, Springfield Utility Board (SUB), LCOG, Willamalane Park and Recreation District

Current Status: Wetland, riparian, and wildlife inventories in progress. Springfield Natural Resources Study to begin in 2021. Remainder TBD.

Estimated Completion: Adopt amendments to the Natural Resources Study in 2023. Remainder TBD.

Estimated Project Cost: \$380,000 for wetland, riparian, and wildlife and Springfield Natural Resources Study. Remainder TBD.

Funding Source: DLCD, SUB, and local for natural resources work. Remainder TBD.

SRTS School Crossings Project (Springfield)

This project will design and construct rectangular rapid flashing beacons on Jasper Road near Dondea Street and Filbert Lane in Springfield. These two pedestrian crossings will serve Douglas Gardens and Mt Vernon Elementary schools respectively.

Lead Agency: City of Springfield

Partner Agencies: ODOT

Current Status: Completing design, construction anticipated 2022

Estimated Completion: 2022

Estimated Project Cost: \$445,200

Funding Source: STBG, OR SRTS Infrastructure, local school district funds

Franklin Blvd (OR 225): Franklin Blvd (OR 126) to End of City Jurisdiction Design

Franklin Boulevard (OR 225) is a primary north-south connection between I-5 and Franklin Blvd (OR 126). This project will develop a design concept that identifies right-of-way width, various elements such as bicycle, pedestrian, and stormwater needs, intersection layout, and potential realignment of an intersecting street. The project aims to improve connections, provide bike, pedestrian, and stormwater facilities, provide a safer facility for all modes, and help make the Glenwood area a vibrant place to live, work, and visit. Lane County is supporting the City of Springfield with delivering this federal aid design project.

Lead Agency: City of Springfield

Partner Agencies: Lane County

Current Status: IGA in process.

Estimated Completion: 2022

Estimated Project Cost: \$800,000

Funding Source: STBG, local funds

Mill Street Reconstruct

This project will design and reconstruct Mill Street from S. A Street to Centennial Boulevard in Springfield. The final project will replace the existing pot-hole laden street with a smooth pavement surface, make ADA ramp upgrades, incorporate modern storm water treatment, and complete the Springfield Transportation System Plan project PB-20 by restriping for bicycle facilities.

Lead Agency: City of Springfield

Partner Agencies: ODOT

Current Status: Awaiting notice to proceed on preliminary engineering phase

Estimated Completion: 2024
 Estimated Project Cost: \$9,101,000
 Funding Source: STBG, local funds

S. 28th Street Dust Mitigation

The existing gravel road will be paved, and a multi-use path will be added on one side of the street to more safely accommodate people walking and biking. The sewer line is also being extended as part of this project to help serve a recently expanded area of Springfield's urban growth boundary to accommodate future development.

Lead Agency: City of Springfield
 Partner Agencies: ODOT, Lane County
 Current Status: 30% design complete
 Estimated Completion: 2023
 Estimated Project Cost: \$1,915,000
 Funding Source: CMAQ, local funds

Walking and Biking Network Improvements (Springfield)

This project will help complete connections and improve safety for all users by addressing the highest need locations and fill in gaps in the walking and biking networks in Springfield.

Lead Agency: City of Springfield
 Partner Agencies: ODOT
 Current Status: Starting IGA process
 Estimated Completion: TBD
 Estimated Project Cost: \$557,000
 Funding Source: HIP, local funds

Q Street Reconstruct

Q Street from Pioneer Parkway East to 5th Street is a major urban collector in Springfield that requires reconstruction. This section of street has the highest needs in Springfield based on recent surface condition analyses. It serves busy commercial establishments including two grocery stores, restaurant businesses, and retail stores as well as provides access to a residential zone. This project also feeds into the onramp onto Hwy 126 Expressway. All facilities will be brought up to current standards including making ADA improvements and renewing bike lane striping.

Lead Agency: City of Springfield
 Partner Agencies: ODOT
 Current Status: Anticipate starting design in 2023
 Estimated Completion: 2025
 Estimated Project Cost: \$4,710,000
 Funding Source: STBG, local funds

Beltline Highway: Delta Highway to River Road Project

ODOT completed the Beltline Highway: Coburg Road to River Road Facility Plan in 2014. In 2018 ODOT began developing preliminary designs for the conceptual improvements recommended in the facility plan. The scope includes additional public involvement, identifying preferred and priority projects, and preparing environmental documentation. The limits and name of the project were changed because improvements to the Coburg Rd interchange have already been completed.

Lead Agency: ODOT

Partner Agencies: ODOT, Lane County, City of Eugene, LTD

Current Status: The planning phase is almost complete. The consultant is preparing environmental documentation. Funding has not been identified for final design or construction.

Estimated Completion: 2021

Estimated Project Cost: \$4 M

Funding Source: Various state and federal funds.

OR126: Eugene to Veneta NEPA study

ODOT prepared the Highway 126 Fern Ridge Corridor Plan in 2012 to identify improvements to address congestion and safety concerns along this 8-mile corridor, a portion of which (1 mile) is within the MPO boundary. Alternative solutions identified in the plan included turn lanes, bus pullouts, and widening the roadway to four lanes. Phase 2 of the planning process began in 2020. This includes refining design concepts, evaluating potential impacts, selecting a locally preferred alternative, and preparing environmental documentation.

Lead Agency: ODOT

Partner Agencies: Eugene, Lane County, and Veneta will be consulted.

Current Status: Field work and the first phase of public involvement were completed in 2020. Design concepts will be further developed and evaluated in 2021. Funding has not been identified for final design or construction.

Estimated Completion: 2022

Estimated Project Cost: \$3 M

Funding Source: State and federal funds specified in Oregon HB 2017.

Safe Lane Coalition

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

Lead Agency: LCOG, Lane County

Partner Agencies: ODOT, City of Springfield, City of Eugene, LTD, Lane County Public Health, BEST, Oregon Technology Association.

Current Status: Ongoing
 Estimated Completion: Ongoing
 Estimated Project Cost: \$150,000
 Funding Source: ODOT TSD Funds, STBG

Regional Safety Enhancements

The Safe Lane Coalition is a partnership of local governments, nonprofits, and safety advocates that works to reduce fatal and severe crashes within the Central Lane Metropolitan Planning Organization. The Safe Lane Coalition has built a strong network of collaboration and this project will expand these efforts with funding for implementation. This project funds the following projects, increased safety data analysis in the City of Springfield, educational marketing and outreach, tactical urbanism/ temporary safety installations and speed monitoring equipment, and continued support for the Safe Lane Coalition coordination.

Lead Agency: LCOG, City of Eugene, City of Springfield.
 Partner Agencies: ODOT, LTD, Lane County, BEST
 Current Status: Contracting
 Estimated Completion: 2024
 Estimated Project Costs: \$450,000
 Funding Source: STBG

LinkLane Transit Service

Link Lane provides bus routes that connect communities within and beyond Lane County. The service is provided by Lane Council of Governments (LCOG) in partnership with the Confederated Tribes of Coos, Lower Umpqua and Siuslaw Indians and is funded by Oregon's Statewide Transportation Improvement Fund.

Lead Agency: LCOG, Confederated Tribes of Coos, Lower Umpqua, and Siuslaw Indians
 Partner Agencies: ODOT,
 Current Status: Ongoing
 Estimated Completion: Ongoing
 Estimated Project Cost:
 Funding Source: ODOT STIF Funds, FTA 5339

Regional Bike Enhancements

The Central Lane Metropolitan Planning Organization (CLMPO) Regional Bicycle Enhancement project supports regional bicycle improvements and provide more bicycle education in the CLMPO area. The project supports the Safe Routes to School program, secure bike locking, and community wide bike education. The project will be implemented through contracts with the City of Eugene, City of Springfield, and the school districts (Eugene 4J, Bethel, and Springfield School Districts).

Lead Agency: LCOG, City of Eugene, City of Springfield, Eugene, 4J, Bethel, and Springfield School Districts
 Partner Agencies: ODOT
 Current Status: Contracting

Estimated Completion: FY23
 Estimated Project Cost: \$219,973
 Funding Source: STBG

Lane County Rural Safe Routes to School

A partnership between Lane County and Lane Council of Governments to develop a Safe Routes to School program to serve school districts in rural Lane County. The program works to improve safety for students to walking and biking to school and encourage more walking and biking where safety is not a barrier. Traditionally underserved communities deserve particular attention, in part because they tend to have more pedestrian and bicyclist injuries.

Lead Agency: Lane County, LCOG
 Partner Agencies: ODOT,
 Current Status: Pilot (3 years of funding available)
 Estimated Completion: Ongoing
 Estimated Project Cost: \$300,000
 Funding Source: ODOT Transportation Safety Division Funds

Beaver Hunsaker Corridor Plan – Design Completion

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

Lead Agency: City of Eugene
 Partner Agencies: Lane County, ODOT, LTD, and LCOG
 Current Status: The corridor plan was adopted by the Board of County Commissioners in 2017.
 Estimated Completion: 2023
 Estimated Project Cost: \$1,199,844
 Funding Source: STBG-U

30th Avenue Corridor Active Transportation Plan

This project will develop a corridor plan to support active transportation on 30th Avenue, between Hilyard Street and McVay Highway. This plan is expected to identify specific

improvements on and adjacent to 30th Avenue to improve conditions for people walking and biking. The plan will explore alternatives that would create additional bicycle and pedestrian connectivity to the Lane Community College 30th Avenue campus.

Lead Agency: Lane County

Partner Agencies: *City of Eugene, City of Springfield, ODOT, LTD, and Lane Community College*

Current Status: Consultant and staff are currently developing design concepts for the corridor.

Estimated Completion: 2022

Estimated Project Cost: \$250,000

Funding Source: CMAQ

Coburg Road and Game Farm Rd

This project is focused on pavement preservation along sections of Coburg Road (MP 4.84 - 6.60) and Game Farm Road (MP 0.59 - 1.69) to slow structural decline, restriping road surface and bringing curb ramps to ADA compliance to enhance safe transportation facilities and operations.

Lead Agency: Lane County

Partner Agencies: City of Eugene

Current Status: Project is currently being designed.

Estimated Completion: 2023

Estimated Project Cost: \$2,182,000

Funding Source: STBG-U, Lane County

Gilham Road Sidewalk and Safety Improvements

Gilham Road, between Ayres Road and Sterling Park Place, was built as a rural roadway in the County with no sidewalks; however, the road is within the City of Eugene's UGB. The lack of sidewalks creates a safety issue for people, especially school children, walking on Gilham Road. This project will build sidewalks, bike lane, stormwater facilities, and improve the walkability of the neighborhood.

Lead Agency: Lane County

Partner Agencies: City of Eugene

Current Status: Project has been phased due to the elevated construction cost estimate. Design for first phase of project is being completed.

Estimated Completion: 2023

Estimated Project Cost: \$1,849,322

Funding Source: CMAQ, STBG-U

Howard Elementary - Maxwell Road and North Park Avenue

The project objective is to improve the safety and comfort of school children crossing Maxwell Road and walking and biking on North Park Avenue to and from Collin Kelly Middle and Howard Elementary. This project is for a pedestrian-activated crossing at the east leg of the Maxwell Road and North Park Avenue intersection and sidewalk infill along the east side of North Park Avenue, between Maxwell Road and Howard Avenue. The schools are located east of North Park Avenue and south of Howard Avenue. Currently, Maxwell Road only has a striped crosswalk and there are no sidewalks on the east side of North Park Avenue.

Lead Agency: Lane County

Partner Agencies: City of Eugene

Current Status: Project is anticipated to be constructed in spring/summer of 2022

Estimated Completion: 2022

Estimated Project Cost: \$1,003,461

Funding Source: STBG-U, Lane County

Laura Street: MP 0.12 to 0.34, Urban Standards

Laura Street, between the Montaloma Park and southern entrance of Oregon Neurology located on Hayden Bridge Way, is under Lane County jurisdiction. The road is located within the City of Springfield's Urban Growth Boundary, and the remaining segments of road are under City jurisdiction. The segment of Laura Street under County jurisdiction needs to be upgraded to urban standards to 1) create a road that provides safe facilities for all users of the road including those who walk and bike, 2) to improve pavement condition and avoid further costly pavement treatments, and 3) to facilitate the transfer of this segment of road from Lane County to the City of Springfield. Improvements that would bring this segment of Laura Street up to urban standards include sidewalks, curbs, stormwater treatment, and bike lanes. In addition to making this segment of road safer and more accessible to all users of the road, these improvements would allow for jurisdictional transfer from the County to the City, better aligning the needs and interests of residents with the resources of the City.

Lead Agency: Lane County

Partner Agencies: City of Springfield
 Current Status: Not started
 Estimated Completion: 2025
 Estimated Project Cost: \$3,137,000
 Funding Source: STBG-U

Traffic Communications Plan

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

Lead Agency: Lane County
 Partner Agencies: LCOG, City of Eugene, City of Springfield, ODOT
 Current Status: Consultant has been selected and study is under way
 Estimated Completion: 2022
 Estimated Project Cost: \$175,000
 Funding Source: STBG-U

Lane County Americans with Disabilities Act Transition Plan for the Public Right of Way

The ADA Transition Plan provides direction for Lane County Public Works (LCPW) to remove accessibility barriers from pedestrian facilities within the County public right-of-way, including curb ramps, street crossings, and pedestrian-activated traffic signal systems. Lane County Public Works is committed to providing safe and equal access for persons with disabilities in our community. Many of these barriers have been identified within the MPO Boundary. Lane County works to identify a project every year to remove accessibility barriers from pedestrian facilities.

Lead Agency: Lane County
 Partner Agencies: City of Eugene, City of Springfield, ODOT, LTD, and LCOG
 Current Status: In progress
 Estimated Completion: Annual program
 Estimated Project Cost: ~ \$250,000 annually
 Funding Source: Lane County

Lane County Bicycle Master Plan

Lane County is creating its first Bicycle Master Plan for rural roads and paved paths outside of the Eugene-Springfield urban area. As an amendment to the Lane County Transportation System Plan, the bicycle master plan will go before the Lane County Commissioners for adoption with recommendations to improve the: safety and comfort for people who bike and all roadway users; connectivity of regional bicycling between rural communities and the urban area; equity of access to convenient, safe, and affordable means of transportation; economic development opportunities for bicycle tourism related businesses; and public health benefits from expanded active transportation.

Lead Agency: Lane County

Partner Agencies: City of Eugene, City of Springfield, ODOT, LTD, and LCOG

Current Status: In progress

Estimated Completion: 2022

Estimated Project Cost: \$150,000

Funding Source: Lane County

Lane County Transportation Safety Action Plan (TSAP) Implementation

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

Lead Agency: Lane County

Current Status: The plan has been completed and Lane County is working on implementing strategies.

Estimated Completion: TBD

Estimated Project Cost: TBD

Funding Source: TBD

Other Accomplishments of Note

Special Projects

Several significant local and regional projects have been completed over the last several years, including the following highlights:

- Completed construction Amazon Active Transportation Corridor in south Eugene which includes a two-way protected bikeway, three pedestrian and bicycle bridges, a bike signal, and the southward extension of the Amazon Path.
- Completed construction on 13th Avenue protected bikeway.
- Maintained Eugene bike share system PeaceHealth Rides through a transition in management and COVID-19 impacts.
- Springfield City Council and Lane County Commissioners jointly adopted the Springfield Transportation System Plan Implementation Project in early 2020, which included an amendment to the Springfield 2035 Transportation System Plan Project List and Figures and amendments to the Springfield Development Code.
- Springfield completed construction of Phase 1 of the Virginia-Daisy Bikeway Project.
- Seven flashing pedestrian crossings with refuge islands were installed along OR126B Main Street by the City of Springfield in partnership with the Oregon Department of Transportation.
- Springfield completed construction of two new enhanced crosswalks near schools and community activity centers (21st at H St rapid flashing beacon near Maple Elementary School and G St raised crossing in front of Two Rivers – Dos Rios Elementary School).
- The ODOT Beltline at Delta Highway interchange improvement project is under construction. It will be completed in 2021.
- The ODOT I-105 Bridge Preservation Project will be completed in early 2021.
Lane Transit District FY2022-FY2024 Strategic Business Plan adopted by LTD Board on July 21, 2021.

FY 2023 FUNDING

Central Lane MPO
Unified Planning Work Program
FY 2023 Funding

	SOURCE OF FUNDS					UPWP Total	
	1	2	3a	3b	4		5
	FTA Sec 5303	LTD 5303 Match	FHWA PL	ODOT match for FHWA PL	Central Lane MPO STBG/TA	Local Match	
Core Work Elements							
A Regional Transportation Plan (RTP) and Long-Range Planning	\$ 16,471	\$ 1,885	\$ 90,457	\$ 10,353	\$ 105,000	\$ 12,020	\$ 236,185
B Programming and Implementation	\$ 19,765	\$ 2,262	\$ 34,791	\$ 3,982	\$ 90,000	\$ 10,301	\$ 161,101
C Public Participation	\$ 19,765	\$ 2,262	\$ 62,624	\$ 7,168	\$ 50,000	\$ 5,723	\$ 147,541
D Air Quality Planning	\$ 9,882	\$ 1,131	\$ 13,916	\$ 1,593	\$ 25,000	\$ 2,861	\$ 54,384
E Transportation System Modeling and Data Maintenance	\$ 16,471	\$ 1,885	\$ 139,164	\$ 15,928	\$ 125,000	\$ 14,307	\$ 312,755
F Transportation Options	\$ 10,989	\$ 1,258	\$ 27,833	\$ 3,186	\$ 100,000	\$ 11,445	\$ 154,711
G Intergovernmental Coordination	\$ 24,706	\$ 2,828	\$ 142,504	\$ 16,310	\$ 167,083	\$ 19,123	\$ 372,554
H Direct Costs			\$ 22,433	\$ 2,568	\$ 75,000	\$ 8,584	\$ 108,584
Regional Funds							
I MPO Partner Regional Transportation Planning					\$ 230,000	\$ 26,324	\$ 256,324
J Regional Transportation Options Funding					\$ 300,000	\$ 34,336	\$ 334,336
K Regional Safe Routes to School					\$ 251,795	\$ 28,819	\$ 280,614
Discrete Projects							
L Intelligent Transportation Systems (ITS) Plan							\$ -
M Land Use Model					\$ 30,000	\$ 3,434	\$ 33,434
N Traffic Counts					\$ 30,000	\$ 3,434	\$ 33,434
O LTD Data	\$ 50,000	\$ 5,723					\$ 55,723
P Member Services (minimum) ¹	\$ 20,000	\$ 2,289	\$ 17,946	\$ 2,054	\$ 30,000	\$ 3,434	\$ 75,723
TOTALS	\$ 188,049	\$ 21,523	\$ 551,668	\$ 63,141	\$ 1,608,878	\$ 184,143	\$ 2,617,402

Funding amounts are estimates only, based on anticipated amounts.

* Tentative

1. These costs are for anticipated one-time requests from MPO partners for additional planning assistance from MPO staff.