



# UPWP

## Unified Planning Work Program

### FY 2024 and FY 2025

Covering July 1, 2023 to June 30, 2025

**Prepared by:**

Lane Council of Governments  
City of Eugene  
City of Springfield  
City of Coburg  
Lane County  
Lane Transit District  
Oregon Department of Transportation

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# 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)**

David Loveall, Lane County Commissioner

Pat Farr, Lane County Commissioner

Nancy Bell, City of Coburg Mayor

Sean VanGordon, City of Springfield Mayor

Steve Moe, City of Springfield Councilor

Lucy Vinis, City of Eugene Mayor

Randy Groves, City of Eugene City Councilor

Kelly Sutherland, Lane Transit District Board Member

Susan Cox, Lane Transit District Board Member

Vidal Francis, Oregon Department of Transportation

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# **Section I: Overview of the UPWP**

## Introduction

The Unified Planning Work Program (UPWP) is a federally required certification document describing the transportation planning activities for the Central Lane metropolitan area in the State Fiscal Years 2024 and 2025, from July 1, 2023 - June 30, 2025. 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 reflect the goals in the Regional Transportation Plan (RTP), and the federal mandates of the current transportation funding bill within the guidelines set by the United States Department of Transportation (USDOT).

A **Metropolitan Planning Organization (MPO)** is a transportation planning entity that is required and funded by the federal government in all metropolitan areas of 50,000 people or more. The official policy board for the Central Lane MPO is the **Metropolitan Policy Committee (MPC)**. Members of the MPC represent the Cities of Eugene, Springfield, and Coburg, Lane County, Lane Transit District (LTD) and the Oregon Department of Transportation (ODOT). A map of the Central Lane MPO and a complete list of commonly used transportation acronyms is provided in the appendix of the UPWP.

The Unified Planning Work Program for Fiscal Years 2024 and 2025 contains the following:

- Planning tasks in seven program areas to be conducted over a one- to 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 UPWP describes the amount of funding available for each major activity. It does not detail the level of effort and the level of funding each item within the work task will receive. The MPO policy board can direct staff effort toward certain tasks or can direct amendment of the UPWP to respond to changing needs.

## Objectives

The activities described in this UPWP support seven major objectives for the Central Lane MPO's transportation planning program:

- Provide a neutral forum that allows local officials to make informed decisions and set priorities on area-wide transportation matters.
- Ensure timely and logical development of the transportation system in the Central Lane metropolitan area.
- Ensure maintenance of federal and state ambient air standards for coarse particulate matter (PM<sub>10</sub>); work with Lane Regional Air Protection Agency to ensure that other criteria pollutants remain below the National Ambient Air Quality Standards.

- Ensure development of the Regional Transportation Plan and the Metropolitan Transportation Improvement Program in a manner that is consistent with local plans.
- Improve transportation facilities and services in the Region through an integrated planning process that continues to meet the requirements of the Infrastructure, Investment, and Jobs Act, the Clean Air Act, Title VI, the Statewide Transportation Planning Rule (TPR), the Oregon Transportation Plan (OTP), the Oregon Highway Plan (OHP), State Greenhouse Gas Planning rules, and the other state modal or topic plans, and state facility plans.
- Ensure consideration of the needs of all persons in transportation planning, especially the elderly and persons with disabilities.
- Ensure participation by the public and by the public sector in all phases of transportation planning, programming, and decision-making.

### Development of the UPWP

The UPWP is developed by assembling local, state, and federal transportation planning needs using US Department of Transportation (USDOT) rules for Metropolitan Transportation Planning. Review of the UPWP is a coordinated effort between staff from the Oregon Department of Transportation (ODOT), Federal Highway Administration (FHWA), Federal Transit Administration (FTA) and all the local transportation planning agencies, including Lane Council of Governments, Lane County, the Cities of Coburg, Eugene, and Springfield, and Lane Transit District. ODOT must approve that all federal requirements have been met in the workplan. In addition to reviewing the UPWP, FHWA and FTA must also approve the work plan (23 CFR 420.115).

Following the federal and state review of the draft work plan, a minimum public comment period of 30 days is provided for community input. The draft is reviewed and approved by the Transportation Planning Committee (TPC), which recommends adoption to the Metropolitan Policy Committee (MPC), who adopts it and forwards to ODOT, USDOT, FHWA, and FTA.

### Roles and Responsibilities

Lane Council of Governments (LCOG), ODOT, the Cities of Springfield, Eugene, and Coburg, Lane County, and Lane Transit District (LTD) have specific responsibilities in performing the activities of this UPWP. LCOG is the lead transportation planning agency for regional metropolitan issues. Because ODOT is the direct recipient of Federal Planning funds, ODOT provides an oversight role to ensure all Federal (planning, grant management, other) requirements are met. ODOT additionally assists with the planning process by assigning staff to the MPO's projects, committees, and by providing the match for federal planning funds awarded to LCOG. Lane County, LTD, and the cities assign staff to coordinate and participate on UPWP tasks.

Included with the UPWP is a Memorandum of Understanding (MOU) concerning Agency Responsibilities for Transportation-related Air Quality Planning in the Central Lane Transportation Management Area. This MOU describes the responsibilities concerning air quality planning for each partner agency in the designated air quality management area. Also

included is an intergovernmental agreement titled ODOT/MPO/Transit Operator Agreement for Central Lane Transportation Management Area. This agreement defines the roles and responsibilities for transportation planning between ODOT, the MPO and LTD as required by federal regulation.

By adopting this UPWP, LCOG is making a commitment to promote a transportation system that maximizes mobility and accessibility and promotes the protection of the human and natural environments, as directed under federal regulations. This is achieved through a ***Continuing, Cooperative, and Comprehensive*** (3-C) transportation planning process that results in a long-range plan and short-range program of projects.

## Funding Sources

The work described in this UPWP is funded by a variety of federal, state, and local sources.

Local funding sources include direct funds as well as in-kind services. Funding sources include:

- Federal Highway Administration Public Lands (PL) planning funds.
- ODOT match for FHWA Metropolitan Planning (PL) funds.
- FTA funds—Section 5303
- LTD match for FTA funds.
- MPO Discretionary Surface Transportation Block Grant Program (STP) funds (also referred to as STBG or STBG-U).
- Local match for STBG-U, TAP, and CMAQ funds and other local funding.
- Transit-oriented development planning grants under FAST Act; and
- Transportation and Growth Management (TGM) funds.

In some program areas, the planning activities outlined may not be able to be accomplished using the programmed PL, FTA and STBG-U funds. These activities reflect potential work that would be accomplished if additional funding were to become available.

Additional funding sources beyond those set out in the UPWP work program may also become available during the fiscal year for work on special projects. These projects are typically part of the broader multi-jurisdictional transportation planning effort within the MPO. These projects may be financed by ODOT using federal funds for the purpose of facility planning projects and TGM grants focused on providing refinement to and implementation of Transportation System Plans. Details on specific products are described in Section II. Work Elements. Details on specific amounts and use of these funds are provided in Section III. Funding.

## Status of Planning Documents

LCOG develops and maintains several federally mandated planning documents that guide regional work and investments. The following table outlines each planning document.

<b>LCOG Planning Documents</b>	<b>Current Status</b>	<b>Next Update</b>
Unified Planning Work Program	Addendum adopted May 2022	FY24-25 UPWP (This document) anticipated for adoption April/May 2023
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 November 2022	Next update will be in August 2025. Annual report October 2023.
Annual Listing of Obligated Projects	January 2023	Annually December or January of each year
Transportation Safety Action Plan	Approved April 6, 2017,	To be updated in 2023
Public Participation Plan	Approved October 1, 2015,	To be updated in 2023
Metropolitan Transportation Improvement Program and Air Quality Conformity Determination	FY21-24 MTIP adopted May 5, 2020. AQCD adopted January 2022	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 October 30, 2019. This certification will remain in effect for a period of four years. The CLMPO has resolved all corrective actions from the 2019 report. A summary table of the status of corrective actions is included in Appendix I.



## Looking Back: An Overview of FY2022 and FY 2023 UPWP

In May 2021, the MPO adopted a two-year UPWP covering the period from July 1, 2020 to June 30, 2023. An addendum was issued in May 2022 to describe additional and changed action items anticipated to occur from July 1, 2022 to June 30, 2023, and revisions to timelines as needed.

Principle accomplishments of the FY2022 and FY2023 UPWP can be found in the annual accomplishments report on the [MPO website](#).

## **Section II. UPWP Work Elements**

### **A. Regional Transportation Plan (RTP) and Long-Range Planning**

#### **Objective**

Build consensus on policies, strategies, and projects to address the transportation needs of the region. Balance state and federal mandates with the needs and interests of our partner jurisdictions. Carry out the goals and objectives and implement the work activities of the RTP, the area's long-range transportation plan. Continue to meet requirements of federal regulations in a manner consistent with state and local plans and requirements.

#### **Discussion**

A key focus of the work in this program area will be to maintain the adopted 2045 Regional Transportation Plan. The new RTP aligns many of the long-range planning documents including the MPO's including the Intelligent Transportation Systems (ITS) Plan, Congestion Management Process (CMP), and Congestion Management Plan, among other elements. This RTP fully incorporates federal performance-based planning and programming measures and targets.

#### **Core Tasks Include:**

- Assist local agencies in implementation of the RTP.
- Monitor and report on RTP performance measures, including the federal 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.
- Begin data and model preparations for the next RTP update.
- Conduct ongoing updates of the RTP, ITS, and CMP. Pursue opportunities to implement action items and strategies from the RTP, ITS, and CMP.

#### **Action Items**

##### **1. Regional Transportation Plan (RTP)**

The RTP is the metropolitan area's 20+-year plan for all transportation modes and is required to be updated every four years. It was last adopted by MPC in January 2022. The next update is required by January 2026. Data and model preparation will begin for the next

RTP during this planning period. Ongoing implementation work during this UPWP includes resilience planning, electric vehicle strategy development, and active transportation data updates:

- Resilience planning includes evaluating the need for vulnerability analysis and a regionwide network of emergency transportation routes based on funding availability and regional need; it also includes monitoring PROTECT discretionary funding and potentially applying for funds when they become available.
- Electric vehicle strategy development includes coordinating with the State and Lane County and applying statewide planning efforts to the local level.
- Active transportation data update includes developing regionwide sidewalk and bicycle inventory datasets.

## **2. Regional Intelligent Transportation System Plan and Congestion Management Process**

The Regional ITS Operations and Implementation Plan and CMP for the Eugene-Springfield Metropolitan Area was completed in 2021. The MPO will continue to work with partner agencies on implementation of ITS projects.

## **3. Performance Based Planning and Programming**

The MPO policy board adopted Resolutions to support the State targets for the following Federal Highway Performance Measures:

- Safety (Resolution 2018-01)
  - Number of roadway fatalities
  - Number of roadway severe injuries
  - Roadway fatalities per vehicle miles traveled.
  - Roadway severe injuries per vehicles miles traveled.
  - Combined non-motorized fatalities and non-motorized severe injuries.
- Pavement Condition (Resolution 2018-10, updated 2022-08)
  - Percentage of pavements of Interstate System in Good condition
  - Percentage of pavements of the Interstate System in Poor condition
  - Percentage of pavements of the non-Interstate NHS in Good condition
  - Percentage of pavements of the non-Interstate NHS in Poor condition
- Bridge Condition (Resolution 2018-10, updated 2022-08)
  - Percentage of NHS bridges by deck area classified as in Good condition.
  - Percentage of NHS bridges by deck area classified as in Poor condition.
- National Highway System Performance (Resolution 2018-10, updated resolution 2022-08)
  - Percent of the person-miles traveled on the Interstate that are reliable (Interstate Travel Time Reliability measure)
  - Percent of person-miles traveled on the non-Interstate NHS that are reliable (Non-Interstate Travel Time Reliability measure)
  - Truck Travel Time Reliability Index (Freight Reliability measure)

- Congestion Mitigation and Air Quality- On-Road Mobile Source Emissions (Resolution 2018-10, updated resolution 2022-08)
  - Total Emissions Reduction of PM-10 from Funded CMAQ Projects

The MPO policy board adopted a Resolution to support the State targets for the following Federal Transit Administration Transit Asset Management Tier II and Safety measures (Resolution 2019-02):

- Equipment – Automobiles
- Rolling Stock – Over the Road Bus
- Rolling Stock – Bus
- Rolling Stock – Cutaway
- Rolling Stock – Van
- Rolling Stock – SUV
- Rolling Stock – Automobile
- Facilities – Passenger/ Parking Facilities
- Facilities – Administrative/ Maintenance Facilities
- Safety Performance Targets for Fixed Route Bus and Bus Rapid Transit (fatalities, injuries, safety events, system reliability)

Resolutions are attached. These targets and measures will be included in the RTP, and they will guide regional policy established through the RTP, local TSPs and other planning efforts.

#### **4. Safety Planning**

The Safety plan adopted in 2017 is currently in implementation phase. In 2017 the MPO in partnership with Lane County created the Safe Lane Coalition. The coalition is focused on implementing the plan to reduce fatal and severe crashes using the most effective countermeasures. The coalition works in a collaborative manner to prioritize outreach projects throughout the region. The MPO anticipates an update to the Safety Plan following the update to the ODOT safety plan in 2023.

##### ***Tasks Year 1 & 2***

- Continue MPO’s Safe Communities Program through the Work of the Safe Communities Coordinator and partner agency staff.
- Participate in statewide safety meetings and consult state agencies to better coordinate regional planning with State efforts.
- Continue to collect, analyze, and maintain the collision data, and incorporate into a database.
- Continue to investigate new sources of safety and security data and opportunities to improve the timeliness, quality, accuracy, and completeness of existing data. Work with local enforcement agencies to develop more current data where applicable.
- Continue to coordinate the Regional Transportation Safety and Security Plan with the ITS Plan Update and consider ITS solutions as appropriate.
- Monitor performances measures and maintain the performance measures dashboard. Report to ODOT, FHWA, and FTA, as necessary.

- Continue to explore opportunities to carry out the safety and security improvements throughout the MPO. Generate applications for safety grants, where applicable.
- Coordinate the identification of needs and the implementation of safety improvements with the All-Roads Transportation Safety (ARTS) program.
- Implement Regional Safety Grant. Project Elements include
  - Quick Build Projects in Eugene
  - Additional Safety Analysis
  - DUII and Speed Reduction Education and Outreach campaign

***Products Year 1 & 2***

- Safety grants, where applicable
- Public facing Safe Lane Coalition materials.

**5. Major Facility Studies**

MPO staff will be involved in facility and planning studies as needed. These facility studies are led by the individual jurisdictions but may require coordination for data and modeling support and other technical assistance, as necessary.

**B. Programming and Implementation**

**Objective**

Work in a cooperative, continuous, and comprehensive process to prioritize projects from the RTP for funding. Develop and adopt the area wide MTIP. Develop priorities for the STIP. Enhance project application/selection process. Facilitate project amendments and improve timeliness of project delivery.

**Discussion**

Programming and coordination activities include identifying and allocating funds for short- to mid-range projects and setting area-wide priorities for various classes of federal and state transportation fund sources. In this activity in particular, the planning process provides a neutral forum for local officials to set area-wide transportation priorities. Action items in this work category include participation in the STIP, development of the regional MTIP, programming of STBG-U, CMAQ, TA, and other funds, and development of the UPWP.

Core tasks include:

- Work with partner agencies to coordinate grant and project funding opportunities for regional projects that are consistent with the goals and objectives of the RTP and participate in grant review committees, as needed.
- Prepare and process TIP amendments.
- Maintain consistency between MTIP and STIP by monitoring amendments and other actions.
- Process amendments and administrative adjustments through the appropriate MPO committees.

- Adhere to the procedures established in CLMPO's Public Participation Plan when adopting a TIP, programming new funds, or preparing amendments.
- Update and maintain project database and online and hard copy maps.
- Provide a publicly accessible online MTIP project list that is updated regularly.
- Track projects throughout the year and publish an annual listing of obligated projects.
- Work with the Interagency Consultation committee to ensure the MTIP and its projects conform to National Clean Air Act Amendments.
- Work with ODOT Region and State Coordinators to improve MTIP-STIP coordination and maintenance of the ODOT Financial Plan. Work with partners to develop proposals for funding through State and Federal programs of projects that implement goals and objectives established in the RTP.
- Represent the MPO at ODOT and other project coordination meetings.
- Work with ODOT fiscal planners to obtain revenue estimates as needed.
- Attend conferences and workshops to maintain staff expertise and knowledge of State and Federal project programming & implementation processes and tools.
- Continue to work with MPC to develop and revise policies, criteria, and processes to ensure programming of funds reflects current priorities.

## **Action Items**

### **1. State Transportation Improvement Program (STIP)**

Maintain consistency of the STIP with the MTIP by monitoring amendments to, and other action on, the STIP. Support the adoption and implementation of the FY 24-27 STIP.

#### ***Ongoing Tasks***

- Amend the MTIP as needed to keep project information current; conduct public involvement and air quality conformity determination as needed.  
Assist ODOT with public involvement.

#### ***Tasks Year 1***

- Implementation of the FY 24-27 STIP
- Coordinate with LaneACT and ODOT concerning MPO area projects to utilize the State's discretionary funding as recommendations move forward to the SuperACT and Oregon Transportation Commission.
- Work with ODOT financial staff to develop revenue estimates, and with project partners and ODOT to ensure that year of expenditure estimates are used in programmed projects. Consider application of LCP principles and tools, as available, to MPO's development of projects and priorities.
- Participate in the statewide TIP managers' working group.
- Adhere to procedures established in the MPO's Public Participation Plan to present ODOT's Region 2 STIP projects for approval into the MTIP.

### ***Products Year 1***

- Provide timely project updates for inclusion in Draft FY 24-27 STIP
- Ongoing amendments to the current STIP
- ODOT's relevant Region 2 STIP projects considered for adoption into the MTIP.

### ***Tasks Year 2***

- Participate in the statewide TIP managers' working group.

### ***Products Year 2***

Amendments to the STIP

## **2. Metropolitan Transportation Improvement Program (MTIP)**

Maintain FY 21-24 MTIP, amending, as necessary. Ensure MTIP and STIP consistency. Publish annual reporting of federal obligations. Monitor timeliness of funding obligations and projects' conformity to air quality standards.

### ***Tasks Year 1***

- Guide the draft FY 24-27 MTIP and accompanying Air Quality Conformity Determination through to adoption
- Coordinate with ODOT concerning MPO area projects to utilize the State's discretionary funding.
- Process amendments to the MTIP in a timely manner and ensure STIP consistency with MTIP.
- Utilize the MPO's online eTIP platform and ensure this resource is kept up to date, including geographic information.
- Maintain clear, open, and timely two-way communication with local agency staff and with ODOT Area Planner and Liaison regarding project delivery status and anticipated delays or budgetary concerns.
- Report federal obligations.
- Proactively assist partner agencies and coordinate regularly with ODOT staff to ensure annual obligation targets are met
- Guide process of programming redistribution, project savings, and other windfall funding to maintain fiscal constraint of the MTIP

### ***Products Year 1***

- Adopted FY 24-27 MTIP and Air Quality Conformity Determination
- eTIP platform is live and utilized for maintaining MTIP project information and providing that information to the public
- Publication of interactive online map for FY 24-27 MTIP
- MTIP Appendments
- Air quality conformity determination for regionally significant project amendments (as needed)

- Annual Listing of Obligated Projects
- Obligation targets are met and redistribution funding received
- Fiscal constraint of the MTIP is maintained

***Tasks Year 2***

- Process amendments to the MTIP in a timely manner and ensure STIP consistency with MTIP.
- Utilize the MPO's online eTIP platform and ensure this resource is kept up to date, including geographic information.
- Maintain clear, open, and timely two-way communication with local agency staff and with ODOT Area Planner and Liaison regarding project delivery status and anticipated delays or budgetary concerns.
- Report federal obligations.
- Proactively assist partner agencies and coordinate regularly with ODOT staff to ensure annual obligation targets are met
- Guide process of programming redistribution, project savings, and other windfall funding to maintain fiscal constraint of the MTIP

***Products Year 2***

- eTIP platform is live and utilized for maintaining MTIP project information and providing that information to the public
- Air quality conformity determination for regionally significant project amendments (as needed)
- Obligation targets are met and redistribution funding received
- Fiscal constraint of the MTIP is maintained
- MTIP Amendments
- Annual Listing of Obligated Projects

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

Establish project priorities and program discretionary federal funds for inclusion into the MTIP.



### ***Tasks Year 1***

- Incorporate project amendments as necessary into the MTIP including public involvement as described in Public Participation Plan
- Incorporate STBG-U, CMAQ and other federally funded projects into MTIP and STIP.
- Facilitate prioritization and selection for off-cycle programming of unanticipated federal funds such as redistribution funding, HIP funding, new federal programs, etc.

### ***Products Year 1***

- Fiscally constrained MTIP

### ***Tasks Year 2***

- Review and update regional criteria and priorities for use of federal funds, primarily STBG-U, TA, CRP, and CMAQ which come via anticipated annual allocations, but also including other federal funds, such as HIP or FTA funds.
- Conduct comprehensive public involvement as described in the Public Participation Plan.

### ***Products Year 2***

- Fiscally constrained MTIP
- Regional criteria and priorities

## **4. Unified Planning Work Program (UPWP)**

### ***Tasks Year 1***

- Conduct a biennium review of the adopted UPWP.
- Create a semi-annual and annual report for ODOT.
- Produce an annual self-certification review as part of the Unified Work Program. Ensure the review includes a list of Certification Review work activities, addressing the status of corrective actions and recommendations from the 2019 Report.
- Meet with USDOT, FHWA, and ODOT to review progress on the first year of the Unified Work Program and document any needed changes.

### ***Products Year 1***

- Semi-annual and annual report for ODOT.
- Draft Addendum
- Meet with USDOT, FHWA, and ODOT to review UPWP.

### ***Tasks Year 2***

- Update the current UPWP to describe the scope of work and draft work program anticipated over the next two years by MPO staff and MPO partner agencies.
- Create a semi-annual and annual report for ODOT.
- Meet with USDOT, FHWA, and ODOT to review UPWP.

### **Products Year 2**

- Adopted Unified Planning Work Program for July 2023-June 2024.
- Semi-annual and annual report for ODOT.

### 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

### **Objective**

Provide for a proactive two-way public involvement process. Ensure complete and accurate information and documentation, timely public notice, and equal and full public access to public information and decision-making. Support early and continuing involvement of the public in developing the RTP and the MTIP.

### **Discussion**

The public involvement work program element is described as action items or core MPO operational activities in the paragraphs that follow. Core MPO operations relating to Public Participation include performing ongoing public involvement activities and implementing the Title VI Program. The public involvement efforts cover several work elements described elsewhere in the UPWP, including the RTP update, MTIP updates and amendments, and refinement plans as required by FAST ACT.

### **Action Items**

#### **1. Public Participation Program Refinement**

The Central Lane MPO is implementing various approaches to community engagement in the transportation planning process, per the direction of the MPO policy board. These efforts are summarized in the updated MPO Public Participation Program. The MPO continues to use diverse engagement tools to help the public understand and engage with the planning process.

### ***Ongoing Tasks***

- Incorporate strategies and recommendations from the Public Participation Program.
- Continue to grow outreach efforts using social media.
- Provide technical support to ensure opportunity for public review of transportation studies, plans, and programs.
- Respond to inquiries and comments from the public.
- Maintain an up-to-date email distribution list of interested parties and stakeholder groups, including both public and private entities; and look for opportunities to enhance the list.
- Improve outreach to and participation of community members:
  - Members of the business community and other economic development interests.
  - Minority and low-income groups.
- Post all MPO related public comment opportunities on our website, social media accounts, and notify the public via the MPO email distribution group.
- Provide ongoing development and maintenance of the MPO website, to provide information on meetings, plans, projects, and public involvement opportunities; update content on as-needed basis.
- Design outreach materials that show how and by whom decisions are made, how investments achieve public goals, and describe the MPO:
  - MPO fact sheets
  - MPO core product summaries
- Televisе and webcast MPO Policy Board meetings. Meetings are televised and are available for review on-demand via a webcast by MetroTV to maximize opportunities for the public to participate and be engaged in the process if they are unable to attend public meeting dates. The public is able to actively participate in real time during the meetings through a call-in option that is made published with the meeting materials one week prior to the meeting date.
- Ensure ongoing coordination with TASC and TPC to exchange information about public outreach events.
- Develop Dynamic Project Fact Sheets for RTP and MTIP including project photos from local jurisdictions and thorough project information including the need for project and solution statements.
- Maintain existing web-based mapping application that provides a digital illustration of regionally significant and/or federally funded projects.
- Enhance visualization of projects by providing access to project illustrations.

### ***Tasks Year 1***

- Update Public Participation Plan
- Explore ways to incorporate University of Oregon into MPO planning activities.
- Launch Youth Advisory Transportation Council in Partnership with Safe Routes to School programs.
- Appoint youth position from Advisory Committee to MPC.

### ***Tasks Year 2***

- Implement new Program initiatives, as needed. Complete adoption process for amendments to the MPO's Public Participation Plan as needed.

### ***Products Year 1 and 2***

- Amendments to the PPP, as needed.
- Memorandum to the MPC, as needed.
- Digital illustration of regionally significant and/or federally funded projects.
- Public outreach materials, including media notices, display ads, email messages.
- Public information materials such as fact sheets, Citizen's Guide, and other graphics to explain the key products and activities of the MPO.
- Informational materials about the transportation planning process, public meetings, and hearings.
- Archived and on-demand webcasts of MPC meetings.
- Active and current MPO website [www.thempo.org](http://www.thempo.org)

## **2. Americans with Disabilities Act (ADA) of 1990**

The MPO will maintain its current ADA program and will ensure continued compliance with the requirements of the ADA of 1990.

As part of our program the MPO assures that no person shall on the grounds of race, color, national origin, disability, age, gender, or income status be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity. The MPO further assures every effort will be made to ensure nondiscrimination in all its programs and activities, whether those programs and activities are federally funded or not.

In accordance with the requirements of the ADA of 1990, the MPO will not discriminate against individuals with disabilities on the basis of disability in its services, programs, or activities. The MPO does not discriminate on the basis of disability in its hiring or employment practices and complies with all regulations promulgated by the U.S. Equal Employment Opportunity Commission under title I of the ADA.

The MPO will make all reasonable modifications to policies and programs to ensure that people with disabilities have an equal opportunity to enjoy all its programs, services, and activities. The MPO will generally, upon request, provide appropriate aids and services leading to effective communication for qualified persons with disabilities so they can participate equally in the MPO's programs, services, and activities, including qualified sign language interpreters, documents in Braille, and other ways of making information and communications accessible to people who have speech, hearing, or vision impairments.

The MPO's ADA Coordinator is Paul Thompson, MPO Program Manager. Additional information is found on our website: <http://www.lcog.org/375/Report-a-Concern>

***Ongoing Tasks***

- Maintain commitment to and compliance with the ADA of 1990.
- Update program as needed.

***Products Year 1 and 2***

- Maintain a fully compliant ADA program.

**3. Title VI Program**

The MPO has prepared a nondiscrimination policy and procedures, also referred to as the Title VI Plan, which addresses how the MPO is integrating nondiscriminatory practices in its transportation planning, public participation, and decision making. The MPO is committed to providing services, programs, and activities fairly, without regard to race, color, national origin, gender, age, disability, or economic status. The MPO will work to prevent discrimination through the impacts of its programs on minority and low-income populations. In addition, the MPO takes reasonable steps to provide meaningful access to programs for persons with limited English proficiency. Administration of the MPO's Title VI program is integrated throughout the key program areas, including public participation.

***Ongoing Tasks***

- Continue implementing the adopted Title VI Plan. Conduct MPO activities in conformance with the MPO Title VI policy statement and assurances contained in the plan.
- Conduct annual evaluation assessments of the Title VI Program.
- Identify, investigate, and eliminate discrimination when found to exist in connection with MPO program areas.
- Process, investigate, and attempt to resolve Title VI complaints regarding MPO and its sub-recipients, consultants or contractors that are received by the MPO.
- Collect and analyze data to ensure policies are being followed and to assess evaluation measurements developed for participation of Title VI protected groups.
- Collect statistical data on the MPO constituency (e.g., race, color, sex, age, disability, and language proficiency) for use in planning. Update statistical data with American Community Survey data when it becomes available.
- Monitor progress, implementation, and compliance issues.
- Review important Title VI-related issues with the MPC, as needed.

- Assess communications and public involvement strategies to ensure adequate participation of impacted Title VI protected groups and address language needs as appropriate.
- Continually investigate and evaluate public outreach techniques and tools to ensure an inclusive public participation process.
- Provide, assist to coordinate, or identify opportunities for Title VI Training for staff of the MPO and MPO partners, and the MPC.
- Provide resources to facilitate participation for those whose primary language is Spanish.
- Develop Disadvantaged Business Enterprise (DBE) goals in cooperation with ODOT.
- Support the work of partner agencies to inventory sidewalks to identify potential ADA barrier and to identify public access (sidewalks) that do not meet current Public Rights of Way Accessibility Guide (PROWAG) standards.
- Follow the development of new FTA circulars on Title VI and Environmental Justice, which may shape actions in the Title VI Program area, depending on the final content of the circulars.
- Incorporate information developed through the Lane Livability Consortium (LLC) planning and engagement processes.

***Products***

- Title VI plan (Adopted 2022)
- Title VI complaints documentation.
- Title VI data plan and summary maps and figures.
- Annual report of Title VI accomplishments and goals.
- Program to review subrecipients Title VI compliance.
- Title VI training program and resource materials.
- Guide detailing how to assist Limited English Proficiency individuals in person or on a telephone call.
- List of Spanish-speaking interpreters.
- List of other non-English interpretation services.
- DBE Goals.

**D. Air Quality Planning**

**Objective**

Reduce vehicle miles traveled and associated greenhouse gas and criteria air pollutant emissions consistent with the region’s desired outcomes and State goals. Maintain conformity with Federal Clean Air Act Amendments and the Oregon Transportation Conformity rules. Remain informed and engaged in state and/or federal planning and rulemaking to address air pollution from transportation sources. Ensure that staff has the ability and the tools to respond to policy questions and inform policy discussions and decision-making. Participate in the development of programs, projects, and policies to reduce transportation air pollution.

## **Discussion**

In February 2014, the Central Lane MPO area completed the 20-year maintenance period for carbon monoxide (CO). No local monitoring, transportation control measures, or traffic emissions analyses are now required.

In June 2013, the area was re-designated to attainment for coarse particulate matter (PM<sub>10</sub>) with an approved 10-year limited maintenance plan (LMP). The MPO is required to prepare transportation conformity determinations to ensure that the LMP criteria are maintained and that conformity regulations are met. While no regional analysis is required, project level conformity (“hot spot analysis”) is required of certain projects. This remains the responsibility of the project sponsor.

All other Clean Air Act pollutants levels within the MPO are currently below the National Ambient Air Quality Standards.

FHWA found that the CLMPO 2045 air quality conformity determination (AQCD) met Federal conformity and issued a joint FHWA and FTA AQCD letter for the CLMPO 2045 RTP January 14, 2022.

Conformity determination for FFY24-27 Metropolitan Transportation Improvement Program (MTIP) is anticipated to be approved by MPO Policy Committee on May 4, 2023.

CMAQ is a federal program that provides funds for transportation projects and programs that reduce congestion and improve air quality for areas that do not meet the NAAQS for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas).

As of January 9, 2023, The Motor Vehicle Emission Simulator (MOVES3) model continues to be updated by US-EPA and is now required for both regional and project level conformity. The model can estimate greenhouse gas emissions and select air toxics in addition to criteria pollutants, and, thus, is a key component in the computation of potential air quality performance measures.

## **Action Items**

### **1. Air Quality Conformity**

#### ***Ongoing Tasks***

- Provide coordination and technical assistance by providing limited technical assistance to LRAPA and other local partners including air emissions modeling and data analyses.
- Attend training sessions and workshops to remain informed of new air quality regulations and analysis tools.
- Review MOVES air quality emissions model software and input data. Maintain local parameters and emissions factors for use in project level PM10 analysis.
- Maintain open communication with ODOT Air Quality staff.

- Participate in Interagency Consultation committee meetings as needed to reach consensus on conformity of regionally significant and/or non-exempt projects.
- Refer to sections concerning Programming/MTIP and Long-Range Planning/RTP.

## 2. Air Quality Performance Measures

### *Ongoing Tasks*

- Track Performance Measure target for use in regional, transit and local agency plan and program assessments.
- Identify analytic tools and data sources suitable for supporting trend analyses. Add data and measures to the Data Portal and provide visualizations to inform the public and local agency staff of progress.

## E. Transportation System Modeling and Data Maintenance

### **Objective**

Acquire, maintain, update, and analyze data describing and relating to the performance and characteristics of the regional transportation system. Maintain and improve multimodal transportation modeling capabilities for application to policy and facility planning issues. Utilize models and data bases to provide technical assistance to LCOG planners and partner agencies.

### **Discussion**

Informed policy analysis and assessment of progress of plans and programs requires data and forecasting tools: data (historic and contemporary) to describe existing conditions and forecasting tools to describe the predicted impacts of adopted plans, programs, and projects.

The major activities within this program area aim to build on the MPO's databases and modeling capabilities and to monitor the recently adopted RTP and federal performance measures. This work will include surveys and research, implementation of new models and components, model maintenance, maintenance and updates, and statewide and national professional involvement.

LCOG has transitioned to the modeling framework employed at Metro, the Kate model, a traditional 4-step model that forecasts auto, transit, bike and walk performance within the MPO area. The model is used to monitor RTP implementation and transportation system performance, to analyze transportation policy and investment for all travel modes, and to assess air quality conformity in accordance with the Clean Air Act. It provides planning level auto volumes and transit ridership for corridor analyses, particularly associated with Small Starts transit projects and major highway projects, but also for small area studies and transportation impact analyses. It will be the basis for upcoming RTP forecasts and will provide auto volumes that are input to more detailed engineering studies. Together with the MOVES air emissions model, greenhouse gas estimates for future years can be estimated.



To meet the requirements of exercising an integrated land use-transportation process, the travel model interfaces with UrbanSim, a land-use allocation model that distributes growth in households and employment over buildable lands within the MPO area in accordance with the adopted land use plans and growth policies of the local governments. Together these tools provide assessment of access to jobs by the various modes of travel which inform Title VI planning.

CLMPO engaged in a scenario planning process in 2014 and remains committed to integrating scenario planning into our long range planning work. The VisionEval model is locally used to model and evaluate selected scenarios and better understand potential outcomes of a range of futures and policy directions. The intent is to utilize information gained through this process to make more informed decisions that will direct the region toward achieving our goals. Through this UPWP timeframe, CLMPO will continue to coordinate with ODOT on use of VisionEval within our region.

Many different data sets are needed to calibrate and validate the development and subsequent updates to current and future travel forecasts, and to support development of trends. These data sets include demographic, ethnic, socio-economic, and travel behavior data that characterize travel needs and impacts of the transportation system on various groups of people. An inventory of current land uses, household distribution by density and structure type, employment by sector, approved projects, comprehensive land use plans and other development policies that constrain or encourage certain types of growth are just a few of the data sets needed. Infrastructure networks pertaining to each travel mode must be maintained and updated to reflect their status as new projects are completed and as future projects are planned. Auto, transit boardings and bike counts are essential inputs.

Other data sets such as those for crash data for safety planning are augmented by auto and bike counts to provide crash rates and localization of dangerous areas.

CLMPO's 2045 RTP has a performance-based planning and programming framework, consistent with the requirements of the FAST Act transportation. Monitoring, reporting, evaluating, and implementing the performance metrics will be a key focus in this UPWP.

Core tasks include:

- Provide technical assistance to MPO agencies through data preparation, analysis, summary, and mapping, when the requests are consistent with the MPO's function and when the requests support regional projects. Due to allocation of resources to other tasks in the UPWP, generally only requests that can be met with no more than 10 hours of staff time can be accommodated under UPWP funding.
- Provide transportation, population and employment data and forecasts for local and state projects and transit studies.
- Perform corridor studies and transportation analyses of subarea studies to provide a basis for transportation infrastructure improvements. This task is restricted to providing a base level of technical assistance to partner agencies including ODOT and LTD. Significant effort in refinement studies are to be done through separate contracts outside the scope of the UPWP.

- Provide GIS analyses, maps and other data products including Census products for transportation project planning and NEPA studies. As above, if significant effort is required, a separate contract will be negotiated with the requesting agency.
- Participate in project coordination and planning meetings associated with refinement studies.
- Assist partner agencies in analysis of travel for purposes of computing selected performance measures.
- Maintain, update, and analyze data describing the performance and characteristics of the regional transportation system.
- Monitor transportation system activity through analysis of traffic counts, bicycle and pedestrian counts, transit on-board survey data, transit ridership data, HPMS data, and other information as appropriate.
- Maintain the travel network data bases for all modes, including transit system routes, stops and park and rides.
- Maintain and update regional land use data that impact travel modeling and analysis.
- Maintain socioeconomic statistical data (e.g. race, color, sex, age, disability, and language proficiency) for use in planning and monitoring.
- Document model procedures.
- Maintain modeling capabilities suitable for major multi-modal studies. As a baseline for model requirements maintain modeling capabilities to meet FTA model requirements for transit alternatives analysis and Small Starts submittals.
- Keep EMME travel modeling software current. Update licenses and maintain software subscription.
- Keep UrbanSim land use allocation model access current.
- Keep TABLEAU data visualization software current for use in the data portal. Maintain software subscription.
- Coordinate with ODOT for VisionEval updates, training, and application.
- Attend selected workshops and conferences to maintain and expand staff capabilities and expertise and attend training related to model software, data sources and modeling topics.
- Participate in ODOT/MPO cooperative modeling research and development programs. Attend oversight committee meetings.
- Continue to participate in the Oregon Modeling Steering Committee, and other subcommittees to coordinate activities between MPOs and ODOT to aid in advancing development of integrated statewide transportation/land use models; specifically during this UPWP:
  - The Travel Survey Subcommittee through implementation of the next Oregon Household Activity Survey
  - The collaborative of ODOT, CLMPO, Metro, and SKATS on the development and estimation of a statewide and MPO specific activity based travel model.
- Work with other Oregon MPO's to investigate the potential for coordinating modeling services.

## Action Items

### 1. Data Portal

Data collection and analysis are key functions of the MPO and are needed to support ongoing transportation planning and performance evaluation processes. With increased emphasis on informed decision-making through use of performance measures and indicators, LCOG will continue to make a concerted effort in this UPWP to formalize transportation related data bases with an emphasis on more easily adding, retrieving and displaying these data. The intent where feasible and permitted is to add the displays to the web for public viewing of progress and trends. Refinement of the LCOG data framework will be undertaken during this UPWP, with the intent that the data portal will house the data and metrics mentioned below and will regularly update and enhance the visualizations. The following briefly lists data sets for which collection is ongoing or planned, and for which data base structures, analysis scripts and visualizations are in progress.

#### a. Traffic Counts

Data to be incorporated include data from all modes including autos, bikes, and transit, for all types of sensors and configurations (intersection, midblock):

- Continue to collect volume, speed, and classification data from multiple sources. Including seasonal count program in partnership with Lane County. (Funding for this effort is provided by ODOT. Refer to IGA 33023.)
- Continue to work with ODOT to acquire counts from ramp meters and other automated sensors within the MPO area. Update the metrics and displays in the MPO's Traffic Data Portal.
- Work to define data, access, and products of use to local agencies.
- Update the web-based map and database and ensure both automatically refresh as new data are loaded.
- Work with partner agencies to develop effective measure for collecting and updating regional data.
- Work with ODOT to integrate traffic count data into statewide database (Ms2).

#### b. Bike Counts

Multiple years of data have now been collected by LCOG across a variety of count sites allowing for bicycle traffic trends to be established. Additional data sources such as the STRAVA crowd-sourced data are available and may add to the coverage and understanding of bike travel. Data have been collected and reported on the LCOG Data Portal for Peace Health Rides usage since the City of Eugene's bikeshare began in 2018.

- Continue to deploy both mobile and permanent automated counters for regional bike count program.
- Continue work with UO and others to establish sites for automated collections.
- Acquire and assess other data sets that can potentially complement the MPO's counts.

- Process data; add to the Data Portal as a part of the traffic counts database.
- Update data report on an annual basis.
- Analyze to examine the effect on bike volumes of the type of infrastructure, access to employment and population, and other factors.
- Work with ODOT to leverage statewide bike counting efforts.

#### **c. Pedestrian Counts**

Using lessons learned from the Bicycle Count program over the past few years, the MPO continues to deploy counters to collect pedestrian volumes across the region to measure and better understand pedestrian traffic activity in key areas of the MPO.

- Deploy and collect pedestrian counts.
- Store, process and visualize results.

#### **d. Counts for Other Modes**

To round out the view of all travel modes within the MPO, data will be collected for air and rail passenger and system data. These data will be included in the Data Portal. Information on air and rail freight will also be sought.

#### **e. Crash Data and FAST Act Safety Performance Measures**

This project continues from the last UPWP. In addition to supporting the analysis required by the MPO Safety and Security Plan, display, and analysis of the ODOT crash data set will support FAST Act safety performance measures.

- Continue to acquire and archive annual geocoded crash data bases from ODOT Safety Division.
- Determine local source(s) of crash data to augment the ODOT (DMV) reports, particularly for bike and pedestrian and other incidents that fall below the DMV reporting threshold. Develop methods/processes for routine data acquisition, processing and formatting for inclusion in the master database for subsequent annual reporting and analysis.
- Work with local agencies to obtain coincident traffic and bike counts in areas of major concern to enable determination of crash rates and exposure to traffic.
- Analyze the data for the FAST Act safety performance measures, link trends to the target, and report progress in the Safety Data Portal.

#### **f. FAST Act Bridge and Pavement Preservation Performance Measures**

FAST Act calls for performance measures describing bridge and pavement condition. LCOG supports the state metrics and will acquire databases from ODOT, and other agencies as needed and will process these to provide the specified metrics. These results will be displayed in the Data Portal in such a way as to demonstrate progress toward the targets.

### **g. Transit Data**

LCOG works on various regional data products that complement work at both LTD and the MPO. This includes Title VI analysis and mapping of Communities of Concern. Further, LCOG works with LTD to assist in the design of and the geocoding and processing of Origin-Destination Transit Surveys. These surveys are essential in validating the regional travel model transit components as well as providing input to LTD concerning the performance of their system. They are also required by FTA for assessing the changes resulting from major corridor enhancements such as the BRT/EmX implementations. The survey data can provide details on modes of access to transit and service to disadvantaged populations.

LCOG obtains passenger boarding data from the bus automated passenger count (APC) and AVL system semi-annually to assist in validating the transit model, and for use in transit corridor projects. These data can also be used to provide results to track travel time reliability by route, likelihood of delays due to events such as ramp extension and bike loadings, plus information on the highest use stops and stations.

- Update the Data Portal that provides web access in map-oriented visualizations of boardings by stop, route and corridor, and by time of day.
- Continue to work with LTD to acquire, geocode and analyze survey data (bus riders, park and ride users, group fare users, etc.).
- Continue to routinely acquire and archive system routes and schedules; park and ride locations, capacities, and usage; stop and station locations; fares including group pass availability and usage.
- Work with LTD and Point2Point to define, collect and analyze indicators and measures of progress for the TO programs. Add these to the data portal.
- Coordinate with the State and LTD to meet the MPO's transit performance measures requirements.

### **h. Vehicle Fleet Characteristics, VMT, and Fuel Consumption**

Within the MPO and the State, policies encourage the use of alternatives to the automobile to reduce both congestion and emissions. Since 2003, the MPO has tracked fuel sold in the commute shed of the MPO, an expression of the combination of fleet economy and VMT, and an indicator of GHG emissions. Local fleet economy and vehicle types will be able to be determined soon with data provided by ODOT, enabling insight into the rate of adoption of more fuel-efficient cars and the resulting reduction in emissions per mile.

- Continue monitoring fuel sold and fuel price.
- Analyze fleet data to describe vehicle characteristics within MPO area.
- Develop a Data Portal theme to report on these results.

### **i. Auto Travel Time Data**

Travel time through corridors is used to track and characterize congestion trends and can be used to assess changing conditions for transit operations and delay, emergency

response, crash potential, and GHG emissions. Travel time data are a part of the MPO's congestion management process, pinpointing areas in which interventions should be considered to improve performance. ODOT and FHWA have provided LCOG with access to the INRIX and HERE travel time data sets for all freeways and most principal arterials.

The MPO supports performance-based congestion targets established by ODOT and will continue to collect and analyze data trends and report them on the Data Portal.

- Continue access to INRIX and HERE.
- Extract and characterize selected corridors within MPO area including major transit corridors which are showing effects of congestion. Identify chokepoints.
- Compute performance measures; track over time; publish.

#### **j. Socio-Economic, Demographic, and other Social Data**

LCOG provides Census data to local agency partners and particularly to LTD and uses Census data in Title VI studies as well as modeling and other analyses. Local data, some dating back to the 1970's, such as residence type and locations, population and employment by sector can be used to complement Census data for use in equity, access to subsidized housing, and other analyses. Land-use changes that reflect housing density changes (by type of structure), and changes in mix of employment type are useful when considering the degree to which land use affects use of various modes of travel.

- Update frequently used attributes, e.g., Mode of Journey to Work, household size, vacancy rates, location of zero-car households, etc.
- Update commonly used maps and provide interactive access on the web through the Data Portal.

#### **k. Transportation Options Data Collection**

The MPO is in the process of reorganizing the deployment of transportation options in the MPO. Draft principles and goals have been developed to guide the regional program going forward with a strong emphasis on developing a survey and data collection methodology. These programs include, among others: Safe Routes to School, Smart Trips, and discounted transit group pass fares.

#### ***Products Years 1 and 2***

- Updated surveying and data collection process.
- Use the Data Portal to provide the results to the public and others.

## **2. Employment Data – QCEW/ES202**

Lane County-wide employment data are obtained from Oregon Employment Department (OED) approximately every two years. These data are processed by LCOG prior to providing the data to local partners. We now have a timeline of from 1978 through to 2016, providing trends documenting employment growth and decline in many sectors through various economic cycles. These data are a fundamental component of the regional travel model, and are used in forecasting future year employment levels for both the region and for the cities in their TSPs. The data also are used in corridor studies, and in analyses that link land use and transportation, and that characterize employment diversity and numbers in mixed use areas and TODs.

### ***Tasks Year 1***

- Acquire 2019 data from OED when released.
- Augment data set to include known non-reporting firms and agencies (primarily governments at all levels).
- Disaggregate firm data into separate establishments.
- Geocode to building footprints maintained by LCOG.
- Add to the existing data base; summarize by sector.
- Distribute data to local agencies upon request.

### ***Products Year 1***

- Employment database disaggregated and geocoded.

## **3. Oregon Household Activity Survey**

LCOG is working with other MPO and state agencies through the OMSC Travel Survey Subcommittee to establish the approach and implementation strategy of a statewide household and activity survey.

### ***Tasks Year 1 and 2***

- Participate in the Oregon Household Activity Survey.

### ***Products Year 1 and 2***

- Oregon Household Activity Survey in deployment.
- Active collaboration with ODOT, Metro, and SKATS to develop the statewide and CLMPO activity-based travel model.

## **4. Travel Model Development and Implementation**

The LCOG travel model is built with Metro’s Kate travel model framework. It has a forecast year of 2045 and provided needed analytics for the 2045 RTP. CLMPO is involved in the collaborative of ODOT, Metro, and SKATS on the development and estimation of a statewide and MPO specific activity-based travel model.

**Tasks Year 1 and 2:**

- Participate in the Oregon Household Activity Survey and other data updates as needed.
- Active collaboration with ODOT, Metro, and SKATS to develop the statewide and CLMPO activity-based travel model.

**Products Year 1 and 2:**

- Maintain travel model

**5. Land Use Allocation Model and Implementation**

LCOG’s land use allocation model is developed with the UrbanSim platform. The UrbanSim model will be maintained during this planning period.

**Tasks Year 1 and 2:**

- Maintain land use allocation model.

**Products Year 1 and 2:**

- Maintain land use models

**F. Transportation Options (TO)**

**Objective**

Plan, program and promote actions to ensure the most effective application of transportation demand management and TO practices. Ensure the efficient use of existing road space, and reduce vehicle use in congested areas through measures aimed at reducing the level of transportation demand. Improve transit service and increase internal transit management efficiency, including the provision of services for senior and disabled populations.

**Discussion**

TO programs and services are a steadily growing component of transportation and mobility planning. Transportation Options principals are found in the current RTP and the ITS plans. In 2020, the region collaboratively assessed the regional TO programming to create a new framework for delivering TO. The region is in the process of assigning projects and staffing throughout the region. The following guiding principles and goals will be the foundation for TO programming going forward. LCOG will continue the role of regional collaboration including SRTS programming and some expanded transportation options work housed at LCOG. City of Eugene staff will deliver TO programming in the City of Eugene, LCOG will support programming in Springfield and Coburg. Additional staff at partner agencies will help support the regional TO program.



Principles:

- TO programs will look different in different parts of our region.
- Programs will prioritize historically underserved communities.
- Rely on evidence-based strategies for investment in programs.

Goals:

- Build in funding and time for pilot programs each year.
- Expand programming to focus on all trips and not just employer trips.
- Prioritize SmartTrips as a functional component of regional TO.
- Identify a regional evaluation program that tracks metrics around TO (come to a consensus on what and how often we report these metrics)

***Year 1 and Year 2 Products***

- Grant writing, then securing of funds for pilot program ideas or projects.
- GetThere campaign marketing materials and database maintenance
- Develop general TO messaging materials for regional staff use.
- Implement EcoRule in the CLMPO area
- Congestion management outreach in partnership with ODOT.
- Continue Regional SRTS coordination.

**G. Intergovernmental Coordination**

**Objective**

Ensure continuing, comprehensive, and cooperative transportation planning in the MPO area.

**Discussion**

These work activities provide the overall support for the committee structure and functions, including the MPO Policy Committee, the Transportation Planning Committee, and the Transportation Advisory Subcommittee. Work activities also include the efforts needed to coordinate effectively between federal, state, and local agencies. Managing ongoing MPO operations, including staffing, personnel, financing, and general administration is also included in this work program.

Core tasks include:

- Conduct, facilitate and support the Metropolitan Policy Committee.
- Conduct, facilitate and support the Transportation Planning Committee (TPC) and Technical Advisory Subcommittee (TASC).

- Participate in the Lane Area Commission on Transportation (ACT), attending meetings and providing ongoing communications with MPO partner agencies.
- Participate in state-wide quarterly MPO meetings and quarterly Oregon MPO Consortium meetings. Contribute to research, analysis, and advocacy of MPO-related issues of statewide significance.
- Coordinate transportation and transportation options planning activities affecting the metropolitan area with local, state and federal activities.
- Continue to attend state level meetings related to TPR implementation, ODOT Transportation Demand Management Program, and implementation of the FAST Act.
- Participate in relevant local planning activities to build cooperation, represent MPO interests, prevent duplication and ensure efficiency and connectivity in transportation system planning and development.
- Provide documentation of MPO activities, including monthly billing reports and quarterly reports to state and federal agencies as required.
- Perform administrative functions required for the federal 3-C process to ensure continuing, cooperative, and comprehensive transportation planning throughout the MPO area.
- Manage the ongoing operations of the MPO, including staffing, personnel, financing, and general organizational administration.
- Prepare and administer/manage contracts, including ODOT contract coordination and billing reports. Coordinate with MPO partners on contracting for planning tasks funded by Surface Transportation Block Grant Program (STBG) and Congestion Mitigation and Air Quality Program (CMAQ).
- Attend conferences and workshops specific to transportation planning and MPO management to improve and/or maintain core competencies and prepare the agency to meet anticipated changes in technical, regulatory, or financial conditions.

### ***Products***

- Agendas, minutes, and meeting packets for MPC
- Agendas and meeting packets for TPC
- Monthly billing reports
- Quarterly financial reports
- Certification of compliance with federal planning

## SECTION III: FUNDING

### **PRELIMINARY DRAFT - SUBJECT TO CHANGE**

Central Lane MPO

Unified Planning Work Program

FY 2024 Funding

		SOURCE OF FUNDS						UPWP Total
		1	2	3a	3b	4	5	
Core Work Elements		FTA Sec 5303	LTD 5303 Match	FHWA PL	ODOT match for FHWA PL	Central Lane MPO STBG/TA	Local Match	
A	Regional Transportation Plan (RTP) and Long-Range Planning	\$ 19,278	\$ 2,206	\$ 104,220	\$ 11,928	\$ 50,000	\$ 5,725	\$ 193,357
B	Programming and Implementation	\$ 23,133	\$ 2,648	\$ 40,085	\$ 4,588	\$ 50,000	\$ 5,723	\$ 126,176
C	Public Participation	\$ 23,133	\$ 2,648	\$ 72,153	\$ 8,258	\$ 50,000	\$ 5,723	\$ 161,914
D	Air Quality Planning	\$ 11,567	\$ 1,324	\$ 16,034	\$ 1,835	\$ 20,000	\$ 2,289	\$ 53,049
E	Transportation System Modeling and Data Maintenance	\$ 19,278	\$ 2,206	\$ 160,339	\$ 18,352	\$ 80,000	\$ 9,156	\$ 289,331
F	Transportation Options	\$ 12,862	\$ 1,472	\$ 32,068	\$ 3,670	\$ 100,000	\$ 11,445	\$ 161,518
G	Intergovernmental Coordination	\$ 28,916	\$ 3,310	\$ 164,187	\$ 18,792	\$ 170,638	\$ 19,530	\$ 405,373
H	Direct Costs			\$ 22,433	\$ 2,568	\$ 75,000	\$ 8,584	\$ 108,584
<b>Regional Funds</b>								
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
<b>Discrete Projects</b>								
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) <sup>1</sup>	\$ 20,000	\$ 2,289	\$ 17,946	\$ 2,054	\$ 30,000	\$ 3,434	\$ 75,723
<b>TOTALS</b>		\$ 208,166	\$ 23,734	\$ 629,464	\$ 72,045	\$ 1,467,433	\$ 167,954	\$ 2,568,796

*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.

## **Appendices**

### **Appendix A: Special Projects**

Coordination throughout the life of the transportation projects is vital to their success. The list below contains the special projects scheduled within this UPWP's timeframe.

#### ***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: 2023

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: 2025

Estimated Project Cost: \$745,000

Funding Source: 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. Eugene City Council and LTD's Board of Directors adopted a Locally Preferred Alternative which includes Enhanced Corridor investments along Highway 99, Coburg Road, and Martin Luther King Jr., Boulevard, and EmX investments on River Road. Next steps include implementation planning, identifying the most appropriate funding sources, and design refinement with community engagement.

Lead Agencies: City of Eugene, LTD  
Partner Agencies: ODOT, Lane County, LCOG  
Current Status: In progress  
Estimated Completion: 2025  
Estimated Project Cost: TBD  
Funding Source: STP-U, Carbon Reduction Program

***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: \$250,000  
Funding Source: Local

***LTD Community Outreach and Communications Assessment***

LTD is seeking to develop consistent engagement in the community and conduct 'best in class' public engagement. LTD will assess communications and outreach strategies on recent projects and then develop a Community Outreach and Communications Framework to guide engagement on future projects. Goals include getting consistent engagement from a variety of stakeholder groups, building community trust through transparent engagement processes, and building the community's capacity for engaging in the difficult tradeoffs associated with public policy.

Lead Agency: Lane Transit District  
Partner Agencies: Partner Agencies within the district  
Current Status: Currently in Procurement  
Estimated Completion: 2023  
Estimated Project Cost: \$250,000  
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 Frohnmayer 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 Frohnmayer 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 Frohnmayer 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 Frohnmayer 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.

***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

***Franklin Boulevard Project, Phase 2 Design and Construction***

The City of Springfield received federal funding (RAISE Grant) in partnership with the City of Eugene to complete the design, right-of-way, and construction of the Mississippi roundabout. Bid award is planned for the end of 2024 and construction planned to be complete 2026. As funding becomes available, the City of Springfield intends to complete construction of the remaining phase(s) of Franklin Blvd improvements.

Lead Agency: City of Springfield

Partner Agencies: ODOT, LTD, City of Eugene

Current Status: 60% design complete, NEPA complete.

Estimated Completion: 2026

Estimated Project Cost: \$10.1 Million

Funding Source: RAISE grant, remainder TBD.



### ***42nd St Improvements***

The City of Springfield received \$12 million as identified in the 2017 Keep Oregon Moving statewide transportation funding package (HB2017) for key urban standards improvements on 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 the 42nd Street Levee Modernization project adjacent to the east side of 42<sup>nd</sup> Street.

Lead Agency: City of Springfield

Partner Agencies: ODOT

Current Status: Project concept planning anticipated in 2023 - 2024

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 results in 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 and Beltline Area***

The City of Springfield anticipates studying long-term solutions to safety issues in the Gateway and Beltline area. The 2003 I-5/Beltline Revised Environmental Assessment (REA) anticipates future signalization of Hutton/Beltline and creating a localized one-way couplet. Detailed system analysis must occur to support safety projects and to better understand benefits and impacts to nearby intersections.

Lead Agency: City of Springfield

Partner Agencies: ODOT, LTD

Current Status:

Estimated Completion: Study TBD

Estimated Project Cost: study TBD

Funding Source: TBD

### ***Main Street Safety Project***

The City of Springfield and ODOT collaborated 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 started in winter/spring 2022. The project 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 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 was developed in coordination 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: On 6/20/22, the Springfield City Council passed Resolution No. 2022-28 stating that the City Council will not proceed to a public hearing on the Main Street Facility Plan as recommended by the Springfield Planning Commission by Order dated 4/5/22.

Estimated Completion: N/A

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: Starting in 2018, the Main-McVay Transit Study coordinated with the planning phase of 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 was incorporated into the draft Main Street Facility Plan. On 6/20/22, the Springfield City Council passed Resolution No. 2022-28 stating that the City Council will not proceed to a public hearing on the Main Street Facility Plan as recommended by the Springfield Planning Commission by Order dated 4/5/22.

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 2024. S. 32<sup>nd</sup>/Virginia flashing crossing construction estimated completion 2024. 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 Transportation System Plan***

A significant amount of transportation system planning work will need to be completed to serve our community's changing needs, update plans based on changing contexts, and to comply with state transportation planning requirements. The Springfield 2035 Transportation System Plan (TSP) does not provide the level of detail for many bicycle, pedestrian, and transit projects that would be helpful to seek grant funding for project delivery or to clearly convey to developers the necessary infrastructure improvements. Additional planning work is needed to develop design concepts for many of these projects to prime them for design and construction. The next

major update to the Transportation System Plan will include more detail for pedestrian and bicycle projects.

Lead Agency: City of Springfield

Partner Agencies: LTD, ODOT, Lane County

Current Status: Partially programmed

Estimated Completion: TBD

Estimated Project Cost: TBD, Depending on scope of work

Funding Source: \$300,000 CRP Y601 awarded, seeking additional funding

### ***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. The Eugene-Springfield Public Facilities and Services Plan update (currently underway) includes projects to provide water service to the area. 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. Public Facilities and Services Plan update in process.

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.

### ***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

***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: Design complete, construction anticipated 2023  
Estimated Completion: 2023  
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: Procuring a consultant  
Estimated Completion: 2023  
Estimated Project Cost: \$800,000  
Funding Source: STBG, HIP (pending IGA revision)

***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: 30% design is complete

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

***S. 28<sup>th</sup> 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 sanitary sewer line was extended in 2022 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: 95% design complete  
Estimated Completion: 2024  
Estimated Project Cost: \$1,915,000  
Funding Source: CMAQ, local funds

***Walking and Biking Network Improvements (Springfield)***

Addressing highest need locations for filling gaps in the walking and biking networks and near schools and the downtown corridor in Springfield to complete connections, reduce congestion and address safety. Project includes two portable temporary rapid flashing beacons, crossing on Mohawk Blvd south of I St, crossing on 5th St north of Q St, flashing beacons at Pioneer Parkway East and West at E St, at Thurston Rd at 69th St, and EWEB path crossing enhancements with refuge islands at 5th and 19th Streets; sidewalk rehabilitation at various locations.

Lead Agency: City of Springfield  
Partner Agencies: ODOT  
Current Status: Starting IGA process  
Estimated Completion: 2027  
Estimated Project Cost: \$4,359,394  
Funding Source: HIP Z905, TA Y301, CRP Y601, CMAQ Y401, 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. This will be used as the City’s first Federal Certification test project.

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. Preliminary designs for the conceptual improvements recommended in the facility plan, along with an environmental study to assess the potential impacts, were completed in 2022. (Refer to STIP project 16223.) One of the projects identified in the facility plan, Delta Highway interchange improvements, was funded (in 2016) for design and construction, which was completed in 2022. (STIP project 19490.) A second phase of improvements to this interchange is funded for design (\$6M) but not construction (\$21M). (STIP project 22627.) Other projects identified in the facility plan are not yet funded for either design or construction.

Lead Agency: ODOT  
Partner Agencies: Lane County, City of Eugene, LTD  
Current Status: Phase 2 of the Delta Highway interchange improvements is funded for design but not construction. Other projects identified in the facility plan are not yet funded for either design or construction.  
Estimated Completion: 2025 (Design)  
Estimated Project Cost: \$6 M, \$21 M (construction)  
Funding Source: Various state and federal funds.

***OR126: Eugene to Veneta NEPA study***

The Highway 126 Fern Ridge Corridor Plan was completed in 2012 to identify. It identifies 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. (Refer to STIP project 21231.) This The scope includes refining design concepts, evaluating potential impacts, selecting a locally preferred alternative, and preparing environmental (NEPA) documentation. This phase of the project will be completed in 2025.

Lead Agency: ODOT  
Partner Agencies: Eugene, Lane County, City of Veneta  
Current Status: Field work and the first phase of public involvement were completed in 2020. Design concepts were further developed and evaluated in 2021. Preliminary design and NEPA documentation will be completed in 2025. Funding has not been identified for final design or construction.  
Estimated Completion: 2025  
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, City of Coburg, 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: 2025

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, Lane Transit District, Lane County, City of Florence, City of Veneta, Mapleton, City of Cottage Grove

Current Status: Ongoing

Estimated Completion: Ongoing

Estimated Project Cost: \$2,000,000

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. The project supports secure bike locking in Eugene and bike parking in Springfield (including signage, striping, and bollards). The project will be implemented through contracts with the City of Eugene and City of Springfield.

Lead Agency: LCOG, City of Eugene, City of Springfield

Partner Agencies: ODOT

Current Status: Contracting

Estimated Completion: FY24

Estimated Project Cost: \$153,104

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, School Districts

Current Status: Pilot (3 years of funding available)

Estimated Completion: Ongoing

Estimated Project Cost: \$300,000

Funding Source: ODOT Transportation Safety Division Funds

### ***30th Avenue Corridor Active Transportation Corridor Design***

30th Avenue has had more bicycle/pedestrian fatalities/serious injuries than any other road under Lane County jurisdiction. The objective of this project is to advance the design concept resulting from the 30<sup>th</sup> Avenue Active Transportation Plan with preliminary engineering. In 2018, MPO funds were awarded to develop the 30<sup>th</sup> Avenue Active Transportation Plan. The planning effort included technical analysis, public involvement, consideration of design alternatives, and selection of a preferred design alternative. The design concept identifies the high-level footprint of the project and the cross-sections. The preferred design alternative was selected based on safety priorities. People walking and biking will have a wider space that is separated and buffered from vehicle traffic. Intersections with higher crash rates will be designed to reduce the frequency and severity of crashes. Additional design work would enable a determination of needed right-of-way, environmental review and associated permit needs, stormwater management, traffic modeling, wildlife crossings, safety countermeasures, and construction cost estimate. The project location is on 30<sup>th</sup> Avenue, between Agate Street and McVay Highway. The design work is anticipated to be complete within two years.

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: 2027

Estimated Project Cost: \$1,010,121  
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. The scope of the project has been adjusted and now terminates at Don Juan Avenue instead of Sterling Park Place.

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: 2024  
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 summer of 2023  
Estimated Completion: 2023  
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 Monta Loma 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

***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 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

***Airport Road Pavement Preservation: MP 0.63-1.52***

Airport Road is a critical facility that provides the surrounding region access to the Eugene Airport. Traffic loads over time have contributed to the deterioration of the pavement, prompting the need for pavement preservation treatment. Implementing this pavement preservation project will prevent more costly repairs in the future and support Lane County’s Strategic Plan goal to maintain robust infrastructure. The project corridor intersects with Green Hill Road, a location with a notable crash history. The implementation of this project will also include safety improvements at the Green Hill Road intersection, including the reconfiguration of the Green Hill Road approach; the elimination of the right turn lane; and the addition of a receiving lane. Additional safety countermeasures will be evaluated for inclusion. The intention of these treatments is to reduce crash severity, in alignment with Lane County’s Transportation Safety Action Plan.

Lead Agency: Lane County  
Current Status:  
Estimated Completion: 2027  
Estimated Project Cost: \$1,112,000  
Funding Source: STBG

***Clear Lake Road Pavement Preservation: MP 0.0-2.75***

Clear Lake Road is an important transportation corridor that provides access between Highway 99 to Territorial Highway and Fern Ridge Lake. Traffic loads over time have contributed to the deterioration of the pavement, prompting the need for pavement preservation treatment. Implementing this pavement preservation project will prevent more costly repairs in the future and support Lane County’s Strategic Plan goal to maintain robust infrastructure. This project also seeks to improve the intersection of Clear Lake Road and Green Hill Road to address safety and operational issues. The current intersection promotes high speed and fails to accommodate bicycle traffic. Speed treatments and other safety countermeasures will be implemented to address these issues. Additionally, operational upgrades will be made to address maintenance needs, including rehabilitation of existing conduits and junction boxes; and a signal upgrade. The City of Eugene will provide additional funding to this project in order to build a left-turn pocket for a driveway for the future Golden Gardens sports complex. The driveway will be located on the south side of Clear Lake Road approximately 3,300 feet west of Hwy 99. The city’s contribution will cover engineering, right of way and construction costs related to adding the left-turn pocket.

Lead Agency: Lane County  
Current Status:  
Estimated Completion: 2027  
Estimated Project Cost: \$2,454,000  
Funding Source: STBG

***Wilkes Drive: River Road to River Loop 1***

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

jurisdictional transfer of the road to the City of Eugene. This road supports a vibrant neighborhood and leads to city parkland that is in the planning process to be developed into the Santa Clara Community Park. Additionally, Wilkes Drive provides access to Madison Middle School. The current cross-section of the road includes one auto-travel lane in each direction, with shoulders and a separated path that is used by many community members. Lane County will work closely with the City of Eugene staff in the development of the project to ensure the outcome meets City standards and future construction will lead to jurisdictional transfer. Staff will use an in-depth community engagement process to confirm the appropriate cross section of the road. Our plan is to have a clearly identified footprint and cross-section at the end of the Planning Phase to facilitate the needed environmental documentation and lead to a successful Design Phase that meets community and City of Eugene expectations. The Design Phase will complete the environmental work and preliminary engineering to ensure the project is ready for construction. Lane County's plan is to request Construction funding in the following STIP cycle as this project will take three years to Plan and Design (which is the current funding cycle length).

Lead Agency: Lane County

Current Status:

Estimated Completion: 2028

Estimated Project Cost: \$1,121,625

Funding Source: CMAQ

## Appendix B: MPO Organization and Management

### **MPO Organization**

In 1973, the Governor designated LCOG as the Metropolitan Planning Organization (MPO) for the Central Lane area. With this designation came the responsibility for conducting the continuing, comprehensive, and cooperative transportation planning process in the Central Lane metropolitan area.

Acting as the MPO, the LCOG Board has delegated all MPO policy responsibilities to the Metropolitan Policy Committee. The Metropolitan Policy Committee (MPC) is comprised of two elected officials each from Lane County, Eugene, and Springfield, two appointed board members from Lane Transit District, one elected official from Coburg, one designated official from the Oregon Department of Transportation (ODOT) and as ex-officio members, the chief administrative officers of Lane County, Eugene, Springfield, Coburg, and Lane Transit District, and the Region 2 Manager for the Oregon Department of Transportation. MPC adopts the Transportation Improvement Program, the long-range Regional Transportation Plan, the Public Participation Plan, and this UPWP and provides policy guidance related to the conduct of the transportation planning process, the annual review process and other transportation issues. The Transportation Planning Committee (TPC) is composed of staff from all participating jurisdictions and conducts the technical portions of the process.

### **MPO Management**

The LCOG Executive Director, as the agent of LCOG, is held accountable by the contracting agencies. LCOG has a Transportation and Public Infrastructure Program within its Technical Services Division. The Program Manager supervises a work group of professional planners who are aided on some work activities by LCOG staff from other program areas.

In conducting the transportation planning process, LCOG also draws upon the expertise of members of TPC, other staff from member agencies, and LTD, LRAPA and ODOT.

## Appendix C: Acronyms

<b>3-C</b>	Continuing, Comprehensive & Cooperative Planning Process
<b>3R</b>	Resurfacing, Restoring, and Rehabilitating
<b>AAA</b>	American Automobile Association
<b>AASHTO</b>	American Association of State Highway & Transportation Officials
<b>ACSP</b>	Arterial and Collector Street Plan
<b>(Lane)ACT</b>	(Lane County) Area Commission on Transportation
<b>ADA</b>	Americans with Disabilities Act, 1990
<b>(A)ADT</b>	(Annual) Average Daily Traffic
<b>AMPO</b>	Association of Metropolitan Planning Organizations
<b>APA</b>	American Planning Association
<b>APC</b>	Automated Passenger Count
<b>APTA</b>	American Public Transportation Association
<b>AQCD</b>	Air Quality Conformity Determination
<b>ARBA</b>	American Road Builders' Association
<b>ARMA</b>	American Road Makers' Association
<b>ARRA</b>	American Recovery and Reinvestment Act, 2009
<b>ARTBA</b>	American Road & Transportation Builders' Association
<b>ARTS</b>	All Roads Transportation Safety
<b>AVL</b>	Automated Vehicle Location Systems
<b>BIL</b>	Bipartisan Infrastructure Law
<b>BMCS</b>	Bureau of Motor Carrier Safety
<b>BMP</b>	Best Management Practice
<b>BMS</b>	Bridge Management System
<b>BRT</b>	Bus Rapid Transit
<b>BTS</b>	Bureau of Transportation Statistics
<b>CAA(A)</b>	Clean Air Act, 1963 (Amendments)
<b>CAC</b>	Citizen Advisory Committee
<b>CATS</b>	(Eugene) Central Area Transportation Study
<b>CFR</b>	Code of Federal Regulations
<b>CIP</b>	Capital Improvement Program
<b>CLMPO</b>	Central Lane Metropolitan Planning Organization
<b>CMAQ</b>	Congestion Mitigation and Air Quality Program
<b>CMP</b>	Congestion Management Plan (Process)
<b>CMS</b>	Congestion Management System
<b>CO</b>	Carbon Monoxide
<b>COG</b>	Council of Governments
<b>CUFC</b>	Critical Urban Freight Corridor
<b>DBE</b>	Disadvantaged Business Enterprise
<b>DEIS</b>	Draft Environmental Impact Statement
<b>DEQ</b>	Department of Environmental Quality
<b>DLCD</b>	Department of Land Conservation and Development
<b>DOT</b>	Department of Transportation
<b>EA</b>	Environmental Assessment
<b>EEO</b>	Equal Employment Opportunity
<b>EIS</b>	Environmental Impact Statement
<b>EJ</b>	Environmental Justice
<b>EMME</b>	Equilibre Multimodal, Multimodal Equilibrium (Transportation Model)
<b>EMP</b>	Expressway Management Plan
<b>EmX</b>	Emerald Express
<b>EPA</b>	Environmental Protection Agency

<b>ERH</b>	Emergency Ride Home
<b>ESMS</b>	Environmental and Sustainability Management System
<b>ETC</b>	Employee Transportation Coordinators
<b>FAA</b>	Federal Aviation Administration
<b>FAHP</b>	Federal –Aid Highway Program
<b>FAP</b>	Federal-Aid Primary
<b>FAS</b>	Federal-Aid Secondary
<b>FAST (Act)</b>	Fixing America’s Surface Transportation Act, 2015
<b>FAU</b>	Federal-Aid Urban
<b>FEIS</b>	Final Environmental Impact Statement
<b>FHWA</b>	Federal Highway Administration
<b>FONSI</b>	Finding of No Significant Impact
<b>FRA</b>	Federal Railroad Administration
<b>FTA</b>	Federal Transit Administration
<b>(F)FY</b>	(Federal) Fiscal Year
<b>GHG</b>	Greenhouse Gas
<b>GIS</b>	Geographic Information Systems
<b>GPS</b>	Global Positioning Systems
<b>GTFS</b>	General Transit Feed Specification
<b>HCM</b>	Highway Capacity Manual
<b>HOV</b>	High Occupancy Vehicle
<b>HPMS</b>	Highway Performance Monitoring Systems
<b>HRB</b>	Highway Research Board
<b>HSIP</b>	Highway Safety Improvement Program
<b>HSR</b>	High Speed Rail
<b>HUD</b>	Housing and Urban Development
<b>I/M</b>	Inspection and Maintenance
<b>IAMP</b>	Interchange Area Management Plan
<b>ICC</b>	Interstate Commerce Commission
<b>IGA</b>	Intergovernmental Agreement
<b>IHS</b>	Interstate Highway System
<b>IIJA</b>	Infrastructure Investment and Jobs Act
<b>IM</b>	Interstate Maintenance
<b>IRF</b>	International Road Federation
<b>ISTEA</b>	Intermodal Surface Transportation Efficiency Act, 1991 (replaced by TEA-21, 1998)
<b>ITHIM</b>	Integrated Transit Health Impact Model
<b>ITS</b>	Intelligent Transportation Systems
<b>IVHS</b>	Intelligent Vehicle Highway Systems
<b>JARC</b>	Job Access and Reverse Commute
<b>JTA</b>	Oregon Jobs and Transportation Act, 2009
<b>KUMI</b>	KeepUsMoving.info
<b>LCDC</b>	Land Conservation and Development Commission
<b>LCOG</b>	Lane Council of Governments
<b>LCP</b>	Least Cost Planning
<b>LLC</b>	Lane Livability Consortium
<b>LMP</b>	Limited Maintenance Plan
<b>LOS</b>	Level of Service
<b>LRAPA</b>	Lane Regional Air Protection Agency
<b>L RTP</b>	Long Range Transit Plan; Long Range Transportation Plan
<b>LRTSSP</b>	Lane Regional Transportation Safety and Security Plan
<b>LTD</b>	Lane Transit District
<b>LUAM</b>	Land Use Allocation Model
<b>MAP-21</b>	Moving Ahead for Progress in the 21 <sup>st</sup> Century Act, 2012 (replaced by FAST Act, 2015)

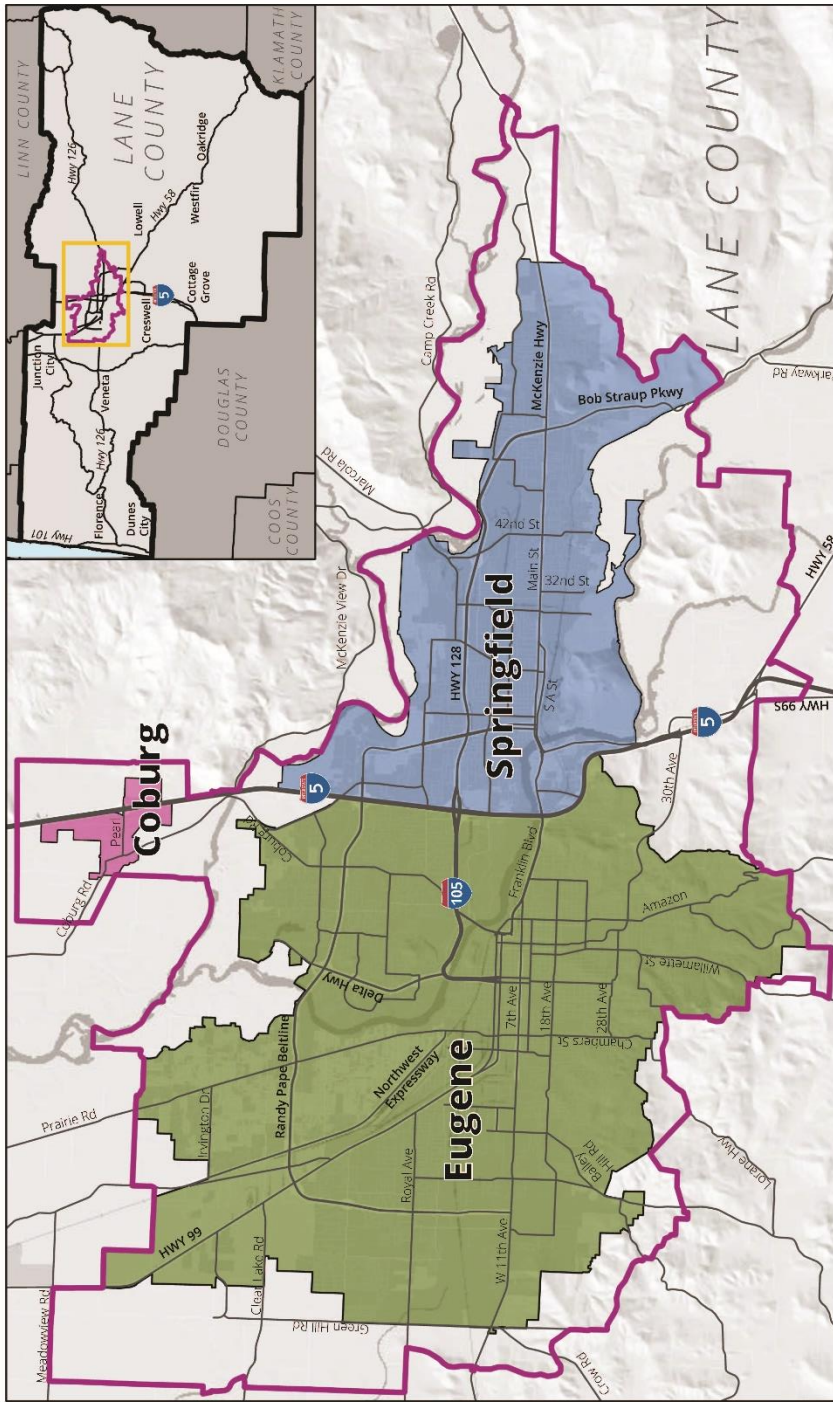


<b>MIS</b>	Major Investment Study
<b>MOA</b>	Memorandum of Agreement
<b>MOU</b>	Memorandum of Understanding
<b>MOVES</b>	Motor Vehicle Emission Simulator (replaced MOBILE6)
<b>MPC</b>	Metropolitan Policy Committee
<b>MPO</b>	Metropolitan Planning Organization
<b>MSA</b>	Metropolitan Statistical Area
<b>MTIP</b>	Metropolitan Transportation Improvement Program
<b>MTP</b>	Metropolitan Transportation Plan
<b>MUTCD</b>	Manual on Uniform Traffic Control Devices
<b>NAA</b>	Non-Attainment Area
<b>NAAQS</b>	National Ambient Air Quality Standards
<b>NEPA</b>	National Environmental Policy Act, 1969
<b>NHPP</b>	National Highway Performance Program
<b>NHS</b>	National Highway System
<b>NHTSA</b>	National Highway Traffic Safety Administration
<b>NITC</b>	National Institute for Transportation and Communities
<b>NOx</b>	Nitrogen Oxides
<b>NTD</b>	National Transit Database
<b>O-D</b>	Origin - Destination
<b>O&amp;M</b>	Operations and Maintenance
<b>ODEQ</b>	Oregon Department of Environmental Quality
<b>ODOT</b>	Oregon Department of Transportation
<b>OED</b>	Oregon Employment Department
<b>OHAS</b>	Oregon Household Activity Survey
<b>OHP</b>	Oregon Highway Plan
<b>OM&amp;P</b>	Operations, Maintenance and Preservation
<b>OMIP</b>	Oregon Modeling Improvement Program
<b>OMPOC</b>	Oregon MPO Consortium
<b>OMSC</b>	Oregon Modeling Steering Committee
<b>ORFS</b>	Oregon Roads Finance Committee
<b>OSTI</b>	Oregon Sustainable Transportation Initiative
<b>OTC</b>	Oregon Transportation Commission
<b>OTF</b>	Oregon Transportation Forum
<b>OTIA</b>	Oregon Transportation Investment Act, 2003
<b>OTP</b>	Oregon Transportation Plan
<b>OTREC</b>	Oregon Transportation Research and Education Consortium
<b>P3</b>	Public-Private Partnership (or PPP)
<b>PC(R)(I)</b>	Pavement Condition (Rating or Index)
<b>PE</b>	Preliminary Engineering
<b>PIARC</b>	Permanent International Association of Road Congresses
<b>PL</b>	Planning Funds; Public Law
<b>PM10</b>	Particulate Matter (10 micrometers or less in diameter)
<b>PM2.5</b>	Fine Particulate Matter (2.5 micrometers or less in diameter)
<b>POP</b>	Program of Projects
<b>PPM</b>	Parts Per Million; Policy and Procedure Memorandum
<b>PPP</b>	Public Participation Plan; Public-Private Partnership (or P3)
<b>PROWAG</b>	Public Rights of Way Accessibility Guide
<b>PS&amp;E</b>	Plans, Specifications, and Estimates
<b>PTD</b>	Oregon Public Transit Division
<b>RAC</b>	Roads Advisory Committee
<b>REA</b>	Revised Environmental Assessment
<b>RFP</b>	Request for Proposals

<b>ROW</b>	Right of Way
<b>RR</b>	Railroad
<b>RTOP</b>	Regional Transportation Options Plan
<b>RTP</b>	Regional Transportation Plan (CLMPO's Long-Range Transportation Plan)
<b>RTSP</b>	Regional Transportation System Plan
<b>SAFETEA-LU</b>	Safe, Accountable, Flexible, Efficient Transportation Equity Act – a Legacy for Users, 2005 (replaced by MAP-21, 2012)
<b>SAT</b>	Stakeholder Advisory Team
<b>SDC</b>	System Development Charge
<b>SHSP</b>	Strategic Highway Safety Plan
<b>SHTF</b>	State Highway Trust Fund
<b>SIB</b>	State Infrastructure Bank
<b>SIP</b>	State Implementation Plan
<b>SOV</b>	Single Occupancy Vehicle
<b>SPR</b>	State Planning and Research funds
<b>SRTS</b>	Safe Routes to School
<b>STA</b>	Special Transportation Area
<b>STBG(P)</b>	Surface Transportation Block Grant (Program) (replaced STP in FAST Act, 2015)
<b>STF</b>	Special Transportation Funds for the elderly and people with disabilities
<b>STG</b>	Special Transportation Grant
<b>STIP</b>	State Transportation Improvement Program
<b>STP</b>	Surface Transportation Program (- <b>U</b> - Urban) (replaced by STBG in Fast Act, 2015)
<b>TAP</b>	Transportation Alternatives Program
<b>TAC</b>	Technical Advisory Committee
<b>TASC</b>	Technical Advisory Sub-Committee (to TPC)
<b>TAZ</b>	Traffic Analysis Zone
<b>TCM</b>	Transportation Control Measure
<b>TDM</b>	Transportation Demand Management
<b>TDP</b>	Transit Development Program
<b>TEA-21</b>	Transportation Equity Act for the 21st Century (replaced by SAFETEA-LU, 2005)
<b>TGM</b>	Transportation Growth Management
<b>TIFIA</b>	Transportation Infrastructure Finance & Innovation Act, 1998
<b>TIP</b>	Transportation Improvement Program, either MTIP or STIP
<b>TMA</b>	Transportation Management Area
<b>TMSF</b>	Transportation Management System Fee
<b>TO</b>	Transportation Options
<b>TOAC</b>	Transportation Options Advisory Committee
<b>TOD</b>	Transit Oriented Development
<b>TPAU</b>	Transportation Planning Analysis Unit
<b>TPC</b>	Transportation Planning Committee
<b>TPR</b>	Transportation Planning Rule
<b>TRB</b>	Transportation Research Board
<b>TRCC</b>	Traffic Records Coordinating Committee
<b>TSAP</b>	Transportation Safety Action Plan
<b>TSI</b>	Transportation System Improvements
<b>TSM</b>	Transportation System Management
<b>TSP</b>	Transportation System Plan
<b>TUF</b>	Transportation Utility Fee
<b>UGB</b>	Urban Growth Boundary
<b>UMTA</b>	Urban Mass Transportation Administration
<b>UO</b>	University of Oregon
<b>UPWP</b>	Unified Planning Work Program
<b>USDOT</b>	United States Department of Transportation

<b>UZA</b>	Urbanized Area
<b>V/C</b>	Volume to Capacity
<b>VMS</b>	Variable Message Signs
<b>VMT</b>	Vehicle Miles Traveled
<b>VOC</b>	Volatile Organic Compounds
<b>VPD</b>	Vehicles Per Day
<b>YOE</b>	Year of Expenditure

Appendix D: Central Lane MPO Map



**Central Lane MPO Area**

The Central Lane MPO Area is located in Lane County, Oregon, as shown on the two small inset maps, and encompasses the cities of Eugene, Springfield, Coburg, and their surrounding area.

**Legend**

-  MPO Area Boundary
-  Eugene UGB
-  Springfield UGB
-  Coburg UGB



# Appendix E: Memorandum of Understanding concerning Transportation-related Air Quality Planning

## **Memorandum of Understanding concerning Agency Responsibilities for Transportation-related Air Quality Planning in the Central Lane Transportation Management Area**

The continuing, coordinated and comprehensive transportation planning process of 23 USC 134 and 49 USC 5303 in the Central Lane Transportation Management Area (TMA) is dependent upon the cooperation and mutual support of all responsible parties. Air quality planning is recognized as an essential component of this process, and is undertaken within the guidelines of the Clean Air Act to ensure protection of the public health and safety of the region's citizens. Agency responsibilities are outlined in the Oregon Transportation Conformity Rules, OAR 340-252-0060. This MOU describes the responsibilities concerning air quality planning for each partner agency within a designated air quality management area, in accord with 23 CFR 450.310.

**Lane Council of Governments (LCOG)** is the Metropolitan Planning Organization for transportation planning in the Central Lane TMA and has been designated by the Governor as the lead planning agency for transportation pollutants within the TMA. LCOG is responsible for ensuring and documenting transportation conformity of the regional transportation plan and the transportation improvement program. LCOG monitors regionally significant projects within the TMA, and provides regional emissions analyses when necessary. Further, LCOG ensures the adequacy of interagency consultation and public involvement as a part of transportation conformity.

**Lane Regional Air Protection Agency (LRAPA)** is the regional air protection authority for Lane County pursuant to ORS 468A.105, and is responsible for particulate matter planning within the TMA, all air pollutant monitoring and data publication, and adoption and enforcement of air quality rules within the region, including indirect source rules. LRAPA provides monitoring data to LCOG and consults with LCOG on transportation conformity and on SIP development for all transportation-related pollutants within the TMA. LRAPA is also responsible for development of emissions inventories, emission budgets, attainment and maintenance demonstrations for air pollutants, with technical and policy input provided by LCOG as needed.

**Oregon Department of Transportation (ODOT)** provides technical input to LCOG on motor vehicle emission factors, and consults, as needed, on air quality modeling and conformity determinations.

**ODOT, Lane Transit District (LTD), Lane County, and the Cities of Eugene, Springfield and Coburg**, acting as the Transportation Planning Committee, provide LCOG with details of their federally-funded and/or regionally significant transportation projects (as defined in 40 CFR 93.101) within the TMA in order to ensure proper consideration of the projects within any transportation modeling and regional conformity analysis. These agencies disclose to LCOG in a timely manner a summary of the project scope necessary for air quality analysis; timing; funding; regional significance; and any subsequent changes. The respective agencies are responsible for any and all required project level conformity for PM<sub>10</sub> and environmental procedures relating to their projects.

**Lane County** also provides LCOG with details of federally funded and/or regionally significant transportation projects that occur outside the MPO area, but that are within a designated air quality management area (AQMA) for which the MPO must assess transportation conformity.

Appendix F: Interlocal Agreement – ODOT/MPO/Transit Operator Agreement

**INTERGOVERNMENTAL AGREEMENT  
ODOT/MPO/Transit Operator Agreement  
Central Lane Metropolitan Planning Organization  
Lane Transit District**

THIS AGREEMENT is made and entered into by and between the STATE OF OREGON acting by and through its Department of Transportation, hereinafter referred to as "ODOT", the Central Lane Metropolitan Planning Organization, acting by and through the Lane Council of Governments, hereinafter referred to as "LCOG", and the Lane Transit District, acting by and through its Board of Directors, hereinafter referred to as "LTD", hereinafter individually referred to as the "Party" and collectively referred to as the "Parties".

**RECITALS**

1. By authority granted in ORS 190.110, state agencies may enter into agreements with units of local governments for the performance of any or all functions and activities that a party to the agreement, its officers, or agents have the authority to perform.
2. Intergovernmental agreements defining roles and responsibilities for transportation planning between ODOT, the metropolitan planning organization (MPO) for an area, and the public transit operator(s) for the area are required by the Code of Federal Regulation (CFR), Chapter 23, Section 450.314 which states that:

*"The MPO, the State(s), and the public transportation operator(s) shall cooperatively determine their mutual responsibilities in carrying out the metropolitan transportation planning process. These responsibilities shall be clearly identified in written agreements among the MPO, the State(s), and the public transportation operator(s) serving the metropolitan planning area."*

3. LCOG is the designated MPO for the greater Eugene-Springfield urbanized area. It was established in 1973 by the Governor of Oregon. With this designation came the responsibility for conducting the continuing, comprehensive, and cooperative transportation planning process in the Central Lane metropolitan area. Acting as the MPO, the LCOG Board has delegated all MPO policy responsibilities to the Metropolitan Policy Committee. The Metropolitan Policy Committee (MPC) is comprised of two elected officials each from Lane County, Eugene, and Springfield, two appointed board members from LTD, one elected official from Coburg, one designated official from ODOT, and as ex-officio members, the chief administrative officers of Lane County, Eugene, Springfield, Coburg, and LTD, and the Region 2 Manager for ODOT. MPC adopts the Transportation Improvement Program, the long-range Regional Transportation Plan, the Unified Planning Work Program, and the Public Participation Plan, and provides policy guidance related to the conduct of



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the transportation planning process, the annual review process, and other transportation issues.

4. LTD is the public transportation operator for the Eugene-Springfield area.
5. There also exists a "Memorandum of Understanding concerning Agency Responsibilities for Transportation-related Air Quality Planning in the Central Lane Transportation Management Area." That Memorandum of Understanding (MOU) was executed in April 2007 by the Lane Council of Governments, the Lane Regional Air Protection Agency, the Lane Transit District, the Oregon Department of Transportation, the Cities of Eugene, Springfield, and Coburg, and Lane County. The MOU remains in effect and is not modified in any way by this Agreement.

**NOW THEREFORE**, the premises being in general as stated in the foregoing recitals, it is agreed by and between the Parties hereto as follows:

**TERMS OF AGREEMENT**

1. Pursuant to the authority above, ODOT, LCOG, and LTD agree to define roles and responsibilities in carrying out the metropolitan transportation planning process, as further described in the Statement of Work, marked Exhibit A, attached hereto and by this reference made a part hereof.
2. The term of this Agreement shall begin on the date all required signatures are obtained and shall terminate ten (10) calendar years following the date all required signatures are obtained.
3. This Agreement may be revisited as needed, when the Parties so determine, and will be reviewed upon commencement of the MPO recertification or self-certification process.

**ODOT OBLIGATIONS**

1. ODOT will engage the other Parties to this Agreement in its planning activities as further identified in Exhibit A. Where ODOT is the lead agency for a product, it will be responsible for pursuing communication with the other Parties as agreed. Early communication will be sought in good faith, such that affected Parties have the opportunity to influence the final outcome or decisions.
2. Where ODOT is a party of interest to a planning project, it will participate in the development of the planning product as specified in this Agreement. ODOT will offer information and opinions such that the lead agency and other participants have the opportunity to understand its positions, concerns, conflicts, and any likely objections to proposed outcomes.



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3. ODOT's Project Manager for this Agreement is the Region 2, Area 5 Senior Planner, or assigned designee in the absence of said individual, 644 A Street, Springfield, Oregon 97477; telephone (541) 744-8080.

**LCOG OBLIGATIONS**

1. LCOG will engage the other Parties to this Agreement in its planning activities as further identified in Exhibit A. Where LCOG is the lead agency for a product, it will be responsible for pursuing communication with the other Parties as agreed. Early communication will be sought in good faith, such that affected Parties have the opportunity to influence the final outcome or decisions.
2. Where LCOG is a party of interest to a planning project, it will participate in the development of the planning product as specified in this Agreement. LCOG will offer information and opinions such that the lead agency and other participants have the opportunity to understand its positions, concerns, conflicts, and any likely objections to proposed outcomes.
3. LCOG's Project Manager for this Agreement is the MPO Program Manager, or assigned designee upon absence of said individual, Lane Council of Governments, 99 East Broadway Suite 400, Eugene, Oregon 97401; telephone (541) 682-4283.

**LTD OBLIGATIONS**

1. LTD will engage the other Parties to this Agreement in its planning activities as further identified in Exhibit A. Where LTD is the lead agency for a product, it will be responsible for pursuing communication with the other Parties as agreed. Early communication will be sought in good faith, such that affected Parties have the opportunity to influence the final outcome or decisions.
2. Where LTD is a party of interest to a planning project, it will participate in the development of the planning product as specified in this Agreement. LTD will offer information and opinions such that the lead agency and other participants have the opportunity to understand its positions, concerns, conflicts, and any likely objections to proposed outcomes.
3. LTD Project Manager for this Agreement is the Director of Planning and Development, or assigned designee upon absence of said individual, Lane Transit District, 3500 East 17<sup>th</sup> Avenue, Eugene, Oregon 97401; telephone (541) 682-6203.

**GENERAL PROVISIONS**

1. This Agreement may be terminated by any Party upon thirty (30) days' notice, in writing and delivered by certified mail or in person.

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2. Any Party may terminate this Agreement effective upon delivery of written notice to the other Parties, or at such later date as may be established by that Party, under any of the following conditions:
  - a. If the other Parties fail to provide services called for by this Agreement within the time specified herein or any extension thereof.
  - b. If the other Parties fail to perform any of the other provisions of this Agreement, or so fail to pursue the work as to endanger performance of this Agreement in accordance with its terms, and after receipt of written notice from the other Party fails to correct such failures within 10 days or such longer period as other Party may authorize.
  - c. If federal or state laws, regulations or guidelines are modified or interpreted in such a way that either the work under this Agreement is prohibited or either party is prohibited from paying for such work from the planned funding source.
3. Any termination of this Agreement shall not prejudice any rights or obligations accrued to the Parties prior to termination.
4. All Parties shall comply with all federal, state, and local laws, regulations, executive orders and ordinances applicable to the work under this Agreement, including, without limitation, the provisions of ORS 279B.220, 279B.225, 279B.230, 279B.235 and 279B.270 incorporated herein by reference and made a part hereof; Without limiting the generality of the foregoing, all Parties expressly agree to comply with (i) Title VI of Civil Rights Act of 1964; (ii) Title V and Section 504 of the Rehabilitation Act of 1973; (iii) the Americans with Disabilities Act of 1990 and ORS 659A.142; (iv) all regulations and administrative rules established pursuant to the foregoing laws; and (v) all other applicable requirements of federal and state civil rights and rehabilitation statutes, rules and regulations.
5. All employers, including all Parties, that employ subject workers who work under this Agreement in the State of Oregon shall comply with ORS 656.017 and provide the required Workers' Compensation coverage unless such employers are exempt under ORS 656.126. All Parties shall ensure that each of its subcontractors complies with these requirements.
6. All Parties acknowledge and agree that State, the Oregon Secretary of State's Office, the federal government, and their duly authorized representatives shall have access to the books, documents, papers, and records of each Party which are directly pertinent to the specific Agreement for the purpose of making audit, examination, excerpts, and transcripts for a period of six (6) years after completion of Project. Copies of applicable records shall be made available upon request. Payment for costs of copies is reimbursable by the requesting Party.

7. This Agreement may be executed in several counterparts (facsimile or otherwise) all of which when taken together shall constitute one agreement binding on all Parties, notwithstanding that all Parties are not signatories to the same counterpart. Each copy of this Agreement so executed shall constitute an original.
8. This Agreement and attached exhibits constitute the entire agreement between the Parties on the subject matter hereof. There are no understandings, agreements, or representations, oral or written, not specified herein regarding this Agreement. No waiver, consent, modification or change of terms of this Agreement shall bind any Party unless in writing and signed by all Parties and all necessary approvals have been obtained. Such waiver, consent, modification or change, if made, shall be effective only in the specific instance and for the specific purpose given. The failure of State to enforce any provision of this Agreement shall not constitute a waiver by State of that or any other provision.

**IN WITNESS WHEREOF**, the Parties hereto have set their hands as of the day and year hereinafter written.

The Oregon Transportation Commission on June 18, 2003, approved Delegation Order No. 2, which authorizes the Director to approve and execute agreements for day-to-day operations. Day-to-day operations include those activities required to implement the biennial budget approved by the Legislature, including activities to execute a project in the Statewide Transportation Improvement Program.

*Signature Page to Follow*

LCOG/LTD/ODOT  
 Agreement No. 24,894

On April 12, 2004, the Director approved Subdelegation Order No. 10 in which the Director delegates authority to the Division Administrator, Transportation Development to approve and execute personal service contracts and agreements over \$75,000 for programs within the Transportation Development Division when the work is related to a project included in the STIP or in other system plans approved by the Oregon Transportation Commission or in a line item in the legislatively adopted biennial budget , and to approve and execute all agreements, approved by the OTC, for Metropolitan Planning Organization agreements outside the Transportation Program Development limitation and acceptance of funds sent to ODOT, but not earmarked for Transportation Program Development.

<p><b>CENTRAL LANE METROPOLITAN PLANNING ORGANIZATION</b>, by and through the Lane Council of Governments</p> <p>By <u><i>George Klappel</i></u>        Executive Director</p> <p>Date <u>6-18-08</u></p> <p><b>LANE TRANSIT DISTRICT</b>, by and through its Board of Directors</p> <p>By <u><i>Mike Byham</i></u>        General Manager</p> <p>Date <u>6-10-08</u></p> <p>Agency Contacts</p> <p>Byron Vanderpool        Director, Interim MPO Program Manager        Lane Council of Governments        99 East Broadway, Suite 400        Eugene, Oregon 97401</p> <p>Tom Schwetz        Director of Planning and Development        Lane Transit District        3500 East 17<sup>th</sup> Avenue        Eugene, OR 97401</p>	<p><b>STATE OF OREGON</b>, by and through its Department of Transportation</p> <p>By <u><i>Janet Richard</i></u>        Division Administrator, Transportation Development Division</p> <p>Date <u>7/16/08</u></p> <p>By <u><i>Michael Quinn</i></u>        Division Administrator, Public Transit Division</p> <p>Date <u>7/16/2008</u></p> <p><b>APPROVAL RECOMMENDED</b></p> <p>By <u><i>[Signature]</i></u>        Region 2 Manager</p> <p>Date <u>7-8-08</u></p> <p>By <u><i>Eric M. Harris</i></u>        Region 2 Planning and Development Manager</p> <p>Date <u>7-8-08</u></p> <p><b>APPROVED AS TO LEGAL SUFFICIENCY</b></p> <p>By <u><i>[Signature]</i></u>        Assistant Attorney General</p> <p>Date <u>7/14/08</u></p>
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**EXHIBIT A  
STATEMENT OF WORK**

1. **DEFINITIONS** – the following definitions apply to this Agreement specifically and shall not be construed to apply to any other agreement between any of the Parties. They may differ from those listed for these terms in the federal regulations.
  - a. **Consider:** Take into account opinions and relevant information from other Parties in making a decision. Receive the information or comments, acknowledge such, and document the acknowledgement. Those receiving comments are not bound by the opinions or information received.
  - b. **Consult:** Confer with other identified Parties in accordance with an established process; consider the views of other Parties prior to taking action, inform other Parties about action taken in accordance with established process. The communication should be timely, and ahead of decisions. Those receiving comments are not bound by the opinions or information received.
  - c. **Coordinate:** Develop plans, programs, and schedules in consultation with other agencies such that agencies' separate projects do not conflict. Coordinated projects are usually those for which all Parties, other than the lead agency, do not have a vested interest and are often specific projects rather than policy outcomes. The lead agency is the project proponent and the other Parties are not deeply involved. The lead agency is expected to consult with the others to ensure efficiencies are utilized and conflicts are avoided. Parties with legal standing should be involved in the coordination and Parties should operate in good faith.
  - d. **Cooperate/Collaborate:** Parties involved work together to achieve a common goal or objective. Cooperation or collaboration are often employed where multiple Parties have a vested interest in the outcome and may involve a shared project or policy outcome. Parties may share expertise, resources, etc. to accomplish the goal.
  - e. **Responsible:** Answerable or accountable, as for something within one's power, control, or management. There can be multiple levels or roles in responsibility. Examples of levels of responsibility include:
    - **Authority:** Authority to make the final decision, signature authority
    - **Lead:** Responsible for making sure the activity is completed and communication protocols are followed
    - **Coordination:** Responsible for coordinating all elements necessary to complete an activity
    - **Support:** Provide administrative or technical support necessary to complete an activity
    - **Information:** Provide input and information necessary to complete an activity
  - f. **Owner:** The agency that keeps and maintains the final product.

- g. **Lead Agency:** Agency responsible for making sure the planning project is completed and communication protocols are followed.
  - h. **Levels of communication:** Consider, Consult, Coordinate, Cooperate, or Collaborate.
  - i. **Party of interest:** A party to this Agreement that is not the lead agency for a particular planning project, but is affected by that project.
  - j. **Planning Project:** A planning activity that leads to a planning product. Planning products that may be developed may include plans, programs, tools, and administrative products such as those listed below.
2. All Parties agree to cooperatively develop and share information related to the development of financial plans that support the metropolitan transportation plan, the metropolitan TIP and the development of the annual listing of obligated projects. Such plans may include but shall not be limited to the following:
- a. Plans
    - Oregon Transportation Plan & Component Plans including Safety Plans
    - Regional Transportation Plan (RTP)
    - Transportation System Plan (TSP)
    - Area/Concept Plans
    - Facility Plans (including Corridor Plans, Interchange Area Management Plans, Access Management Plans, etc.)
    - Transit Plans
    - Coordinated Human Services-Transit Plans
  - b. Programs
    - Statewide Transportation Improvement Program (STIP)
    - Metropolitan Transportation Improvement Program (MTIP)
  - c. Tools
    - Transportation Demand Models (TDM)
    - Land Use Models
    - Integrated Models
    - Data resources
    - Geographic Information System (GIS) resources
  - d. Administrative Products
    - Air Quality Conformity
    - Unified Planning Work Program (UPWP)
    - Federal Certification
    - Public Involvement Plan
    - Title VI Plan
    - Environmental Justice Plans
    - Disadvantaged, Minority Business Enterprise Use Plans

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- Environmental Impact Statements/Assessments
- State Agency Coordination Agreement

3. LCOG is specifically charged with the development of the RTP, MTIP, and UPWP. As such, LCOG will be the Product Owner and the Lead Agency for these products and other related products, such as the Air Quality Conformity Determination and most of the "Tools" and "Administrative Products" identified above. ODOT and LTD will provide information necessary for these products. All Parties will Cooperate and Collaborate in these processes. Formal communication will take place at the regular meetings of the LOG Technical Advisory Committee and Policy Committee, and may be supplemented with phone calls, emails, letters, and additional meetings as desired by any of the participants. Funding of these activities will be identified in the annual UPWP. The decision making process will be in accordance with Agreement number 20523. This will be the default process used for all planning projects, unless another process is identified. Principal roles for the Parties to this Agreement for Plans and Programs identified are described in the following table.

Plan/Program	Principal Role		
	ODOT	LCOG	LTD
Oregon Transportation Plan and Modal Plans	Product Owner Lead Agency	Consult	Consult
Regional Transportation Plan	Coordinate	Product Owner Lead Agency	Coordinate
Transportation System Plan	Cooperate/Collaborate	Cooperate/Collaborate	Cooperate/Collaborate
Area/Concept Plans <sup>1</sup>	Product Owner Lead Agency Cooperate/Collaborate	Product Owner Lead Agency Cooperate/Collaborate	Product Owner Lead Agency Cooperate/Collaborate
Facility Plans <sup>2</sup>	Product Owner Lead Agency	Cooperate/Collaborate	Cooperate/Collaborate
Transit Plans	Coordinate	Cooperate/Collaborate	Product Owner Lead Agency
Coordinated Human Services – Transit Plans	Coordinate	Cooperate/Collaborate	Product Owner Lead Agency
Statewide Transportation Improvement Program (STIP)	Product Owner Lead Agency	Consult	Consult
Metropolitan Transportation Improvement Program (MTIP) <sup>3</sup>	Consult	Product Owner Lead Agency	Consult

4. Each time a new transportation planning project commences, the roles, responsibilities, and expectations of each Party will be written down and distributed to each participant of the project. The Parties will specify at least nine (9) items identified below; other items should be added as needed to ensure that the responsibilities and expectations of each party are clearly identified.

<sup>1</sup> Plans, other than facility plans, prepared by any of the parties

<sup>2</sup> Facility plans include, but are not limited to, interchange area management plans, expressway management plans, access management plans, or other plans that require approval by the Oregon Transportation Commission.

<sup>3</sup> Pursuant to 23 CFR 450.326, the MTIP is incorporated verbatim into the STIP ("After approval by the MPO and the Governor, the TIP shall be included without change, directly or by reference, in the STIP . . .")

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- a. Product Owner
- b. Lead Agency
- c. Responsibilities of each agency
- d. Primary levels of communication
- e. Specific communication procedures
- f. Use of consultant services
- g. Decision process
- h. Funding, reporting responsibilities
- i. Resource sharing agreements

If the answers will vary by task, project subpart, or other conditions, the responsibilities of each agency under each condition will be specified. (Definitions set forth in this Agreement will apply). An example of such a project may be an Interchange Area Management Plan, where the lead agency would be ODOT, or a Transit Center study conducted by LTD. However, any of the Parties may request that the roles and responsibilities of any "Planning Project" be clarified and redefined, within the constraints of the Cooperative Agreement. LCOG may develop a form to facilitate the identification of responsibilities.

5. The questions that follow are examples of items to consider when answering the nine items identified above. Not all items may apply to a specific project, nor is this list intended to be all inclusive. Parties should use these considerations as a starting point to answer the nine items above and to evaluate what further items may need to be set forth in specific project agreements.

a. Project Parties

- What agencies will participate in the project?
- Which agency will own the product? (See Definitions)
- Which is the lead agency? (See Definitions)
- Which agency will develop the scope of work? Who will approve it?
- What level of responsibility does each agency have for each task or part of the project? (See Definitions)
- Who are the contact people?
- When are the different Parties involved?

b. Communication

- What levels of communication are appropriate for the planning project? (See Definitions)
- What procedures for communication are appropriate for the level of interaction needed? (See Definitions)
- Who from each agency needs to be informed?
- Who is responsible for implementing communication protocols?
- How will communication occur with the ACT, TAC, or other advisory committees?
- Who is responsible for coordinating communication with the public?
- Who is responsible for coordinating and joint communications with other agencies?



c. Consultants

- Will consultants assist with the project?
- Which agency is responsible for recruiting for and/or selecting any consultants to assist the project?
- Who is responsible for contract administration?
- Who is responsible for communicating with the consultants?
- Who is responsible for reviewing and approving work?

d. Decision process

- Which agency has decision authority for which kinds of issues?
- Who is responsible for providing information/support for the decision? How?
- Who has responsibility to serve on what decision-making bodies?
- How will needs for amendments to the product be communicated and decided upon?
- Who is responsible for completing amendments and when?
- How will differences of opinion be handled?

e. Funding

- What level of funding is available?
- What types of funds are to be used?
- What restrictions are there on use of the funds?
- Who is responsible for authorizing funds?
- Who is responsible for reporting use of funds and accomplishments, at what level of detail and to whom?

f. Sharing Resources

- Who is responsible for what elements of different kinds of products?
- When will each agency be responsible for supporting the others?
- Is this consistent with existing agreements or adopted plans for the area?

g. Transit

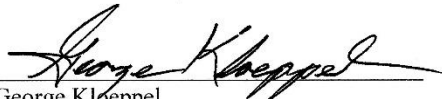
- How will the Parties cooperate with public transit operators in the area?
- How will the public transit operators participate in the planning project?
- Have private providers been considered?

## Appendix G: MPO Self-Certification

### METROPOLITAN TRANSPORTATION PLANNING PROCESS SELF-CERTIFICATION

The Lane Council of Governments, acting as the Central Lane Metropolitan Planning Organization for the Central Lane urbanized area, hereby certifies that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- I. 49 U.S.C. Section 5303, 23 U.S.C. 134, and 23 CFR 450(c);
- II. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- III. Section 1101(b) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- IV. The provision of the Americans With Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- V. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- VI. In nonattainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93;
- VII. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- VIII. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving federal financial assistance;
- IX. Section 324 of title 23, U.S.C. regarding the prohibition of discrimination based on gender;
- X. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.



George Kloeppe  
Executive Director, Lane Council of Governments  
Central Lane Metropolitan Planning Organization

11-24-10  
Date

**RESOLUTION 2018-01**

**ADOPTING THE STATE SAFETY PERFORMANCE MEASURE TARGETS**

**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 draft targets have been published or otherwise made readily available for public review including in an electronically accessible format on the MPO's website; and

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

**WHEREAS**, as part of a coordinated planning effort the state performance measure targets reflect regional priorities for implementation of safety strategies; and

**WHEREAS**, the primary purpose of the performance measures targets is to track progress over time.

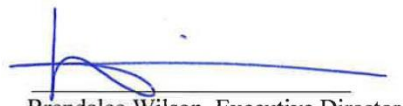
**NOW, THEREFORE, BE IT RESOLVED:**

That the Metropolitan Policy Committee adopts the State Safety Performance Measure Targets for the purposes of federal reporting.

PASSED AND APPROVED THIS 1<sup>st</sup> DAY OF February, 2018, BY THE METROPOLITAN POLICY COMMITTEE.

**ATTEST:**

  
Sid Leiken, Chair  
Metropolitan Policy Committee

  
Brendalee Wilson, Executive Director  
Lane Council of Governments

**RESOLUTION 2018-10**

**SUPPORTING STATE PERFORMANCE MEASURE TARGETS FOR PAVEMENT AND  
BRIDGE CONDITION, SYSTEM PERFORMANCE, AND CMAQ**

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

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

**WHEREAS**, the state targets have been published or otherwise made readily available for public review including in an electronically accessible format on the MPO's website; and

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

**WHEREAS**, as part of a coordinated planning effort the state performance measure targets reflect regional priorities for implementation of state pavement and bridge condition, system performance, and CMAQ strategies; and


**WHEREAS**, the primary purpose of the performance measures targets are to track progress over time.


**NOW, THEREFORE, BE IT RESOLVED:**

That the Metropolitan Policy Committee supports the State Performance Measures Targets for Pavement and Bridge Condition, System Performance, and CMAQ for the purposes of federal reporting.

PASSED AND APPROVED THIS 1<sup>st</sup> DAY OF November, 2018, BY THE METROPOLITAN POLICY COMMITTEE.

**ATTEST:**

  
\_\_\_\_\_  
Lucy Vinis, Chair  
Metropolitan Policy Committee

  
\_\_\_\_\_  
Brendalee Wilson, Executive Director  
Lane Council of Governments

**RESOLUTION 2019-02**

**SUPPORTING STATE PERFORMANCE MEASURE TARGETS TIER II TRANSIT ASSET  
MANAGEMENT**

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

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

**WHEREAS**, the state targets have been published or otherwise made readily available for public review including in an electronically accessible format on the MPO's website; and

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

**WHEREAS**, as part of a coordinated planning effort the state performance measure targets reflect regional priorities for implementation of state transit asset performance strategies; and

**WHEREAS**, the primary purpose of the performance measures targets are to track progress over time.

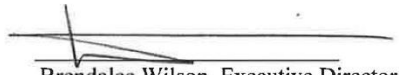
**NOW, THEREFORE, BE IT RESOLVED:**

That the Metropolitan Policy Committee supports the State Performance Measures Targets for Tier II Transit Asset Management targets.

PASSED AND APPROVED THIS 7<sup>th</sup> DAY OF MARCH, 2019, BY THE METROPOLITAN POLICY COMMITTEE.

**ATTEST:**

  
\_\_\_\_\_  
Lucy Vlnis, Chair  
Metropolitan Policy Committee

  
\_\_\_\_\_  
Brendalee Wilson, Executive Director  
Lane Council of Governments

Appendix I: Certification Summary

Topic	Finding	Proposed Actions
CLMPO and ODOT Action to Resolve Findings	<p><b>Recommendation 1: Certification Action Team</b></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 meet as needed to ensure resolution of corrective actions prior to 2023 review.</p>
MPO Structure & Air Quality Status	<p><b>Recommendation 2: MPO By-Laws</b></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 2023.</p>
	<p><b>Recommendation 3: MPO By-Laws</b></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><b>Recommendation 4: MPO By-Laws</b></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 and responsibilities of the MPC.</p>	<p>Roles and functions of MPC will be clarified in updated bylaws.</p>
	<p><b>Commendation 1: Policy Board Meeting Broadcast</b></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 style="text-align: center;"><b>Corrective Action 1: MTP Latest Available Estimates and Assumptions</b></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><b>CA 1.a. Has Been Met:</b> <i>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.</i></p> <p><i>CLMPO accessed the latest available estimates and assumptions (base and horizon) for population, land use, travel, employment, congestion, and economic activity as follows:</i></p> <ul style="list-style-type: none"> <li>• <i>The population estimate and forecast is from Portland State University's Population Research Center.</i></li> <li>• <i>Land use is based upon CLMPO's partner jurisdictions adopted Comprehensive Plans, and existing conditions.</i></li> <li>• <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></li> <li>• <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></li> <li>• <i>The travel demand model identifies network congestion.</i></li> <li>• <i>Economic activity is based upon the existing land use, particularly activity centers, key destinations,</i></li> </ul>
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		<p><i>and job centers coded into the land use allocation model.</i></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><b>CA 1.b. Has Been Met:</b> <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 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><b>CA 1.c. Has Been Met:</b> <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><b>Corrective Action 2: MTP Existing and Proposed Facilities</b></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</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>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>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><b>CA 2.a. Has Been Met:</b> Chapter 3 provides documentation of existing facilities and their functions. Proposed facilities (Chapter 6) are included to meet the goals and objectives (Chapter 2) of an efficient, economically vital, and safe transportation network.</p> <p>b. Document the current system and future needs for pedestrian/ADA infrastructure and bicycle transportation facilities.</p> <p><b>CA 2.b. Has Been Met:</b> 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.</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><b>CA 2.c. Has Been Met:</b> Chapter 6 includes a detailed description of strategies, projects, programs, and plans identified to achieve the regional multimodal transportation system.</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><b>CA 2.d. Has Been Met:</b> Benefits of investment in intracity and intercity transit is documented in Chapter 1. Chapter 5 includes discussion of supporting</p>
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		<p><i>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><b>CA 2.e. Has Been Met:</b> <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><b>Corrective Action 3: Goals, Objectives, and Project Selection</b></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>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>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><b>CA 3.a. Has Been Met:</b> <i>Chapters 3 and 6 provide the RTP’s regional and federal performance measures and analysis of performance measures respectively. Goals and objectives are 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><b>CA 3.b. Has Been Met:</b> <i>Chapter 3 Regional Assessment assesses capital investment.</i></p>

		<p><i>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><b>CA 3.c. Has Been Met:</b> <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 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><b>CA 3.d. Has Been Met:</b> <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>
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	<p><b>Corrective Action 4: MTP Financial Plan</b></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 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,</p>

	<p>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> <p>b. Document how cost estimates were developed for proposed improvements.</p>	<p>bike/pedestrian networks, and public transportation.</p> <p><b>CA 4.a. Has Been Met:</b> 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> <p>b. Document how cost estimates were developed for proposed improvements.</p> <p><b>CA 4.b. Has Been Met:</b> 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>
	<p><b>Corrective Action 5: MTP Public Involvement</b></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><b>CA 5 Has Been Met:</b> 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.</p>

	<p style="text-align: center;"><b>Corrective Action 6: MTP Consultation</b></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><b>CA 6 Has Been Met:</b> 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, historic preservation, land use management, natural resources, and tribes. Feedback is reflected in the document and documented in Appendix F RTP Public Outreach Summary</p>
	<p style="text-align: center;"><b>Recommendation 5: MTP Environmental Justice (EJ) Analysis</b></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><b>Recommendation 5 Has Been Met:</b> 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.</p>

	<p style="text-align: center;"><b>Recommendation 6: Emergency and Security</b></p> <p>It is recommended CLMPO document emergency and disaster preparedness strategies and policies that support homeland security.</p>	<p><b>Recommendation 6 Has Been Met.</b> 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 contains projects that support emergency and disaster preparedness and homeland security. The ITS Plan projects are also in the RTP.</p>
	<p style="text-align: center;"><b>Recommendation 7: MTP Formatting and General Documentation</b></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"> <li>a. Specify the 20-year planning horizon year within and on the cover of the MTP.</li> <li>b. Ensure headings and page numbers are consistent between the table of contents and body of the document.</li> <li>c. More clearly differentiate the list of projects and illustrative list with corresponding funded and unfunded headings.</li> </ol>	<p><b>Recommendation 7.a.b.c. Have Been Met:</b> 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>
<p>Congestion Management Process (CMP)</p>	<p style="text-align: center;"><b>Corrective Action 7: Congestion Management Process (CMP) Objectives</b></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</p>	<p><b>CA 7 Has Been Met:</b> 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>“SMART” characteristics (specific, measurable, agreed, realistic, and time-bound).</p>	
	<p style="text-align: center;"><b>Corrective Action 8: CMP Data Collection, System Monitoring, and Analysis</b></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 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. 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>a. 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. To the extent practicable, data collection should be coordinated with existing data sources and coordinated with transportation operators in the region.</p> <p><b>CA 8.a. Has Been Met:</b> 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><b>CA 8.b. Has Been Met:</b> Step 5 of the CMP contains this process.</p>
	<p style="text-align: center;"><b>Corrective Action 9: CMP Strategies</b></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</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 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>data and information collected in previous CMP steps.</p> <p><b>CA 9.a. Has Been Met:</b> 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><b>CA 9.b. Has Been Met:</b> 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 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><b>CA 9.c. Has Been Met:</b> Step 8 of the CMP contains this process.</p>
	<p><b>Recommendation 8: CMP Network Evaluation</b></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><b>Recommendation 8 Has Been Met:</b> 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><b>Recommendation 9: CMP Multimodal Performance Measures and Data Development Plan</b></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</p>	<p><b>Recommendation 9 Has Been Met:</b> 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</p>

	<p>congestion, select and evaluate the effectiveness of congestion reduction and mobility enhancement strategies, and monitoring progress to meeting congestion objectives.</p>	<p><i>reduction and mobility enhancement strategies.</i></p>
	<p><b>Recommendation 10: CMP Strategies</b></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 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><b>Recommendation 10 Has Been Met:</b> <i>Step 6 of the CMP contains a strategy toolbox with strategies for each of the six broad groups of categories.</i></p>
	<p><b>Recommendation 11: ITS Plan</b></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><b>Recommendation 11 Has Been Met:</b> <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><b>Corrective Action 10: TIP Financial Plan</b></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"> <li>a. A cooperative revenue estimation process,</li> <li>b. Adequate funding availability by year to operate and maintain the transportation system (highway, transit, other),</li> <li>c. Adequate revenue availability to deliver projects on the schedule proposed in the TIP,</li> <li>d. Year of expenditure rate and the development and application process,</li> <li>e. Resources from public and private sources that are reasonably expected to be made available to carry out the TIP,</li> <li>f. Recommendations of additional financing strategies for needed projects and programs, and</li> </ul>	<p>The TIP financial plan was updated and include the required documentation. This corrective action has been resolved.</p>

	<p>g. Strategies for ensuring the availability of new funding sources.</p>	
	<p><b>Corrective Action 11: TIP Air Quality Conformity Determination</b></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><b>Corrective Action 12: TIP Project Prioritization, Monitoring, and Amendment</b></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 schedule.</p>	<p>Criteria and process for project selection are now included in the <a href="#">MTIP</a> (page 7, Development and Modification of the MTIP). This corrective action has been resolved.</p>

	<p><b>Recommendation 12: TIP Environmental (EJ) Analysis</b></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><b>Recommendation 13: TIP Financial Plan format</b></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><b>Recommendation 14: TIP - MTP Connection</b></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><b>Recommendation 15: MTP Performance-Based Planning</b></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><b>Recommendation 15 Has Been Met:</b> 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</p>
	<p><b>Recommendation 16: MTP System Performance Report</b></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><b>Recommendation 16 Has Been Met:</b> 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</p>
	<p><b>Recommendation 17: TIP Performance-based Programming</b></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</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>targets and is documented in the 2021-2024 TIP to meet the requirements set forth in 23 CFR 450.326(c).</p>	
	<p><b>Recommendation 18: TIP Linking Performance Targets to Investment Priorities</b></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><b>Recommendation 19: CMP and PBPP</b></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><b>Recommendation 19 Has Been Met:</b>  <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><b>Recommendation 20: PBPP Activities in the UPWP</b></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>