

CENTRAL LANE



MPO

Title VI

Annual Accomplishments Report

Fiscal Year 2023

October 2023

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INTRODUCTION

As a recipient of state and federal funds, the Central Lane Metropolitan Planning Organization (MPO) is subject to the provisions of Title VI and environmental justice.

Title VI of the Civil Rights Act of 1964 and other federal nondiscrimination statutes prohibit discrimination based on race, color, national origin, disability, age, gender, or income status in the provisions of benefits and services of programs and activities receiving federal funding. The regulations require:

- A pro-active approach to eliminating discrimination.
- The execution of Title VI Assurances as a condition of federal money.
- An identified Title VI liaison within the agency; and
- A complaint procedure accessible to all parties involved in a project.

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

The Central Lane MPO updated and adopted their Title VI plan in November 2022. The updated plan includes:

- A Nondiscrimination Policy Statement.
- Designation of a Civil Rights liaison.
- A written process for filing a Title VI complaint against the MPO;
- Data collection that identifies residential, employment, and transportation patterns of low-income and minority populations so that their needs can be identified and addressed, and the benefits and burdens of transportation investments can be fairly distributed.
- Title VI Standard Language for contracts to communicate the MPO's expectations about Title VI commitments to local agency partners; and
- A list of relevant authorities. The plan has been submitted to and approved by ODOT.

The FY 2023 Annual Accomplishment Report follows the template provided by ODOT for MPO planning managers to use for reporting on Title VI activities that occurred over the past year (July 2022 through June 2023), focusing on public participation, planning, contracts, and training activities. A copy of this report will be submitted to the ODOT Title VI Program Manager to be included in the ODOT region Title VI reports, and the subsequent state report for Federal Highway Administration (FHWA) and Federal Transit Administration (FTA).

Section I STATUS OVERVIEW OF THE TITLE VI PLAN

Title VI Plan Reviews

Required by the Title VI Plan, ODOT conducted a review of the Central Lane MPO Title VI program in July 2018. The ODOT reviews are not conducted on a regular schedule at this time, but all plans and annual reports will be submitted through ODOT's Title VI coordinators. Title VI is also reviewed periodically as part of the Federal Certification Review.

Central Lane MPO Certification Review

In June 2023, the MPO participated in the Federal Certification Review. Every four years the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) conduct a Federal Certification Review of the Central Lane MPO. The main purpose of the review is to certify that the MPO is satisfactorily meeting the planning requirements as defined in federal laws and regulations. This process also provides FHWA and FTA the opportunity to add value to the MPO planning process through the sharing of best practices, techniques, and/or technology. The MPO received the final report in September 2023 and will be presented to the Central Lane Metropolitan Planning Policy Committee in October of 2023.

There were no Title VI and EJ recommendations in the draft report. CLMPO together with ODOT has implemented a timeframe for plan updates. The Title VI/ EJ plan is on a 3-year plan update cycle. The current Title VI plan was adopted in November 2022 and future updates will take place in 2025 and 2028. Annual reports will be submitted to ODOT annually on September 30th.

Section II TITLE VI PROGRESS REPORT

I. Title VI Program

a. Central Lane MPO Program Areas

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

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

b. Central Lane MPO Title VI Plan

The 2022 Title VI and Environmental Justice Plan was adopted in November 2022 and can be found on the [MPO website](#).

2. Organization, Staffing, Structure

The Executive Director of the Lane Council of Governments (LCOG) is responsible for ensuring the implementation of LCOG overall Title VI program. The Executive Director is as follows:

Lane Council of Governments

Executive Director

Brenda Wilson

(541) 682-4395

In addition, the Central Lane MPO, as a special program area within LCOG, shall have a designated Title VI Coordinator who is responsible for ensuring compliance, program monitoring, reporting, and education on Title VI issues within the MPO. The Title VI Coordinator for the Central Lane MPO is the Program Manager for LCOG Transportation Program and the Central Lane MPO, as follows:

Central Lane Metropolitan Planning Organization

Program Manager

Paul Thompson

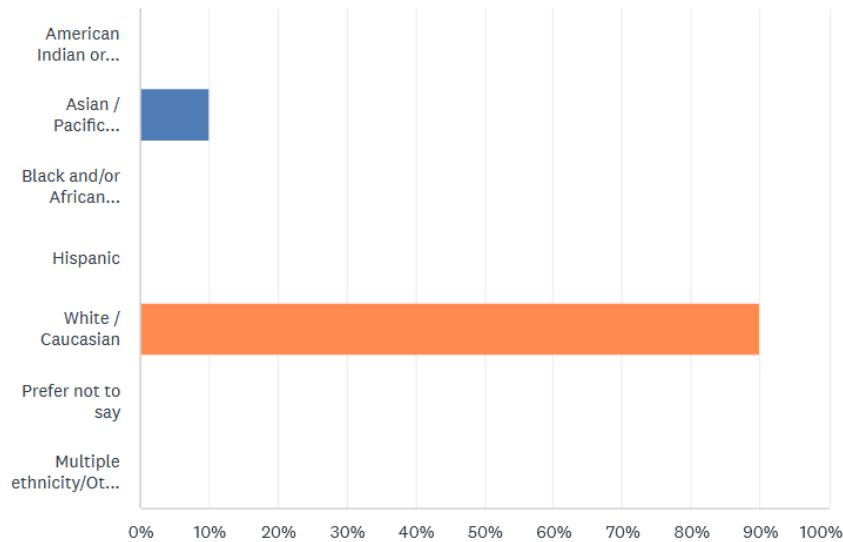
(541) 682-4405

pthompson@lcog.org

The following is a staffing composition listing by race, and gender. LCOG continues to encourage the fullest utilization of the available workforce by removing arbitrary standards to avoid barriers and is an equal opportunity employer.

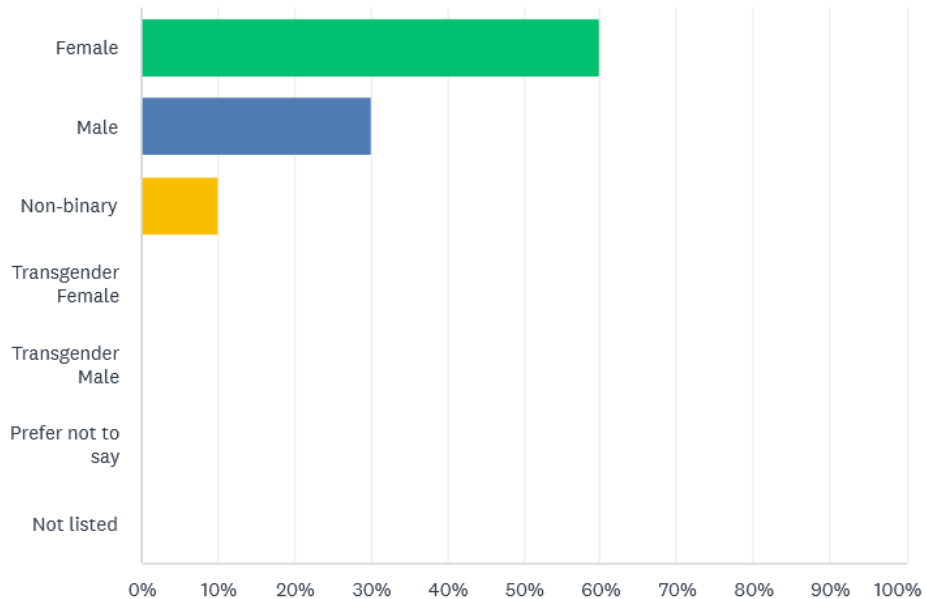
Which race/ethnicity best describes you?

Answered: 10 Skipped: 0



What is your gender?

Answered: 10 Skipped: 0



3. Planning

The Central Lane MPO does not design projects for construction and, as such, the major area of impact by plans and programs is through decisions, which identify one or more planned improvements over other options. Over the last year, the following key planning processes have been underway:

- The MPO is in the process of updating the Public Participation Plan, with anticipated adoption in Spring of 2024.
- The 2025-2027 Metropolitan Transportation Improvement Program was adopted in May 2023
- Project Mapping and Title VI analysis were updated.

Transportation Options

- The Congestion Mitigation Process (CMP) was adopted in January 2022. This plan incorporated TO policies and will replace the RTOP going forward.
- MPO staff developed a document of TO best practices to understand the current state of TO programming from other regions and to provide examples of how other TO programs are creating programs that reach traditionally underserved populations.

- The MPO and partner agencies are building relationships with community-based organization to better serve traditionally underserved populations. This work began with a program evaluation process and a restructuring of the program. Ongoing evaluation will continue to inform program structures. Including
 - Outreach to traditionally underserved communities (people of color, low-income, underserved neighborhoods, large employers, economic development, etc.) with the goal of understanding who has access and is benefiting from TO programming.
 - Pilot programs to test effectiveness.
- Key programs include,
 - Be Safe Be Seen- light and reflective material distribution.
 - Community learn to ride bike events
 - Community bike repair events

Programming and Implementation

- The MPO assisted in refining the new online TIP platform.
- The MPO engaged in an improved TIP reporting process.
- The MPO completed the annual obligation report.
- The MPO adopted the MPO's [2025 - 2027 Metropolitan Transportation Improvement Plan](#) in May 2023.

Transportation System Modeling and Data Maintenance

- The MPO continued development of a data portal site whereby collected data can be housed and web-based visualizations provided for use by public as well as local agencies (<http://www.thempo.org/648/Data-Portal>). Several data themes have been produced: crashes, transit, traffic count, commuter, transportation, and population. The Data Portal is intended make important transportation data available to the public and to house the federal performance measure/data and demonstrate the progress toward the targets.

Special Projects

- American Disabilities Act (ADA) Transition Plans.
 - The City of Eugene has an existing ADA Transition Plan and continues to evaluate its public rights-of-way and is developing a transition plan that outlines, in detail, how the organization will ensure safe access to all its facilities for all individuals. Current update can be found [here](#).
 - The City of Springfield continues to work on its ADA Self-Evaluation and Transition Plan. Efforts to gather inventory data on the city's street system to populate a new asset management system have begun, with the goal to develop a

list and map showing all barriers to city sidewalks, pedestrian crossings, curbs, shared use trails, bus stops, and public facilities' parking lots.

4. Public Outreach/Involvement

a. Public Outreach Efforts

During the past year, the MPO conducted a variety of public outreach efforts corresponding to regional planning activities. The outreach efforts were consistent with the Title VI public involvement program, and as a result, no substantial modifications were made to the MPO planning activities.

The following is a list of public outreach efforts:

MPO Planning Activity	Description	Public Involvement Tools	Public Involvement Metrics
FFY 24-27 Metropolitan Transportation Improvement Program (MTIP)	Adopting FY 24-27 MTIP	<ul style="list-style-type: none"> ▪ TPC Review ▪ Public Comment Period ▪ Notice to Interested Parties ▪ Social Media Post ▪ Web Notice ▪ MPC Public Hearing 	<ul style="list-style-type: none"> ▪ Public Hearing Sign-in Sheet ▪ Comment Forms (e.g., e-mail) ▪ Website Activity
Unified Planning Work Program (UPWP)	Adopting FY 24-25 UPWP	<ul style="list-style-type: none"> ▪ TPC Review ▪ Public Comment Period ▪ Notice to Interested Parties ▪ Web Notice ▪ MPC Public Hearing 	<ul style="list-style-type: none"> ▪ Public Hearing Sign-in Sheet ▪ Comment Forms (e.g., e-mail) ▪ Website Activity

b. Public Outreach Strategies

Federal legislation requires the MPO to develop and implement a continuing, cooperative, and comprehensive transportation planning process. The MPO public participation program ensures broad public participation during the development, review, and refinement of regional transportation programs. The Metropolitan Policy Committee (MPC), the MPO's policy board, directed MPO staff to develop a more focused approach to public involvement and engagement. A Public Participation plan was adopted in FY15. This plan will be updated in FY 24.

The MPO continues to adapt public participation to the remote working environment. All public meetings have been moved online. The public can participate via phone call. Video for MPC is available for MPC members and viewable live online and via television.

MPO Public Participation Program

During the past year, staff continued implementation of the public involvement program for the MPO. The overall goal for the public participation program is to achieve broader outreach to,

and participation from, more people at lower cost through an array of tools including online input, surveys, interactive maps, and ongoing outreach to existing stakeholder groups (i.e., Speakers' Bureau). These efforts enabled the MPO to gather project-specific comments, as well as monitor the region's priorities.

The program uses many of the basic outreach tools for all key MPO products, including a public comment period, notice to interested parties, web notice, and public hearing, where appropriate. The revised approach includes a case-by-case review of each product to identify the processes that may need more extensive outreach, such as the adoption of the PPP and the Regional Transportation Plan (RTP). The basic outreach strategies identified in the PPP meet Title VI requirements by making materials available on the website and making them accessible (e.g., in different formats and languages, upon request). Additional outreach to transportation disadvantaged groups for those products that need outreach beyond the basic consisted of presentations to the Human Services Network, LTD Accessible Transportation Committee, and LCOG Disability Services Advisory Council.

Communication Tools

The MPO reviewed ways to enhance and expand upon the following existing communication tools as a means for seeking public involvement from broader and more diverse audiences:

- Updated and expanded the agency media list
- Updated the environmental justice contact list
- Updated MPO email distribution list and looked for opportunities to expand it
- Provided online communication tools training
- Launched social media accounts on [Facebook](#) and [Twitter](#)
- Continued improvement of the MPO website

c. Special Language Needs

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

LCOG used information from the American Community Survey to determine the extent of the need for translation services of its materials. The results of the analysis showed that 2.7% percent of MPO residents reported that they spoke English either “not well” or “not at all.”

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

1. The number or proportion of LEP persons eligible to be served or likely to be encountered by a program, activity, or service of the recipient or grantee.
2. The frequency with which LEP individuals come in contact with the program.

3. The nature and importance of the program, activity, or service provided by the recipient to people's lives.
4. The resources available to the recipient and costs.

Given this four-factor analysis, Central Lane MPO's need for translation of a broad number of products is limited. Targeted translation has been completed for key public involvement products and Title VI materials, such as for key documents including the Title VI Complaint Form. In addition, the MPO has mapped the geographic distribution of language proficiency to identify areas where targeted outreach and translation services may be needed.

The MPO website will be able to translate using tools such as Google translate or with compatible screen readers. Additionally, LCOG has an on-call translation service available, if needed.

5. Data Collection

a. Demographic Data

The MPO plans to continue to collect statistical data (e.g., race, color, gender, age, disability, and language proficiency) for use in planning and monitoring. The MPO's demographic profile is contained [here](#).

b. Demographic Profile of Policy and Advisory Committees

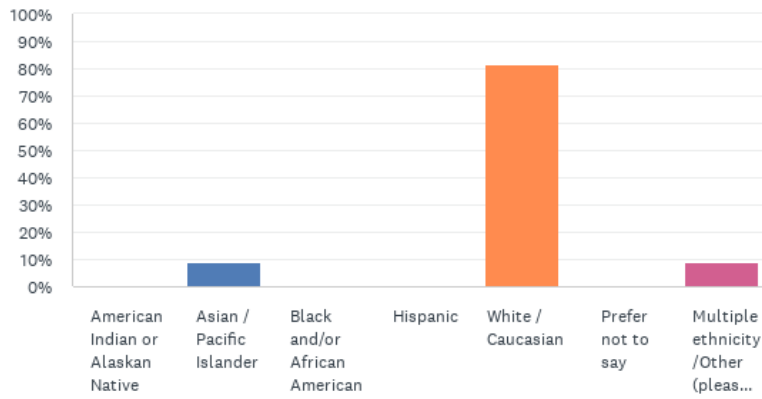
The Governor designated LCOG as the MPO for the Eugene, Springfield, and Coburg metropolitan area in 1974. The LCOG Board of Directors originally acted as the policy body for the MPO—this responsibility has since transitioned as a function of the Metropolitan Policy Committee (MPC). The members of MPC, in their role as the MPO, are elected and appointed officials from Coburg, Eugene, Lane County, Lane Transit District, Oregon Department of Transportation, and Springfield.

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

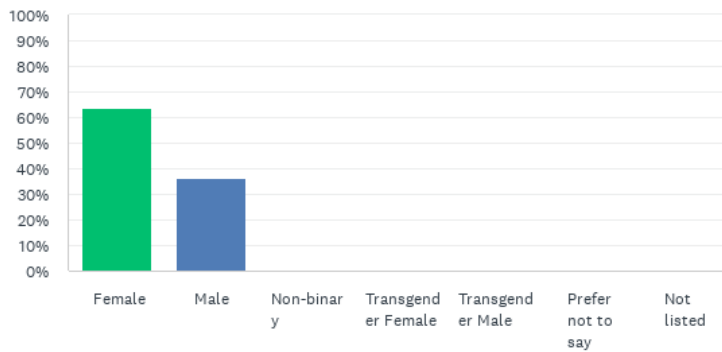
The MPO conducted a demographic survey to determine the demographic makeup of both MPC and TPC.

The following tables show staffing composition by race, and gender. Eleven staff members participated in the survey.

Q1 Which race/ethnicity best describes you?

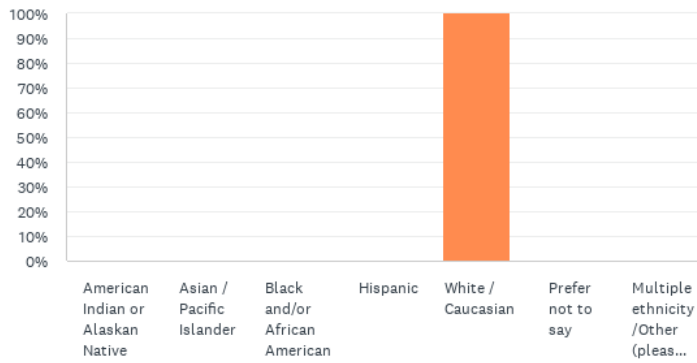


Q2 What is your gender?

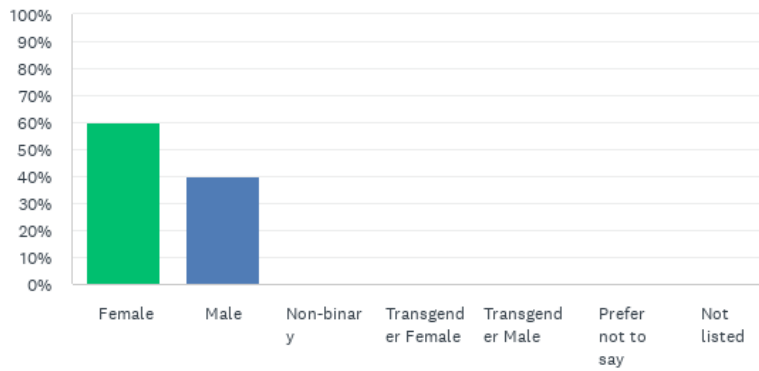


Ten TPC members participated in the survey. Their responses are below.

Q1 Which race/ethnicity best describes you?

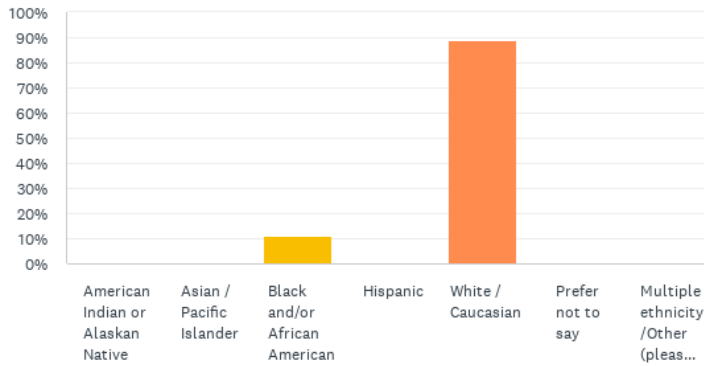


Q2 What is your gender?



Nine MPC members participated in the survey. Their responses are below.

Q1 Which race/ethnicity best describes you?



6. Education and Training

Staff participated in the following training:

- Census Data Training
- A series of procurement and contract management and administration trainings provided by Federal Highway Administration as well as Oregon’s Departments of Administrative Services and Transportation. The trainings include a focus on equitable and accountable vendor procuring and managing and contract administration.

Regional staff are working on creating more opportunities for collaborative training on issues of racial justice. Lane Council of Government Staff will be participating in an annual implicit bias training.

7. Contracts

The Central Lane MPO executes intergovernmental agreements with MPO partners in association with distribution of Federal Surface Transportation Program-Urban (STP-U) funds for performance of specific projects or activities. As part of this process, the Central Lane MPO has completed intergovernmental agreements with the cities of Eugene, Springfield, and Coburg, as well as Lane County and Lane Transit District. These agreements all contain a non-discrimination clause.

ODOT approved LCOG as a Locally Certified Agency which authorizes LCOG to deliver planning services contracts funded with federal highway funds. Over this year, the Central Lane MPO held contract(s) with a consultant funded through ODOT or ODOT Public Transit funding, as follows:

Consultant Name	Contract Amount (Paid in FY)	Disadvantaged Business Enterprises (DBEs)
Resource Systems Group, Inc.	\$907,651.91	No
EcoInteractive LLC	\$106,666.72	No
Metro	\$805.51	No

The Central Lane MPO sought and has received permission to subcontract these services from ODOT, as needed. Agreements with consultants contain a non-discrimination clause.

8. Complaints

There have been no Title VI complaints filed for Central Lane MPO projects in FY 2023.

Section III TITLE VI GOALS FOR UPCOMING YEAR

Planning and Investment

- Provide continued participation in the development of Transportation System Plans (TSP) for the cities of Coburg, Eugene, and Springfield.
- Continue expansion of Safe Communities program- focusing on a partnership with Lane County public health Alcohol Abuse Prevention Program.
- Continue Transportation Options outreach with a focus on community-based organizations.
- Begin outreach planning for 2050 Regional Transportation Plan, with focus on historically excluded populations.

Public Involvement

- Update Public Involvement Plan- anticipated adoption in March 2024.
- Further refine online public engagement through social media, as a creative and alternative approach to involve the public in MPO matters.
 - Work with community groups to expand outreach.
 - Refine outreach through the RTP process.
- Continue to improve and enhance the MPO website to expand the audience and outreach to new users.
- Focus on building relationships with key organizations to expand outreach focusing on environmental justice and Title VI populations.

Data Collection

- The MPO has dedicated funding as part of its budgeting process to continue on-going data collection and analysis to improve transportation planning and investments.
- The MPO is committed to maintaining and evaluating data to gauge the effectiveness of its public outreach efforts.
- Continue expansion of data portal and present framework to Central Lane MPO staff, policymakers, and the public to shared transportation data and performance measures.
- Explore ways to include EPA's EJ Screen tool into Title VI analysis.

Consultant Contracts

- The MPO plans to continue to monitor and report on consultant contracts with respect to Disadvantaged Business Enterprise (DBE) issues. Central Lane MPO is committed to following DBE contracting goals if they are to be established in the future.

Training

- The MPO plans to continue to monitor Title VI progress, implementation, and compliance issues. The MPO will seek Title VI training opportunities in the coming year.

Appendix I PUBLIC NOTICE EXAMPLES

Exhibit A



CENTRAL LANE METROPOLITAN PLANNING ORGANIZATION

Opportunity for Public Comment

The Central Lane MPO Metropolitan Policy Committee will hold a public hearing at their May 2, 2019 meeting ([agenda and materials](#)) starting at 11:30 AM at the City of Eugene Library. You may comment in person at the public hearing or in writing by mailing, emailing, or faxing your comments prior to the hearings.

The public hearing will consider a request from Lane County for \$600,000 of federal Highway Improvement Program (HIP) funds to provide short-term improvements on the Beaver-Hunsaker corridor to address safety concerns escalated by a pedestrian fatality in January 2019. The county has requested an expedited process.

A public hearing will be held at the May 2, 2019 meeting of the Metropolitan Policy Committee (11:30 AM - 1:30 PM, City of Eugene Library, Bascom-Tykeson Rm.). And public comments will be accepted through May 1, 2019.

More Information

Review copies are also available at Lane Council of Governments, 859 Willamette, Suite 500, (on weekdays, office closed during the noon hour).

Material in alternate formats can be arranged given sufficient notice by calling 541-682-4283.

How to Comment

Comment online via LaneVoices:
www.lanevoices.org

Send written comments to:
Metropolitan Policy Committee
c/o Paul Thompson
Lane Council of Governments
859 Willamette, Suite 500
Eugene, OR 97401

Phone: 541-682-4405
Fax: 541-682-4099

email: mpo@lcog.org
Website: www.TheMPO.org

Comment in person at:










Metropolitan Policy Committee
11:30 AM - 1:30 PM
Thursday, May 2, 2019
City of Eugene Library Bascom Tykeson Room
100 W 10th Avenue

You received this email because you expressed an interest in transportation planning in the Eugene-Springfield area.

Appendix II Demographic Maps for the CLMPO

Minority, Elderly, Low Income, Disabled Populations in Central Lane MPO, 2017 - 2021

Legend

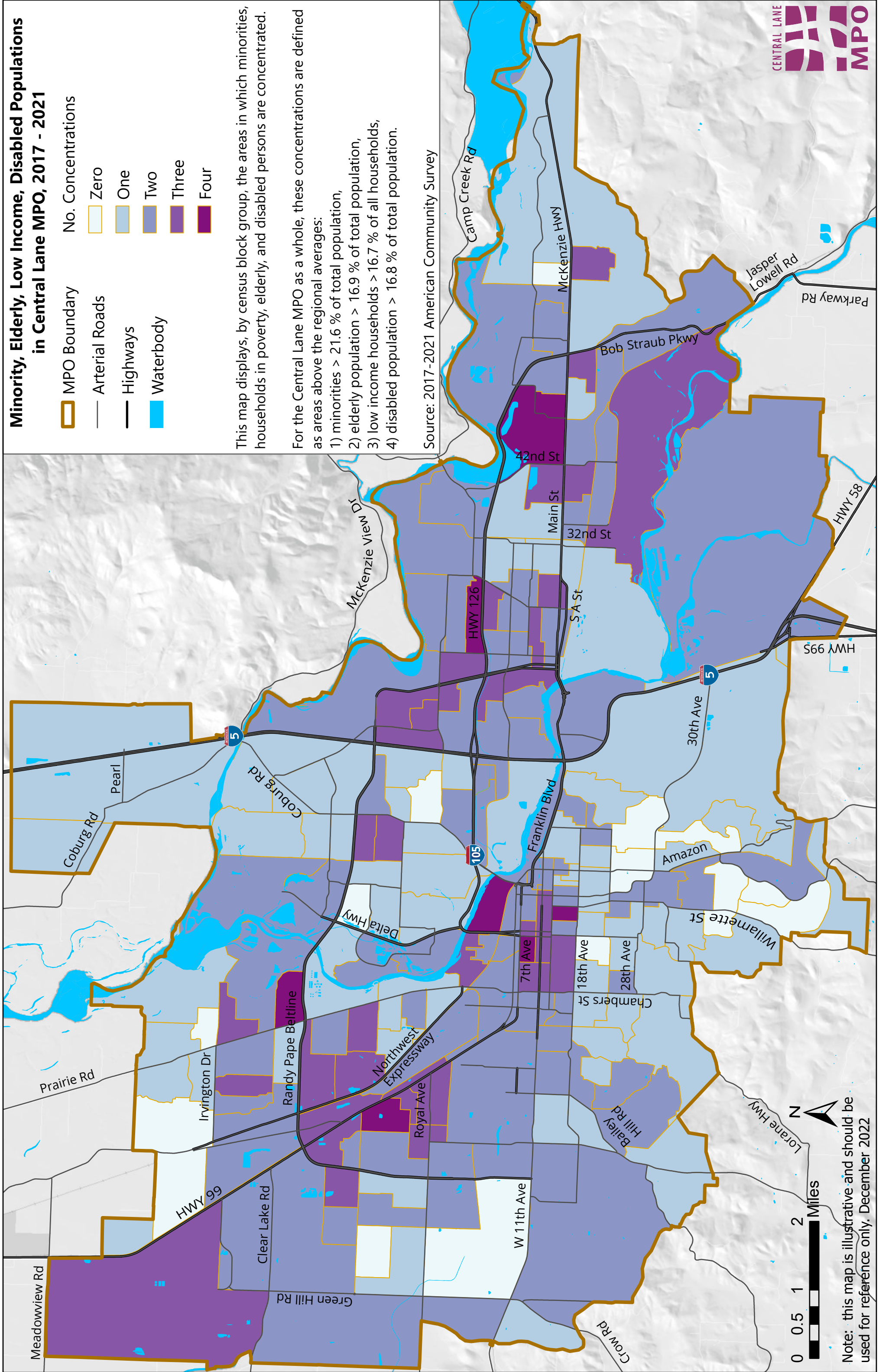
 MPO Boundary	No. Concentrations
 Arterial Roads	 Zero
 Highways	 One
 Waterbody	 Two
	 Three
	 Four

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

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

- 1) minorities > 21.6 % of total population,
- 2) elderly population > 16.9 % of total population,
- 3) low income households > 16.7 % of all households,
- 4) disabled population > 16.8 % of total population.

Source: 2017-2021 American Community Survey



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



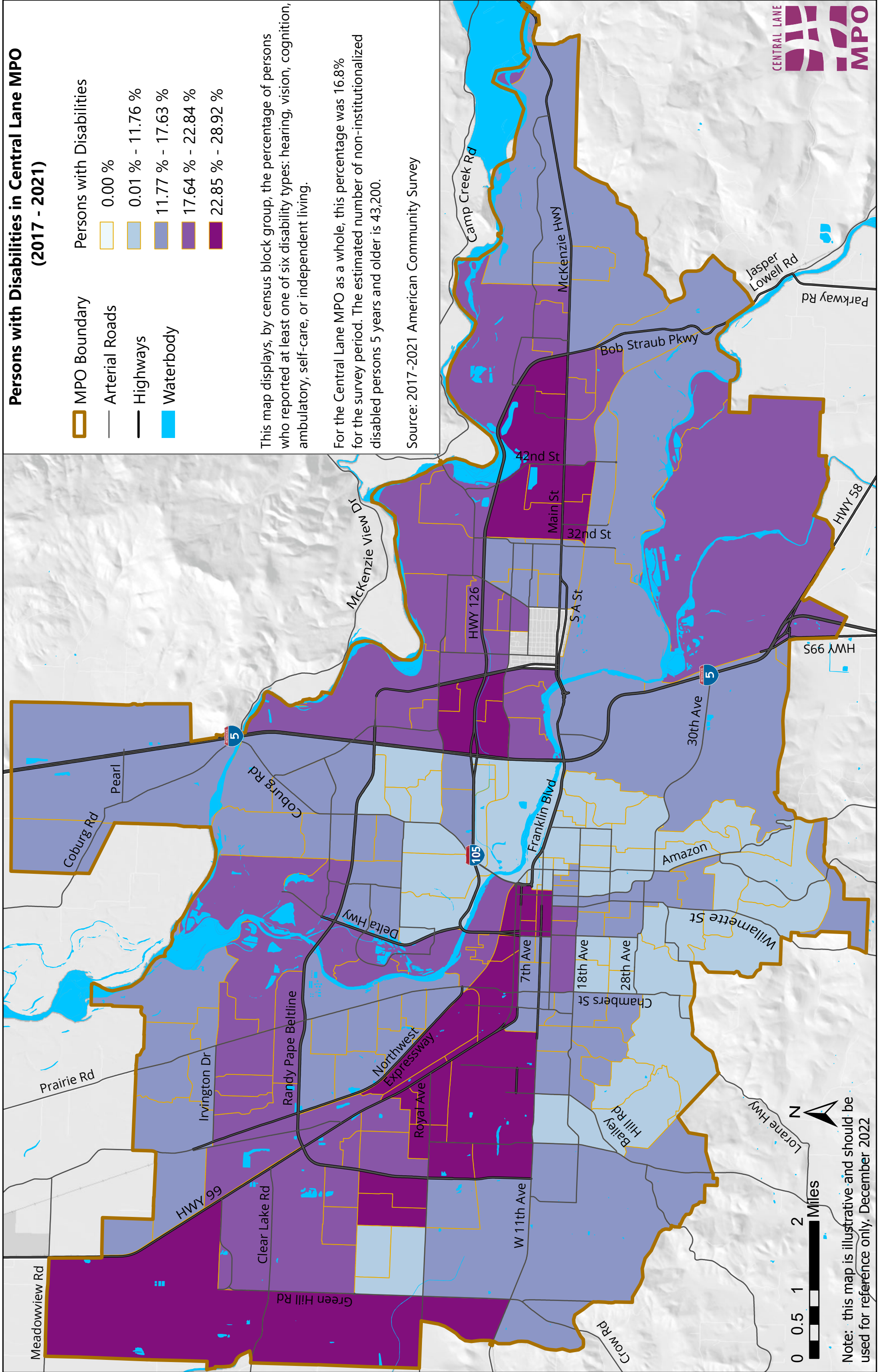
Persons with Disabilities in Central Lane MPO (2017 - 2021)



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

For the Central Lane MPO as a whole, this percentage was 16.8% for the survey period. The estimated number of non-institutionalized disabled persons 5 years and older is 43,200.

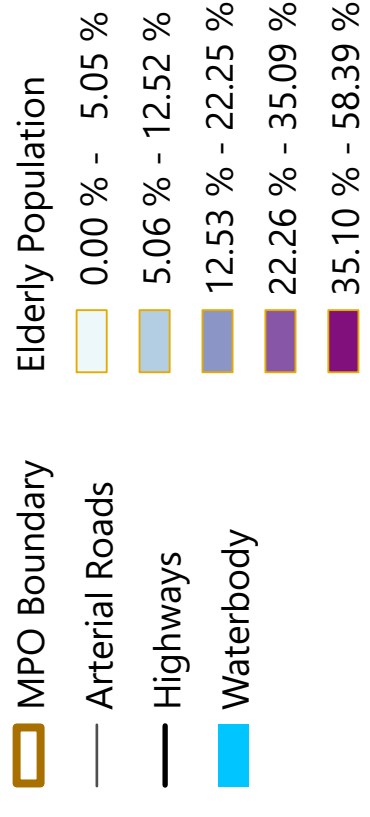
Source: 2017-2021 American Community Survey



0 0.5 1 2 Miles

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

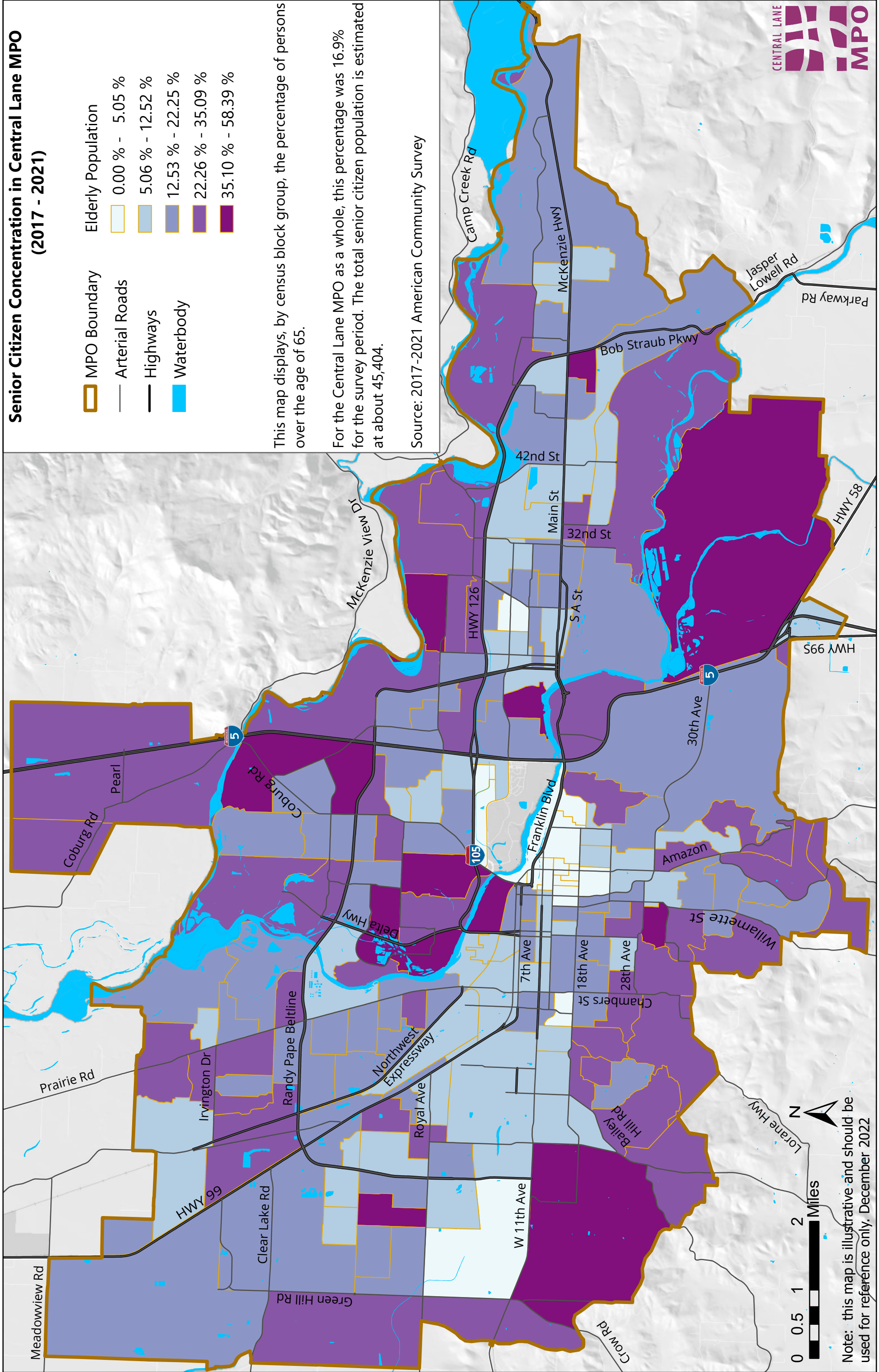
Senior Citizen Concentration in Central Lane MPO (2017 - 2021)



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

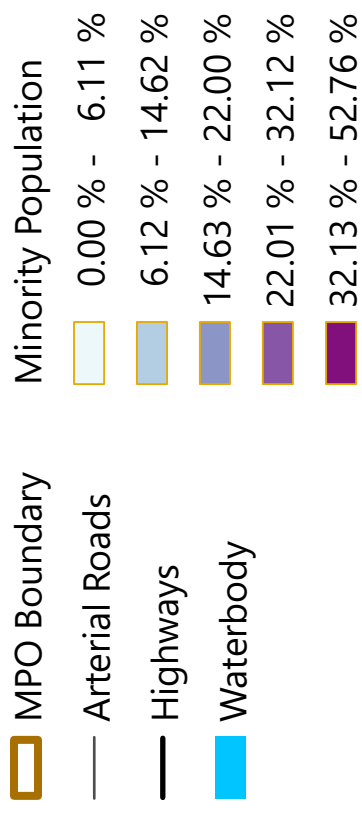
For the Central Lane MPO as a whole, this percentage was 16.9% for the survey period. The total senior citizen population is estimated at about 45,404.

Source: 2017-2021 American Community Survey



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

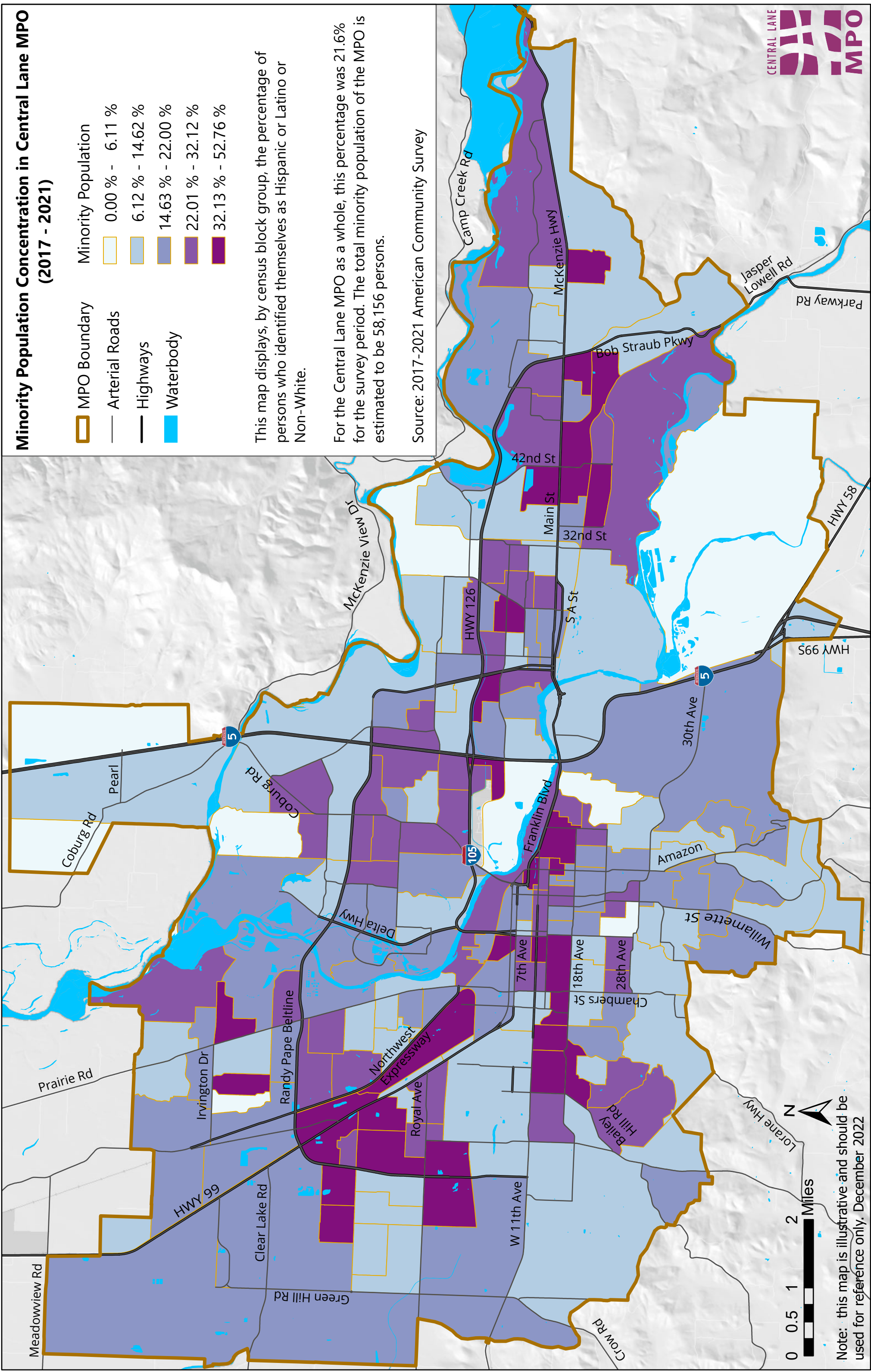
Minority Population Concentration in Central Lane MPO (2017 - 2021)



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

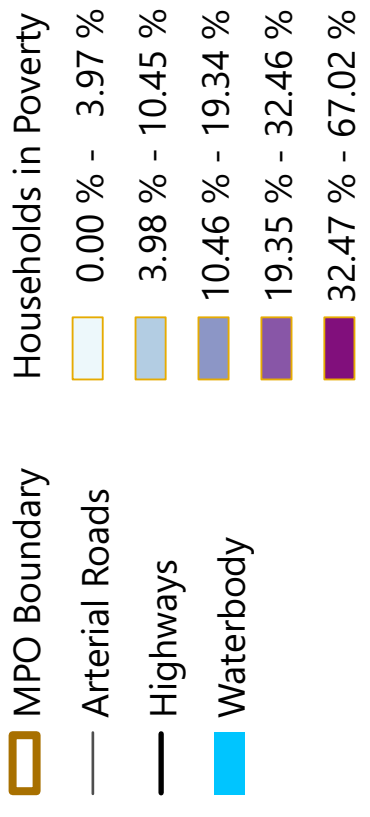
For the Central Lane MPO as a whole, this percentage was 21.6% for the survey period. The total minority population of the MPO is estimated to be 58,156 persons.

Source: 2017-2021 American Community Survey



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

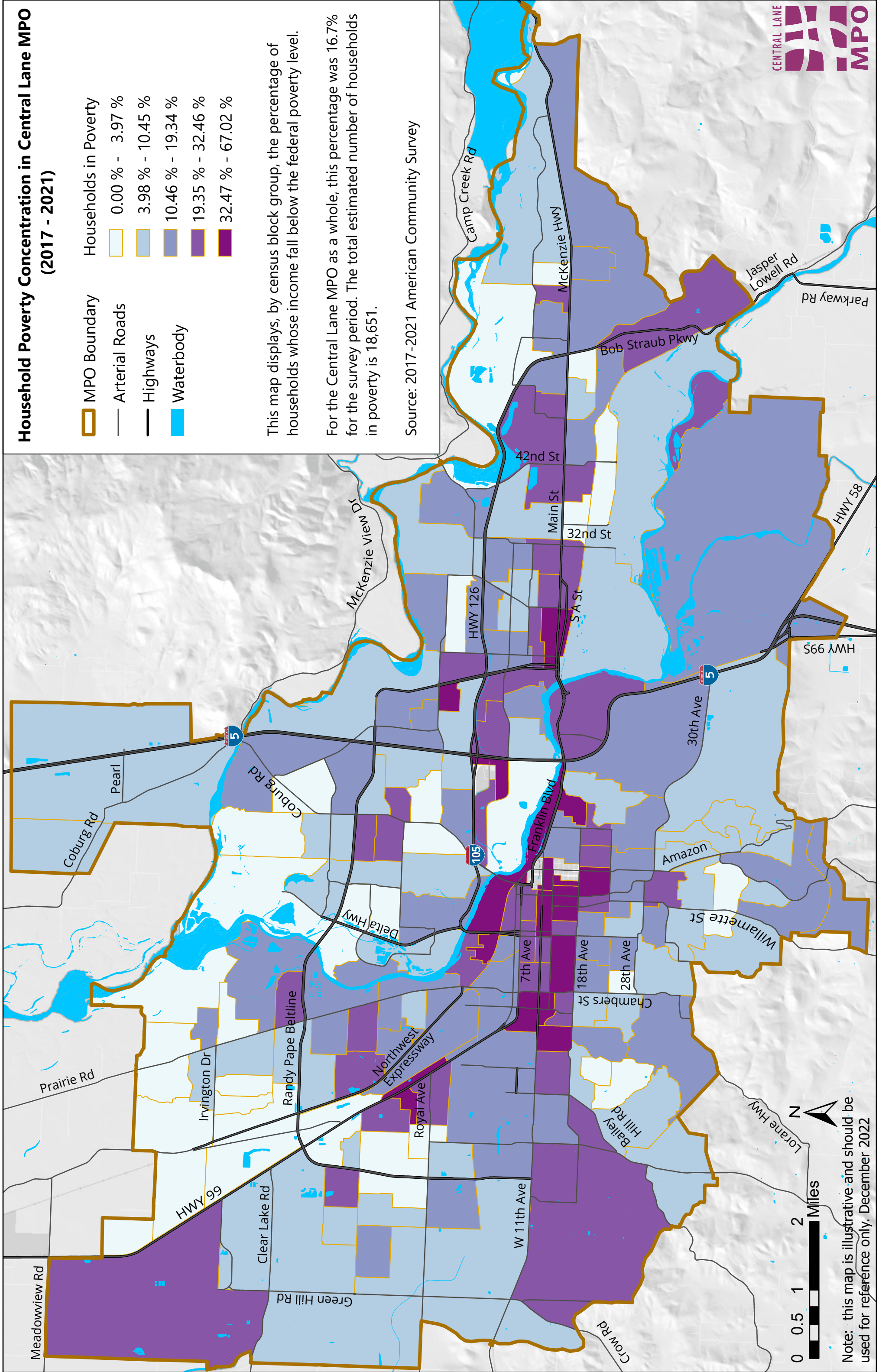
Household Poverty Concentration in Central Lane MPO (2017 - 2021)



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

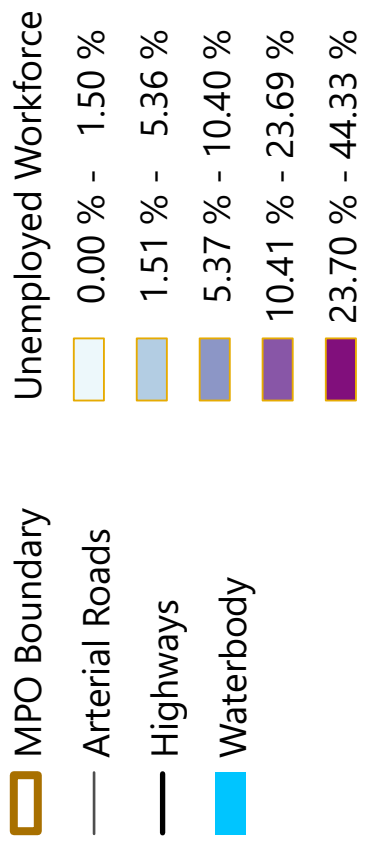
For the Central Lane MPO as a whole, this percentage was 16.7% for the survey period. The total estimated number of households in poverty is 18,651.

Source: 2017-2021 American Community Survey



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

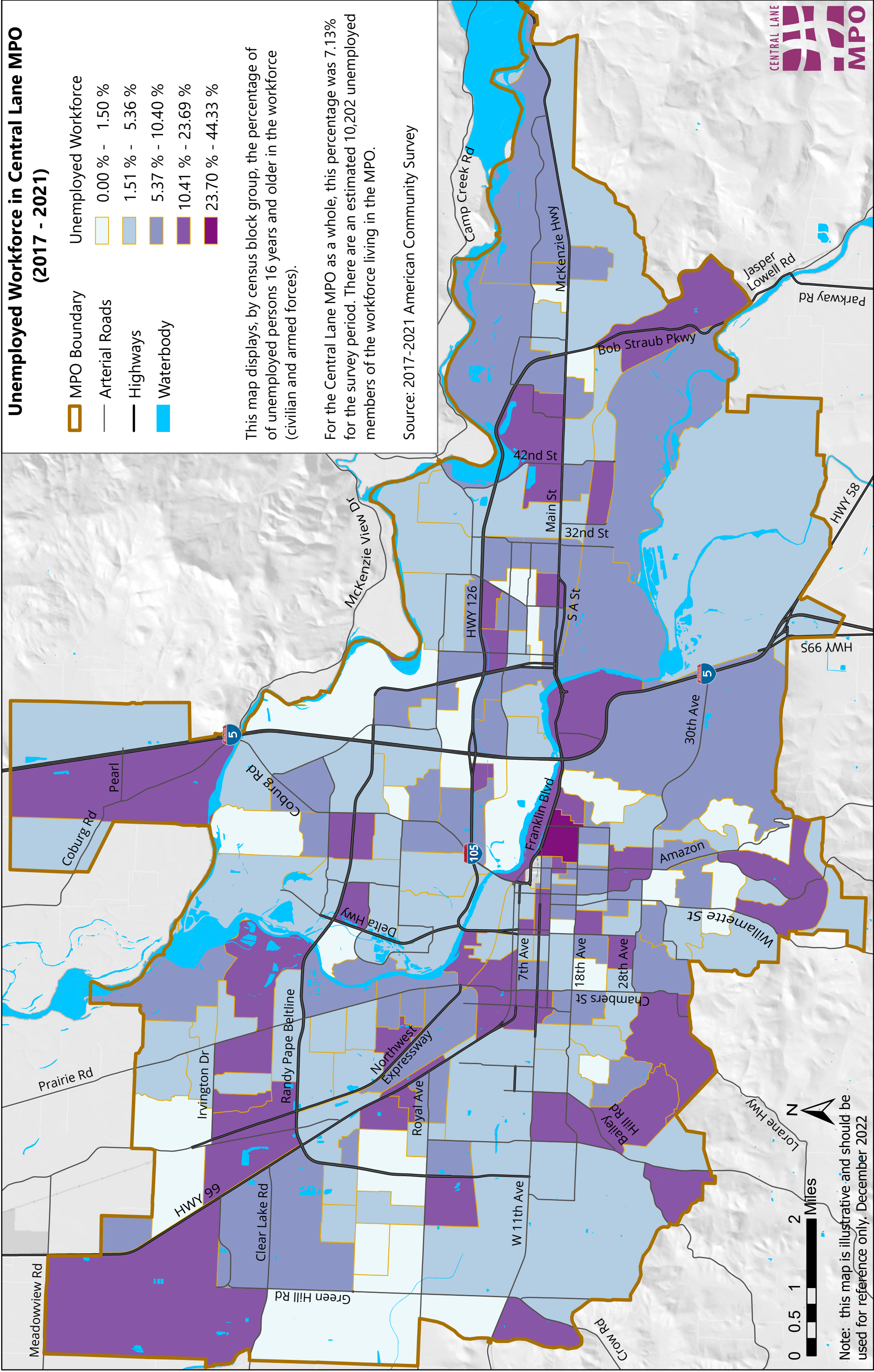
Unemployed Workforce in Central Lane MPO (2017 - 2021)



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

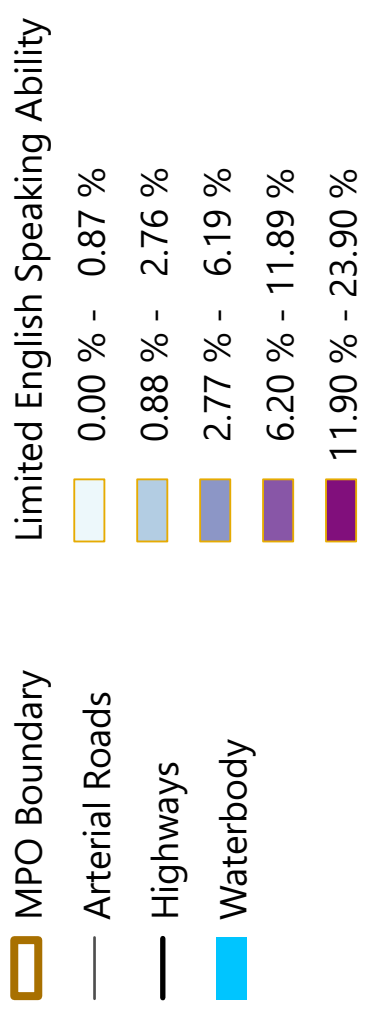
For the Central Lane MPO as a whole, this percentage was 7.13% for the survey period. There are an estimated 10,202 unemployed members of the workforce living in the MPO.

Source: 2017-2021 American Community Survey



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

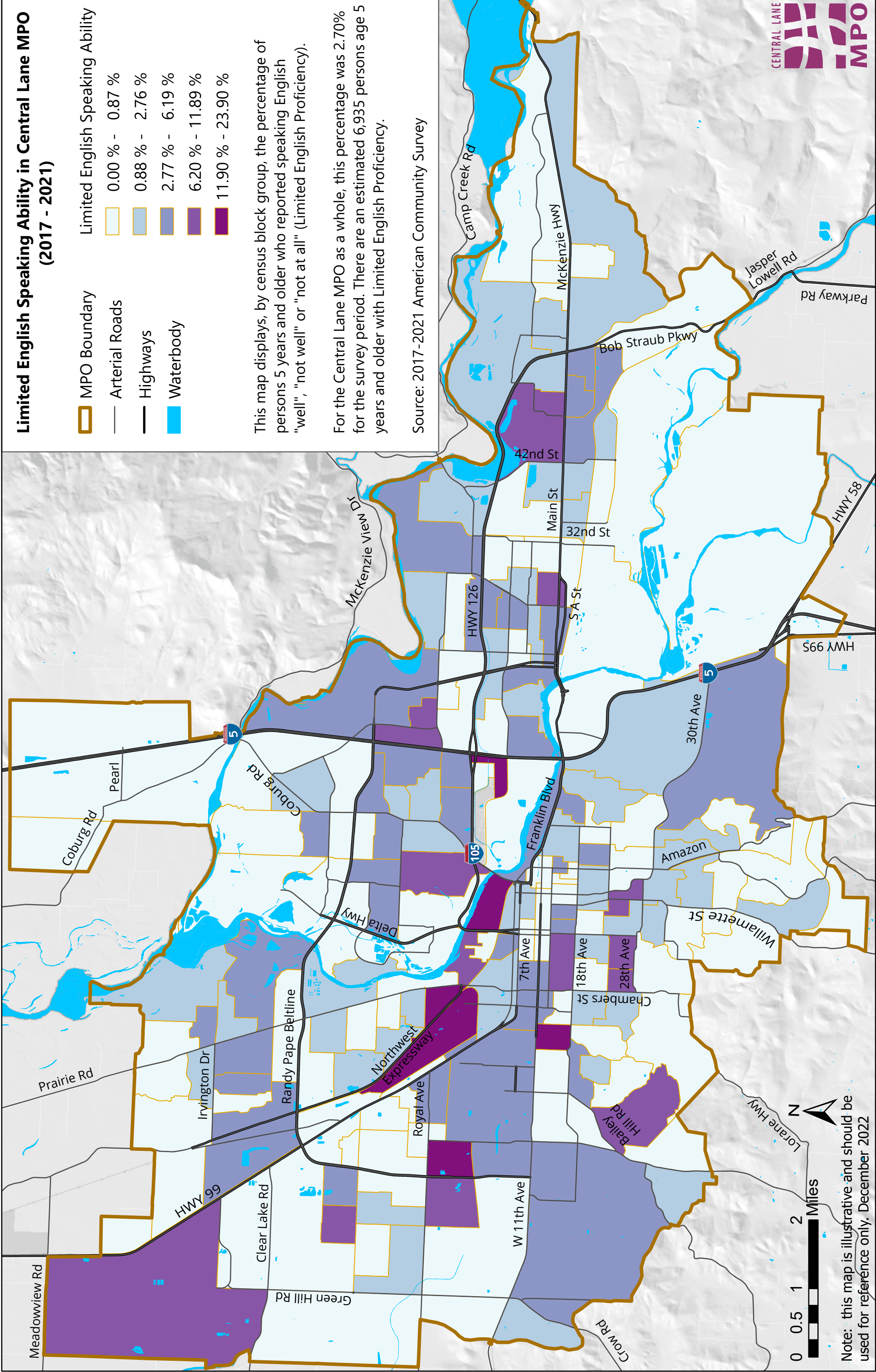
Limited English Speaking Ability in Central Lane MPO (2017 - 2021)



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

For the Central Lane MPO as a whole, this percentage was 2.70% for the survey period. There are an estimated 6,935 persons age 5 years and older with Limited English Proficiency.

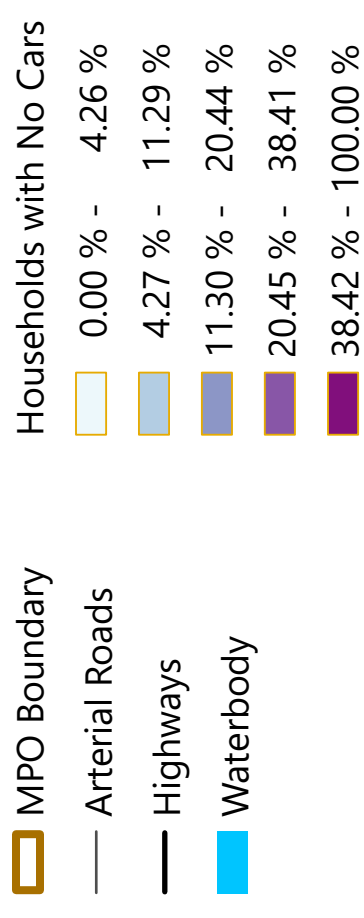
Source: 2017-2021 American Community Survey



0 0.5 1 2 Miles

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

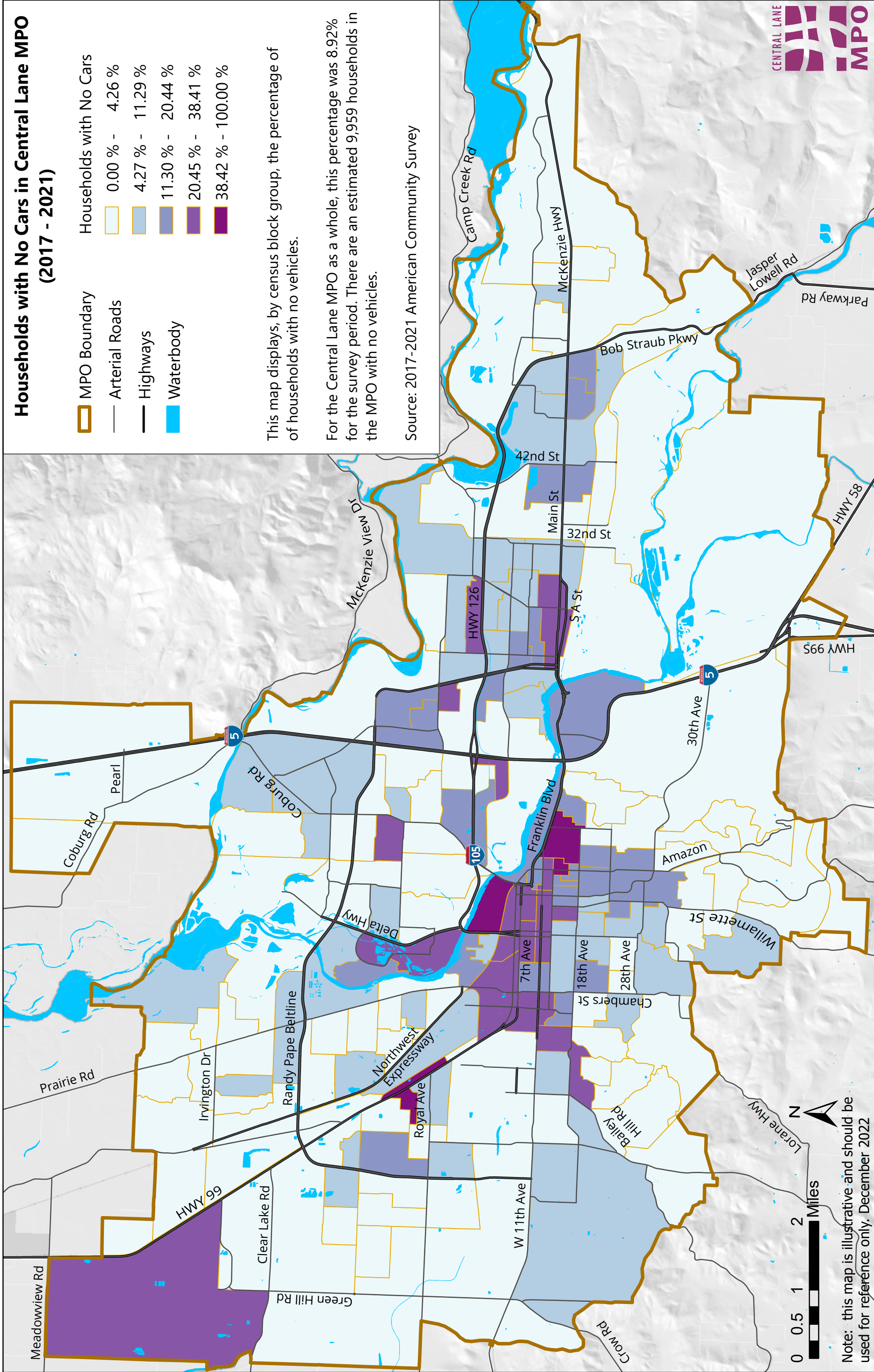
Households with No Cars in Central Lane MPO (2017 - 2021)



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

For the Central Lane MPO as a whole, this percentage was 8.92% for the survey period. There are an estimated 9,959 households in the MPO with no vehicles.

Source: 2017-2021 American Community Survey



0 0.5 1 2 Miles
 Note: this map is illustrative and should be used for reference only. December 2022