Metropolitan Policy Committee Meeting

DATE: Thursday, May 6, 2021
TIME: 11:30 a.m.- 1:30 p.m.
LOCATION: Call-in Meeting: 1 (872) 240-3212; Access Code: 340-621-477
Webcast: http://metrotv.ompnetwork.org/
CONTACT: Paul Thompson, 541-682-4405, pthompson@lcog.org

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1. Agenda: May 6, 2021

   Documents:

   1.MPC_AGENDA_5-6-2021.PDF

2. Minutes: April 1, 2021

   Documents:

   2.MPC_MINUTES_4-1-2021.PDF

3. Item 6a Cover Memo: FY22-23 UPWP

   Documents:

   3.MPC6.A_COVERMEMO_FY22-23_UPWP.PDF

4. Item 6a Attachment 1: Resolution 2021-05 UPWP

   Documents:

   4.MPC6.A-ATTACHMENT1_RESOLUTION_2021-05_UPWP.PDF

5. Item 6a Attachment 2: Draft FY22-23 UPWP

   Documents:

   5.MPC6.A_ATTACHMENT2_DRAFTFY22-23UPWP.PDF

6. Item 6c Cover Memo: OTC Talking Points

   Documents:

   6.MPC6.C_COVERMEMO_OTC-TALKING-POINTS.PDF

7. Complete Packet

   Documents:

COMPLETE PACKET.PDF

MEETING NOTICE

MEETING:	**METROPOLITAN POLICY COMMITTEE**
DATE:	**Thursday, May 6, 2021**
TIME:	**11:30 AM - 1:30 PM**
LOCATION:	**VIRTUAL: Call-in +1 (872) 240-3212** **Access Code: 340-621-477**
	Web cast: http://metrotv.ompnetwork.org/
CONTACT PERSON:	**Paul Thompson, 541-682-4405**

A G E N D A

1. **WELCOME & INTRODUCTIONS**
2. **CALL TO ORDER**
3. **APPROVE APRIL 1, 2021 MPC MEETING MINUTES**
4. **ADJUSTMENTS TO THE AGENDA/ANNOUNCEMENTS FROM MPC MEMBERS**
5. **COMMENTS FROM THE AUDIENCE** (*Anyone wishing to comment is asked to sign up on the public comment sheet provided at the meeting. A limit of 3 minutes per person is requested.*)
6. **METROPOLITAN PLANNING ORGANIZATION (MPO) ISSUES**

   a. Unified Planning Work Program (5 min)
   Staff Contact & Presenter: Paul Thompson, LCOG
   Action Requested: Approve Resolution 2021-05

   b. FY2024-2027 State Transportation Improvement Program (30 min)
   Staff Contact & Presenter: ODOT Staff
   Action Requested: Presentation & discussion (Note: No packet materials)

   c. Future Discussion with Chair of Oregon Transportation Commission (OTC) (20 min)
   Staff Contact & Presenter: Paul Thompson, LCOG
   Action Requested: Discussion & direction to staff

   d. LTD Sustainability Program (30 min)
   Staff Contact & Presenter: Kelly Hoell, LTD
   Action Requested: Presentation & discussion (Note: No packet materials)

-OVER-

e. Follow-up and Next Steps (10 min)
   1) ODOT Update
   2) Next Steps/Agenda Build

UPCOMING MEETINGS:

June 3 Virtual
July 1 Virtual
August 5 Virtual

PLEASE NOTE:

LCOG is now posting meetings on its website at http://www.lcog.org/346/Metropolitan-Policy-Committee. These postings will include the agenda, minutes and attachments. If you no longer want to receive your meeting announcement in paper format, please contact Laura Campbell, 541-682-4006 or lcampbell@lcog.org.

This meeting will be broadcast live, and rebroadcast on Metro Television, Comcast cable channel 21, at 1:30 PM on Mondays, 7:00 PM on Tuesdays, and 11:00 AM on Sundays for the rest of the month. A webcast will also be archived for future viewing on the LCOG website. Get details through links at http://www.lcog.org/346/Metropolitan-Policy-Committee.

Please mute your phone or computer microphone when connecting to the virtual meeting . . .

And remember to un-mute it if you are speaking to the meeting!

Thanks!

M I N U T E S

Metropolitan Policy Committee
Virtual Meeting via Zoom

April 1, 2021
11:30 a.m.

PRESENT: Joe Berney, Chair; Heather Buch (Lane County); Lucy Vinis, Randy Groves (City of Eugene); Sean VanGordon, Steve Moe (City of Springfield); Ray Smith (City of Coburg); Frannie Brindle (Oregon Department of Transportation); Josh Skov, Caitlin Vargas (Lane Transit District), members; Matt Rodrigues (City of Eugene); Aurora Jackson (Lane Transit District)'; Dan Hurley for Steve Mokrohisky (Lane County), *ex officio* members.

Brenda Wilson, Paul Thompson, Kelly Clarke, Ellen Currier, Syd Shoaf, Rachel Dorfman, Dan Callister, Howard Schussler (Lane Council of Governments); Emma Newman, Niel Laudati (City of Springfield); Tom Schwetz, Kelly Hoell, Andrew Martin (Lane Transit District); Sasha Vartanian (Lane County); Bill Johnston, Walter McAllister, Josh Roll (Oregon Department of Transportation); Rob Zako, Claire Roth (Better Eugene-Springfield Transportation);

WELCOME, CALL TO ORDER AND INTRODUCTIONS

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

APPROVE MARCH 4, 2021 MEETING MINUTES

Mr. Moe, seconded by Mr. Groves, moved to approve the March 4, 2021, meeting minutes as presented. The motion passed unanimously, 10:0.

ADJUSTMENTS TO THE AGENDA/ANNOUNCEMENTS FROM MPC MEMBERS

Mr. Thompson noted that he had emailed a revised agenda to MPC members. The order of items at the end of the agenda had been revised.

COMMENTS FROM THE AUDIENCE

Rob Zako, Eugene, representing Better Eugene-Springfield Transportation (BEST), spoke to Regional Transportation Plan (RTP) performance measures. He was generally pleased with staff's recommendations for greenhouse gas emissions. He noted the measure should reference per capita rather than an absolute number. He felt the access to transit measure was also good, but suggested a better measure of transit usefulness might be access to jobs. Regarding health and safety, BEST welcomed staff's suggestion of doing more work to develop upstream measures of actions to assure the transportation system was safety and healthy. He said those measures reflected a very different transportation system than in the past and would require hard work. The proposed federal infrastructure legislation would support many of those initiatives.

Claire Roth, Eugene, representing BEST, spoke to the recent release of a Dangerous By Design report by Smart Growth America, examining motor vehicle traffic-related deaths across the country. She said the report identified a repeating trend of death on streets. Locally that trend was repeated as a result of lack of

infrastructure for people walking and biking. She would forward the report and associated materials to MPC members.

Kevin Schaffer, Springfield, shared information from Transportation Secretary Pete Buttigieg regarding the need for a world class transportation system and a full range of transportation mode choices for Americans. It was time to break the false choices of climate versus jobs and to create jobs through climate action. It should not be necessary to own a car in order to prosper. American communities could be as good or better than anywhere else in the world; it was just necessary to make that choice.

METROPOLITAN PLANNING ORGANIZATION (MPO) ISSUES

Regional Transportation Plan (RTP) Performance Measures Update

Ms. Clarke stated that draft performance measures for the RTP were presented at the MPC's February 2021 meeting. The MPC supported those measures and baseline conditions for each of those measures would be presented at a future MPC meeting. Additionally, the MPC directed staff to explore and address the following measures:

- A transportation related greenhouse gas (GHG) emissions performance measure
- A performance measure specific to the number of people with access to frequent or useful transit
- Safety and health related performance measures with an upstream perspective on measuring efforts the MPO and partner agencies can control

Ms. Clarke reviewed the measures being proposed in accordance with MPC direction:

- Transportation Related Greenhouse Gas Emissions - A 20% reduction in greenhouse gases by 2040 from light vehicles consistent with the state goal to, by 2050, achieve greenhouse gas levels that are at least 75 percent below 1990 levels.
- Access to Transit - Number and percent of households within ¼ mile of frequent transit (for the entire region, within equity-focused areas, and in non-equity focused areas)
- Upstream and Downstream Health and Safety Measures - Staff proposed an RTP project or strategy to address the upstream and downstream measures related to public health and safety.

Ms. Clarke pointed out the RTP included a performance measure related to jobs access. She said the third proposal was a project related to developing upstream and downstream health and safety measures, which were more qualitative and nuanced in nature. She said the Transportation Planning Committee (TPC) reviewed and supported the three proposals at its March 17, 2021, meeting.

Ms. Vargas thanked staff for including a measure related to high frequency transit access as it was an important quality of life component by providing access to employment, education and services.

Ms. Vinis also appreciated the proposals, particularly the health and safety performance measures, as the increase in fatalities and injuries was a significant issue.

Mr. Skov concurred with Ms. Vargas regarding transit-related measures. He served on the rule-making advisory committee for the Department of Land Conservation and Development's Climate Friendly and Equitable Communities initiative and emphasized the effort to integrate equity with reduction of greenhouse gas emissions. He expected there would be performance measures and goals related to emissions reductions and to equity outcomes at the local level. The MPC was a good forum for those conversations.

Mr. Hurley asked how the 20 percent reduction in greenhouse gases would be measured and how traffic on Interstate 5 traffic would be separated from local community traffic. Ms. Clarke said the state was examining different factors to evaluate greenhouse gas emissions and staff was relying on that currently as there was no local level to measure.

Mr. Thompson said, with regard to proposed work on the health-related performance measures, that staff recently participated in a national workshop on integrating public health into public land considerations. One direction that could emerge at the federal level is the development of health-related performance measures for transportation and he said that could be reflected in the new federal transportation legislation.

Mr. Berney said Lane County had a climate action initiative and there were many different groups in the county that responded to different measures for different timeframes, all ultimately dealing with carbon emissions, with a goal of net zero for Lane County at some point in the future. He asked how all of those efforts could be coordinated with respect to measures so policy makers could get a sense of progress. Ms. Clarke said those working on the RTP hoped to see documentation of the different measures that were in place in the region, but she was not aware of efforts to make that coordination happen.

Ms. Newman noted that a meeting was being organized by Lane County staff to bring partners together to discuss those types of coordination issues.

Draft Unified Planning Work Program (UPWP)

Mr. Thompson said the draft UPWP for FY22 and FY23 was included in the agenda materials. The UPWP was required of MPOs. The draft covered seven work areas as well as special projects and activities under way in the metropolitan region. The intent of the UPWP was to provide consistency across information provided to the public and policy-makers about transportation planning work in the region. The UPWP was prepared in coordination with the Oregon Department of Transportation, Federal Highway Administration and Federal Transit Administration. Those agencies had reviewed an initial draft to ensure it met federal requirements and their input was reflected in the draft currently before the MPC. He noted the funding table on page 49 also projected how money for planning would be used by the MPO and partner agencies. He asked for a public hearing on the draft to be held and said a public comment period would be open for 30 days. Adoption of the plan would be requested at the MPC's May meeting.

Mr. Berney opened the public hearing.

Rob Zako, Eugene, representing Better Eugene-Springfield Transportation (BEST), said BEST would review the document and offer any feedback it might have in writing during the public comment period.

There being no further testimony, Mr. Berney closed the hearing.

Oregon Department of Transportation (ODOT) Safety Action Plan

Mr. McAllister and Mr. Roll used a slide presentation, a copy of which was included in the agenda materials, to review ODOT's Transportation Safety Action Plan (TSAP) for 2021. Mr. McAllister explained that the TSAP unified transportation safety planning in Oregon; providing long-term goals, policies, and strategies, as well as near-term actions to eliminate deaths and life-changing injuries. He described the various plans under the umbrella of the TSAP and the partner agencies engaged in development of the plan. He said focus would be in the following areas:

- Analyze updated crash data
- Evaluate the success of recent safety programs and projects
- Identify emerging safety trends and challenges
- Identify solutions and actions to address safety needs for all travelers
- Meet federal requirements

Mr. McAllister reviewed the stakeholder engagement process and compared statewide safety trends from the periods 2009-2013 and 2014-2018.

Mr. Skov pointed out that during the periods being compared Oregon's population had also increased quickly along with the per capita rate of fatalities and injuries, which was doubly concerning.

Mr. Groves asked how strategies were being adjusted in the plan update to take those increases into account. Mr. McAllister said the challenge was that policy decisions were not necessarily in alignment with reducing deaths and injuries, requiring policy modifications to achieve goals. He hoped to see recommendations to the state from groups like the MPC.

Mr. Groves hoped that the MPC would schedule future discussions on safety strategies and develop recommendations for the state's consideration.

Ms. Vinis said previous public testimony on safety issues had cited problems such as lack of sidewalks and long blocks that encouraged speed and created hazards for those trying to cross streets. She asked if those problems would be addressed in the plan. Mr. McAllister said there were specific actions related to pedestrians. He encouraged MPC members to review the emphasis area actions and determine if they meet the needs of the MPO and local communities.

Mr. VanGordon noted that core safety data was from 2018 and asked if there had been discussions about how to improve the freshness of the data. Mr. McAllister said there were plan to modernize crash data and work was being done with the Oregon Health Authority to obtain more complete statewide National Emergency Medical Services data.

Mr. Roll reviewed the results of pedestrian injuries and social equity research including injuries by rural and urban designation, disparities in fatal injuries by race, and other factors that influenced those disparities.

Mr. McAllister reviewed the schedule for completion of work on the TSAP, with adoption by the Oregon Transportation Commission planned for September 2021.

Ms. Vinis asked if the TSAP would identify areas in which safety efforts should be targeted. Mr. McAllister said the plan had to cover the entire state and actions were written broadly enough to be implemented at an appropriate level in any area. Local governments were encouraged to develop plans that targeted their specific challenges. Some additional funding would be available for jurisdictions that had not yet developed a plan. The language to date stated that there should be equitable work toward addressing problems.

Mr. Groves said that conditions in 2020 and 2021 would skew future data because of less traffic. He was pleased that statistics from ambulances and fire departments would be collected, but suggested that data collection be expanded to people who elected to be transported by personal vehicle. Mr. McAllister said that data was collected from the trauma registry, but did not include geographic location.

Mr. Groves said there were paramedics in fire departments without ambulance systems and they also had to generate that data. He asked if lessons had been learned from the work done in 2016. Mr. McAllister said citizens of Oregon were asked for permission to set a date and the vision at zero; the response was a resounding yes and that shifted the paradigm. The question was now how to achieve that goal. Subsequently research had identified the race and income disparities.

Mr. Groves asked if there were enough resources to accomplish the goals in the new TSAP and if not, how the MPC could assist with advocacy. Mr. McAllister said one of the biggest challenges was effective enforcement once a policy or rule was established. Currently Oregon had a small number of officers per 1,000 residents. For enforcement to be effective it had to be targeted, specific and done in a way the public accepted. He invited MPC members to contact him with any additional questions.

Mr. Smith commented that it was frustrating to work with data that was three years old when making decisions. He appreciated efforts to obtain more current data and that should be a focus so decision-makers were working with real data. He agreed with Mr. Groves that there were many occurrences that were not reflected in statistics. He thought the TSAP goals were admirable and achievable, but the accurate data was essential.

Mr. Berney asked how the MPC could best provide input on the TSAP and the final date by which input would be accepted. Mr. McAllister said a public review plan would be released in May and comments would be accepted through July. He said the MPC could respond as a body as well as individually.

Mr. Thompson said staff would schedule agenda time during that period for the MPC to discuss the plan and provide input. Staff would also coordinate with the Safe Lane Coalition to provide input.

Letters of Support for Federal Earmark Funding

Mr. Thompson stated that five letters of support were being requested from the MPC for potential earmark funding from congressional action on the new federal transportation authorization bill. He said the letters would be sent to the congressional Transportation and Infrastructure Committee and possibly also to the U.S. Department of Transportation. The first letter of support was from ODOT for the Beltline project, a joint letter of support from Eugene and Springfield for the Franklin Boulevard joint project, two letters of support requested by the City of Eugene and a fifth letter requested by the City of Springfield. Staff was available to answer questions.

Ms. Vinis said she and Mr. VanGordon could both attest to the importance of investment in Franklin Boulevard improvements. Work on the multi-modal corridor had been a long-standing support of both Eugene and Springfield.

Mr. VanGordon concurred that the letters of support were for projects that had been discussed by many groups and he was in favor of approving the MPC's endorsements.

Mr. Smith supported all of the letters of support.

Mr. Moe concurred with support of the letters.

Ms. Buch said the county had developed a list of county-related projects as well. She said each congressional representative would select ten projects and it would be interesting to see which were ultimately included.

Ms. Vinis, seconded by Mr. Smith, moved to approve all of the letters of support. The motion passed unanimously, 10:0.

Future Discussion with Chair of Oregon Transportation Commission (OTC)

Mr. Berney reported on a recent meeting with himself, Mr. VanGordon and Ms. Buch in which the OTC Chair indicated his willingness to organize a presentation and discussion of OTC planning activities with the MPC. He asked if MPC members would be interested in scheduling such a meeting.

Ms. Buch said those at the meeting had expressed frustration with the lack of communication between the state and local jurisdictions and felt the OTC was receptive. She said the meeting provided a new perspective on the issues with which the OTC was grappling.

Mr. Berney determined that MPC members supported scheduling a meeting.

Mr. VanGordon added that MPC representatives also conveyed the desire to have an unscripted, open question and answer session as part of the presentation. He asked that staff develop a couple of large topics for the discussion, including anything of a technical nature. Mr. Thompson said communications between the OTC and MPOs had been a concern for years, as well as the greater engagement with Area Commissions on Transportation (ACTs) than with MPOs which in some respects have greater authority within metropolitan areas in the state.

Mr. Berney asked staff to move forward with scheduling a meeting and suggested that the MPC consider inviting members of the LaneACT to participate in the meeting.

LTD Sustainability Program

This item was postponed to the May meeting.

Follow-up and Next Steps

- **ODOT Update—**Ms. Brindle said that funding categories had been defined at a high level by the OTC for the 2024-2027 State Transportation Improvement Program (STIP). She provided an update on Highway Enhance and Bicycle/Pedestrian funding. She said Highway Enhance would be a statewide program this cycle and ODOT would contact ACTs and MPOs about potential projects within Region 2. Applications would be internal and many details were still to be developed. $65 million in funds would be available for the entire state and there would not be suballocations to areas. Bicycle and pedestrian funding would include a number of programs within the category. Some funds would be application-based, some would be leverage opportunities and other options were still to be determined.

  Ms. Brindle said the Federal Lands Access Program grant might be of interest to the county, which contained a significant amount of federal land. The funds were intended to improve transportation facilities that accessed those lands. She said between $18.7 to $39 million would be available for Oregon.

- **LaneACT Update—**Mr. Johnston said the LaneACT was one of two ACTs in the state selected by ODOT to participate in a pilot effort to develop an area strategy for the future

transportation system in Lane County. He described the process and meeting schedule during 2021. A final report on a high level vision would be issued in November 2021.

- **MTIP Administrative Amendments**—There were no questions.

- **Next Meeting/Agenda Build**—May 6, 2021 (virtual meeting)
  Future agenda items:
  LTD Sustainability Program
  Adoption of the UPWP

Mr. Thompson also announced that the Department of Land Conservation and Development (DLCD) would be conducting community conversations around the state on greenhouse gas emissions and equity. A meeting was scheduled in Eugene on May 19 in the evening. Registration was required and MPC members would be provided with a link to register.

Mr. Berney adjourned the meeting at 1:30 p.m.

(Transcribed by Lynn Taylor)

April 28, 2021

To: Metropolitan Policy Committee

From: Paul Thompson

Subject: MPC 6.a: Central Lane MPO FY2022/FY2023 Unified Planning Work Program (UPWP)

Action Recommended: Approve Resolution 2021-05

Background and Discussion
Each year, the partner agencies of the MPO work with the Oregon Department of Transportation (ODOT), the Federal Highway Administration and the Federal Transit Administration to update and adopt a unified work program for transportation planning in the MPO. The draft UPWP included as Attachment 2 to this memo covers Fiscal Years 2022 and 2023 and contains the following:

- Planning tasks in seven core program areas to be conducted by the MPO and the MPO member agencies;
- Federally funded transportation studies as well as all relevant state and locally planning activities conducted without federal funds;
- Funding sources (when known or specified) for each program area; and
- The agency or agencies responsible for each task or study.

The draft UPWP was presented to MPC at the April 1, 2021 meeting. A public hearing was held at that meeting, with no testimony. A 30-day public comment period for the Draft UPWP began on Friday March 26th and as of the date of this memo no public comments have been received. Staff is now requesting adoption of the UPWP and programming of the UPWP funding via approval of Resolution 2021-05, included as Attachment 1 to this memo.

The Transportation Planning Committee reviewed the draft UPWP at its April 21, 2021 meeting and recommends adoption.

Requested Actions

- Approve Resolution 2021-05

Attachments

1. Resolution 2021-05
2. Draft FY22/FY23 UPWP

RESOLUTION 2021-05

ADOPTING THE CENTRAL LANE METROPOLITAN PLANNING ORGANIZATION FY22/FY23 UNIFIED PLANNING WORK PROGRAM (UPWP)
and
PROGRAMMING FY2022 SURFACE TRANSPORTATION BLOCK GRANT FUNDING

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

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

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

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

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

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

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

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

NOW, THEREFORE, BE IT RESOLVED:

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

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

PASSED AND APPROVED THIS 6th DAY OF MAY, 2021, BY THE METROPOLITAN POLICY COMMITTEE.

ATTEST:

_____	_____
Joe Berney, Chair	Brendalee Wilson, Executive Director
Metropolitan Policy Committee	Lane Council of Governments

CENTRAL LANE MPO

UPWP

Unified Planning Work Program
FY 2022 and FY 2023

Covering July 1, 2021 to June 30, 2023

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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May 2021

Acknowledgements

LOCAL AGENCIES
Lane Council of Governments
City of Eugene
City of Springfield
City of Coburg
Lane County
Lane Transit District

Lane Regional Air Protection Agency

STATE AND FEDERAL AGENCIES
Oregon Department of Transportation
Federal Highway Administration
Federal Transit Administration

METROPOLITAN POLICY COMMITTEE (MPC)
Joe Berney, Lane County Commissioner
Heather Buch, Lane County Commissioner
Lucy Vinis, City of Eugene Mayor
Randy Groves, City of Eugene City Councilor
Sean VanGordon, City of Springfield Mayor
Ray Smith, City of Coburg Mayor
Josh Skov, Lane Transit District Board Member
Caitlin Vargas, Lane Transit District Board Member
Frannie Brindle, 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 2022 and 2023, from July 1, 2021 - June 30, 2023. 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 2022 and 2023 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_{10}); work with Lane Regional Air Protection Agency to ensure that other criteria pollutants remain below the National Ambient Air Quality Standards.

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- 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 Fixing America's Surface Transportation (FAST) 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 of 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 public comment period of approximately 30 days is provided for citizen 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. ODOT has an MPO oversight role to ensure all Federal (planning, grant management, other) requirements are met, since ODOT serves as the direct recipient of Federal Planning funds and pass the funds through to CLMPO. 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

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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 FAST Act. 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 work that could 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.

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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.

LCOG Planning Documents	Current Status	Next Update
Unified Planning Work Program	Anticipated adoption of this draft document May 6, 2021	Anticipated adoption of this draft document May 6, 2021. Addendum to FY22-23 UPWP anticipated for adoption April/May 2022
Regional Transportation Plan and Air Quality Conformity Determination	Reviewed by MPC April 6, 2017; adopted May 4, 2017	Approval is anticipated in June/July 2021.
Regional ITS Operations and Implementation Plan	Approved November 2003	Approval is anticipated with RTP in June/July 2021
Title VI Plan	Approved September 6, 2018	The Title VI plan is updated every 3 years, next update will be in August 2021. Annual report August 2021
Annual Listing of Obligated Projects	Published December 2020	December 2021
Transportation Safety Action Plan	Approved April 6, 2017	To be updated in 2022
Public Participation Plan	Approved October 1, 2015	Approval is anticipated FY 2022
Metropolitan Transportation Improvement Program and Air Quality Conformity Determination	FY21-24 MTIP adopted May 5, 2020. Most recent update was adopted November 5, 2020. AQCD adopted May 5, 2020 and approved September 30, 2020.	FY24-27 MTIP adoption anticipated May 4, 2023. AQCD adoption anticipated May 4, 2023 and anticipated for approval September 2023.
Regional Transportation Options Plan	Approved November 6, 2014	To be reviewed, updated and integrated into the next RTP update. This plan will not be a separate plan.
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 MPO leads a meeting held quarterly with ODOT, FHWA and FTA to ensure corrective actions are met prior to the next review. The following table lists corrective actions and recommendations from the 2019 report.

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Topic	Finding	Proposed Actions
CLMPO and ODOT Action to Resolve Findings	***Recommendation 1: Certification Action Team*** 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.	The Certification Action Team is meeting on a quarterly basis. The first meeting took place in September 2020.
MPO Structure & Air Quality Status	***Recommendation 2: MPO By-Laws*** 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.	CLMPO staff will work with MPC and TPC to update bylaws to meet stated requirements. (In progress, anticipated completion by July 2021).
	Recommendation 3: MPO By-Laws It is recommended CLMPO post their TPC By-Laws and meeting materials on the CLMPO website to provide the public access to these documents.	Current meeting materials and bylaws are posted on the website. Changes to bylaws will be uploaded when complete.
	Recommendation 4: MPO By-Laws 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.	Roles and functions of MPC will be clarified in updated bylaws.
	Commendation 1: Policy Board Meeting Broadcast The CLMPO is commended for making live and archive broadcasts of MPC meetings accessible online.	
Metropolitan Transportation Plan (MTP)	***Corrective Action 1: MTP Latest Available Estimates and Assumptions*** To meet the requirements set forth in 23 CFR 450.324, CLMPO must: 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.	CLMPO is currently documenting and updating all base data. Metro and Jacobs are supporting model development and deployment.

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	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. 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.	
	Corrective Action 2: MTP Existing and Proposed Facilities To meet the requirements set forth in 23 CFR 450.324, CLMPO must: 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. b. Document the current system and future needs for pedestrian/ADA infrastructure and bicycle transportation facilities. 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. 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. e. Document a link to the public transit human services transportation plan in the MTP.	CLMPO is currently documenting and updating all base data including facilities for all modes and ADA requirements. Multimodal systems will be included in goal setting strategy development. Lane Transit District updated the Coordinated Public Transportation Plan in 2019. A link to this plan will be included in the 2045 MTP.
	Corrective Action 3: Goals, Objectives, and Project Selection CLMPO must fully address the following required MTP elements to meet the requirements set forth in 23 CFR 450.324: a. Document a clear linkage between MTP Goals, objectives and policies to project selection in the MTP. b. Document an assessment of capital investment and identify other strategies to preserve the existing and projected future metropolitan transportation infrastructure.	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.

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c. Document multimodal capacity increases are based on regional priorities and needs. d. Document vulnerabilities to existing transportation infrastructure to natural disasters. e. Document how all the federal planning factors were considered. f. Document a clear linkage to CLMPO's Safety Action plan, ODOT Transportation Safety Action Plan, and Public Transportation Safety Action Plans.	
Corrective Action 4: MTP Financial Plan CLMPO must fully address the following required MTP elements to meet the requirements set forth in 23 CFR 450.324: a. Document a financial plan that demonstrates how the adopted transportation plan can be implemented. Specifically, address system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain the Federal-aid highways, bike/pedestrian networks, and public transportation. b. b. Document how cost estimates were developed for proposed improvements.	Full financial planning and any related documentation will be included in the 2045 MTP
Corrective Action 5: MTP Public Involvement 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.	CLMPO will document all public involvement processes, include comments and resolution as an appendix and post on MTP page.
Corrective Action 6: MTP Consultation 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.	CLMPO will follow updated state process for interagency consultation included all relevant agencies.
Recommendation 5: MTP Environmental Justice (EJ) Analysis 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.	Environmental justice analyses will be included in the MTP project selection methodology. CLMPO staff will incorporate recent EJ trainings.

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	Recommendation 6: Emergency and Security It is recommended CLMPO document emergency and disaster preparedness strategies and policies that support homeland security.	Emergency and disaster preparedness strategies will be included in MTP, policies, goals, and objectives.
	Recommendation 7: MTP Formatting and General Documentation It is recommended CLMPO consider the following items when updating the MTP to make the document easier to read: a) Specify the 20-year planning horizon year within and on the cover of the MTP. b) Ensure headings and page numbers are consistent between the table of contents and body of the document. c) More clearly differentiate the list of projects and illustrative list with corresponding funded and unfunded headings.	CLMPO will ensure the 2045 MTP document will include Twenty-year planning years on the cover page, headings and page numbers will be consistent, and project list will clearly identify funded and unfunded projects.
Congestion Management Process (CMP)	***Corrective Action 7: Congestion Management Process (CMP) Objectives*** To meet the requirements set forth in 23 CFR 450.322, and to be used in the next MTP/TIP update, CLMPO must develop regional objectives for congestion management that clearly define and support the region's goals for congestion management. Objectives can be the same or in addition to the MTP objectives and should have "SMART" characteristics (specific, measurable, agreed, realistic, and time-bound).	CLMPO will incorporate and update existing CMP strategies from the Regional Transportation Options Plan into a new Congestion Management Process as part of the 2045 MTP update.
	Corrective Action 8: CMP Data Collection, System Monitoring, and Analysis To meet the requirements set forth in 23 CFR 450.322, and to be used in the next MTP/TIP update, CLMPO must: 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. b) Develop a process, using current data, to identify congested areas using CMP performance measures, to identify underlying causes of the recurring and	A data collection and monitoring program will be developed as part of a larger congestion management process to identify locations of recurring and nonrecurring congestions. Analysis will be documented and made publicly available.

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nonrecurring congestion, and document analysis and results in a format that can be used in the strategy evaluation and identification process.	
Corrective Action 9: CMP Strategies To meet the requirements set forth in 23 CFR 450.322, and to be used in the next MTP/TIP update, CLMPO must: 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. b) Document an implementation schedule for selected CMP strategies on congested corridors and link to the MTP and TIP project prioritization process. 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	The CMP strategies will be developed with a data driven process. The process will be documented, and a schedule will be included for implementation and prioritization. This process will be linked with MTP and TIP project selection.
Recommendation 8: CMP Network Evaluation 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.	The CLMPO will use current data to evaluate and identify corridors. The CLMPO will include multimodal network planning and strategies from the Regional Transportation Options Plan.
Recommendation 9: CMP Multimodal Performance Measures and Data Development Plan It is recommended CLMPO consider a wider array of performance measures (PMs) to include bicycle, pedestrian, freight, accessibility, land use, or non-recurring congestion PMs, and ensure the four existing PMs are still relevant. CLMPO can consider regional and/or corridor, segment, or intersection level performance measures. CLMPO should consider PMs that for which data can be collected and that can be used to assess the extent of congestion, identify locations experiencing congestion, select and evaluate the effectiveness of congestion reduction and mobility enhancement strategies, and monitoring progress to meeting congestion objectives.	Multimodal Performance Measures will be updated in include bike, ped, freight, accessibility, land use impacts, and non-recurring congestion.

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	Recommendation 10: CMP Strategies 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).	All strategies will be refined and revised as the CMP is updated.
	Recommendation 11: ITS Plan 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.	CLMPO has included a new ITS plan as part of the scope for the next MTP. This work will be closely coordinated with ODOT.
Transportation Improvement Program (TIP)	***Corrective Action 10: TIP Financial Plan*** 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: a) A cooperative revenue estimation process, b) Adequate funding availability by year to operate and maintain the transportation system (highway, transit, other), c) c. Adequate revenue availability to deliver projects on the schedule proposed in the TIP, d) d. Year of expenditure rate and the development and application process, e) e. Resources from public and private sources that are reasonably expected to be made available to carry out the TIP, f) f. Recommendations of additional financing strategies for needed projects and programs, and g) g. Strategies for ensuring the availability of new funding sources.	This has been resolved and is in process of approval from ODOT and Federal Team.
	Corrective Action 11: TIP Air Quality Conformity Determination 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.	This has been resolved and is in process of approval from ODOT and Federal Team.

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	Corrective Action 12: TIP Project Prioritization, Monitoring, and Amendment To meet the requirements set forth in 23 CFR 450.326 and 23 CFR 450.328, the 2021-2024 TIP must: 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. 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. c) 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.	This has been resolved and is in process of approval from ODOT and Federal Team.
	Recommendation 12: TIP Environmental (EJ) Analysis 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.	EJ considerations will be added to MTIP.
	Recommendation 13: TIP Financial Plan format 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.	CLMPO will work with ODOT on financial planning
	Recommendation 14: TIP - MTP Connection 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.	Connection from programming funds to broader planning goals, including the MTP will be clearly described in both the MTIP and the MTP.
Performance-Based Planning and Programming (PBPP)	***Recommendation 15: MTP Performance-Based Planning*** 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	The process for establishing PMs will be documented in the MTP and MTIP with clear connections to goals and objectives.

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	targets from other performance-based plans and processes to meet the requirements set forth in 23 CFR 450.306.	
	Recommendation 16: MTP System Performance Report 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).	CLMPO will include a system performance report as part of the 2045 MTP update.
	Recommendation 17: TIP Performance-based Programming It is recommended CLMPO review short-range programming processes to ensure they support a performance-based programming process that will make progress toward achieving performance targets and is documented in the 2021-2024 TIP to meet the requirements set forth in 23 CFR 450.326(c).	CLMPO will review short-range programming process to support progress on targets. The process will be documented in 21-24 TIP and posted online.
	Recommendation 18: TIP Linking Performance Targets to Investment Priorities 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).	CLMPO will work with member agencies to link the TIP to adopted targets and performance measures.
	Recommendation 19: CMP and PBPP 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.	CLMPO will addressee these performance measures to meet the federal requirements.

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	Recommendation 20: PBPP Activities in the UPWP 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.	CLMPO will allocate sufficient funds for 2045 MTP and TIP requirements.

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Looking Back: An Overview of FY2020 and FY 2021 UPWP

In May 2019, the MPO adopted a two-year UPWP covering the period from July 1, 2019 to June 30, 2021. An addendum was issued in May 2020 to describe additional and changed action items anticipated to occur from July 1, 2020 to June 30, 2021, and revisions to timelines as needed. During the time, the MPO accomplished many of the activities, projects and studies outlined in the UPWP.

Principle accomplishments of the FY2020 and FY2021 UPWP, described by program area, include:

Regional Long-Range Planning: The MPO undertook significant efforts launch the Regional Transportation Plan update. Adoption of the 2045 RTP is anticipated in June/July of 2021. Current project planning page is located here https://sites.jla.us.com/lcog-rtp.

Performance Based Planning and Programming

The MPO is working to integrate the Performance Based Planning guidelines into all planning processes. The MPO data portal continues to expand and will include RTP performance measures.

Programming and Implementation

- May 5, 2020, the MPO adopted the FFY21-24 Metropolitan Transportation Improvement Program (MTIP).
- The MPO has kept the current MTIP document up to date by processing numerous amendments over the past two years. The FFY21-24 MTIP is the region's short-range transportation program, and it lists important regional projects for which funding is available. This MTIP programs over $227 million dollars in funding for transportation improvements and programs over its four-year life.
- The MPC has programmed its discretionary Surface Transportation Block Grant Program—Urban (STBG-U), Transportation Alternatives Program (TAP), and Congestion Mitigation and Air Quality improvement Program (CMAQ) funding through FFY2024.
- The MPO provided extensive input into the development of the FFY2021-2024 Statewide Transportation Improvement Program (STIP) and the prioritization and selection of projects for funding in the STIP.
- The MPO assisted in refining the new online STIP platform and engaged in an improved amendment submittal process.
- The MPO has served for much of the past two years on the statewide working group developing a recommended approach for the funding a new statewide TIP platform.
- The MPO produced its annual obligation reports.
- The MPO launched a new MTIP map with Title VI population mapping layer.
- ODOT approved LCOG as a Locally Certified Agency which authorizes LCOG to deliver planning services contracts funded with federal highway funds.

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Public Participation and Title VI

- The MPO adjusted Public Participation this year in response to the Covid19 pandemic. The MPO moved all public meetings online and created new social media accounts.
- The MPO complied with its adopted Public Participation Plan to ensure public engagement and participation in transportation planning and programming decisions.
- The MPO conducted outreach for the RTP including an online open house and surveys mailed directly to all residents in the areas of the region with the most concentrations of minorities, households in poverty, elderly population, and people with disabilities.
- The MPO policy board approved the updated Title VI Plan in September 2018.
- The MPO annually reviewed its Title VI programs. The annual report is sent to ODOT and posted online.
- The MPO continued to update and improve its visual representation of planned and funded projects, in conjunction with a major update to the MPO's web site.
- The MPO retired the online public engagement platform called LaneVoices due to inactivity and launched a Facebook and Twitter account to promote MPO planning and projects.

Air Quality Planning

- The MPO completed an Air Quality Conformity Determination (PM_{10}) for the FFY21-24 MTIP.
- The MPO programmed FY22-24 discretionary CMAQ funding totaling $5.3 Million.

Transportation System Modeling and Data Maintenance

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

- The MPO worked with Metro to develop a new four-step travel model using Metro's travel model framework, known as the "Kate" model. The new model modernizes the MPO's travel model schematic and capabilities.
- The MPO completed work on the UrbanSim land use model and began further integration with the Kate model.
- The MPO entered continued work on the Strategic Assessment model VisionEval. A summary of this model will be included in the appendix of the 2045 RTP.
- The MPO provided modeling and data services in support of its member agency initiatives, including private and public site developments.
- The MPO continued to upgrade its analysis tools for bicycle related transportation planning. The deployment of bike counters continued throughout the region, providing data to the cities for use in their TSPs and associated Bicycle and Pedestrian plans. The counts data are also being used to determine factors that will enable annual average daily bike counts to be computed and compared. These counts continue to be added to the bike count web map.
- The MPO continued development of a Data Portal site whereby collected data can be housed and web-based visualizations provided for use by public as well as local agencies

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(http://www.thempo.org/887/Data-Portal). Several data themes have been produced: crashes, transit, traffic count, commuter, transportation, and population. The Data Portal is intended to house the MAP-21/FAST Act data statistics and demonstrate the progress toward the targets.

- MPO technical staff continued collaboration and cooperation with ODOT and the other MPOs through participation in the Oregon Modeling Steering Committee, the Model Program Committee, and the Oregon Household Activity Survey Committee.

Partnerships and Coordination

- The MPO continued to coordinate with regional partner agencies, holding regular meetings with policymakers and staff, as well as coordinating with federal and state agencies.
- The MPO staff serves on the ODOT Local Program Committee, representing all Oregon MPOs.
- Two members of the Central Lane MPO Policy Board serve on the Oregon MPO Consortium (OMPOC).
- The MPO serves as a member of the Lane Area Commission on Transportation (Lane ACT). MPO staff, under separate contract with ODOT, also provide staff support to the Lane ACT.
- MPO staff participated in the Oregon Modeling Steering Committee and various ODOT subcommittees working on travel model and data improvements and updates.

Looking Forward: Central Lane MPO Priorities

In the two years of this UPWP, the CLMPO will continue to develop and implement performance-based planning in response to FAST Act, further establish opportunities for local, regional and statewide coordination, improve transportation connectivity in an effort to provide equitable and accessible travel choices for all, and embark on a major update of the MPO's long-range planning documents.

The following outlines some of the key priorities:

Performance Based Planning and Programming

- The MPO recognizes the importance of data collection and analysis to assist local decision makers in developing and selecting effective policies, programs, and projects to preserve and improve the transportation infrastructure. Data is used throughout the transportation planning process to assess needs and community conditions, target limited resources, and monitor performance over time. Because understanding and accessibility of data is such an important part of robust and transparent planning processes, it is essential that the MPO continue to take steps to collect additional data, as well as increase knowledge and sharing of available data sources. Over the course of this UPWP, the MPO will continue to strengthen its data collection and analysis to support several specific activities, including the Congestion Management Process,

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development of the RTP, the implementation of the FAST Act performance measures and tracking of progress, and an update to the Regional Intelligent Transportation System Plan.

- The federal transportation legislation, FAST Act continues support of performance measures to guide future transportation investments. The MPO has traditionally used several performance measures to monitor plan performance and will be working closely with federal and state officials to incorporate new performance measures into the planning and programming efforts.

Local, Regional and Statewide Coordination

- The MPO as a regional planning body operates to ensure a consistent approach to transportation planning within the Eugene-Springfield region. The MPO regularly coordinates with MPO partners: ODOT, the Cities of Eugene, Springfield, Coburg, Lane County, and LTD; in planning, management of funding, and infrastructure investment. The MPO also coordinates efforts with the Lane Area Commission on Transportation (LaneACT).

- The LaneACT and the MPO (including the local partners) have common interests in providing a coordinated and united representation of regional transportation. Therefore, the two bodies have established protocols to ensure the preservation of MPO priorities with other priorities in the county outside of the MPO area, establishing cohesive representation of regional interests.

- MPO representatives will continue to engage in regional and statewide planning and coordination efforts to discuss issues of mutual interest including:
    - Oregon MPO Consortium (OMPOC)
    - Statewide Transportation Options (TO) Meeting
    - Oregon Freight Advisory Committee
    - Oregon Transportation Safety Advisory Committee
    - Oregon Modeling Steering Committee
    - ODOT-MPO-Transit Provider Meetings
    - ODOT Performance Measures Working Group
    - Statewide Transportation Improvement Program (STIP) Coordination Group
    - ODOT Certified Users Group

  Participation in broader discussions enables the MPO to remain current on issues and trends, to be able to communicate back to the local partners, and to ensure that the region's issues are considered in decision-making.

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Transportation Connectivity

- The MPO provides an avenue for intergovernmental coordination of regional planning efforts between area partners. This ongoing framework enables partners to strategically plan for and implement infrastructure investments that are compatible with a regional vision and that improve multi-modal connectivity.

  The region strives to balance access and mobility needs through the implementation of transportation options — implementing strategies, programs, and investments to enhance traveler opportunities and people's choices to bike, walk, take transit, share rides, and telecommute. Such strategies can be used as solutions to problems of system capacity and as a way of creating an efficient transportation system for all users and uses.

- During the two years covered by this UPWP, the MPO will maintain the 2045 Regional Transportation Plan (RTP). The MPO is required to consider the impact of RTP projects on minority and low-income populations in consideration of environmental justice issues. In addition, elderly and disabled populations, zero car households, and households with limited English proficiency are also considered. The MPO will update these maps annually as American Community Survey data are released and will reference them to inform policy and funding direction.

- As a recipient of state and federal funds, the MPO is subject to the provisions of Title VI, and environmental justice. The MPO conducts an annual review of the MPO's Title VI Plan. The review includes a progress report that summarizes planning efforts, public involvement and outreach strategies, special language needs, data collection and community profiles, and civil rights staff education and training.

- Priorities for the MPO include, but are not limited to:
  - Enhance data collection, storage and visualization that will influence decision-making.
  - Further refine public engagement online including Facebook, Twitter.
  - Support opportunities for equitable and accessible travel options and choices.

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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 (anticipated July 2021). 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:

- Adopt 24-year RTP (Horizon year 2045). Create updated/new MPO long-range RTP integrated plan elements within the new RTP, including elements addressing:
    - Intelligent Transportation Systems planning
    - Safety and Security planning
    - Travel Options planning
    - Congestion Management
    - Public Participation
- Assist local agencies in implementation of the RTP.
- Monitor and report on RTP performance measures.
- Develop refinements to plan policy/project elements consistent with direction from elected officials, regional staff and input from the public.
- Conduct public engagement per the Public Participation Plan.
- Assess environmental justice in the RTP and project selection.
- Continue to implement the CMP in discrete regional processes, plans, and products as appropriate. Utilize the results of CMP analysis as part of the regional prioritization of projects for the MTIP and STIP.
- Participate in local, regional and statewide public-private committees representing various transportation related interests.

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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. A new RTP is anticipated to be adopted in June/July of 2021.

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 2003. A new Regional ITS plan is anticipated to be adopted in June/July of 2021.

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)
     - 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)
     - 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)
     - 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)
     - 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:

- Equipment – Automobiles

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- 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 2021.

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.

Products Year 1 & 2

- Safety grants, where applicable

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- Final Collision Database and Performance Monitoring Dashboard integrated with all sources.
- 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.

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 RTP and participate in grant review committees, as needed.
- Prepare and process MTIP/STIP amendments.
- Maintain consistency of the FY21-24 by monitoring amendments and other actions.
- Process administrative amendments through the TPC and non-administrative amendments through the MPO Policy Board.
- Update and maintain project database and online and hard copy maps.
- Track projects throughout year and publish annual summary of obligated projects.
- Work with ODOT Region and State Coordinators to improve MTIP-STIP coordination and maintenance of the ODOT Fiscal Plan. Work with partners to develop proposals for funding through State and Federal programs of projects that implement the RTP.
- Represent the MPO at ODOT and other project coordination meetings.
- Work with ODOT fiscal planners to obtain revenue estimates as needed.

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- Attend conferences and workshops to maintain staff expertise and knowledge of State and Federal project 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 development 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

- Coordinate with LaneACT and ODOT concerning MPO priority Fix-It Projects 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.
- Adopt ODOT's Region 2 STIP projects into the MTIP.

Products Year 1

- Amendments to the STIP
- ODOT's relevant Region 2 STIP projects adopted into the MTIP.

Tasks Year 2

- Assist ODOT with draft FY 24-27 STIP

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.

Tasks Year 1

- Coordinate with ODOT concerning MPO area Fix-It projects.

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- Process amendments to the MTIP in a timely manner and ensure MTIP consistency with STIP.
- Further explore opportunities to utilize an online platform to serve a role in managing the MTIP, using MPO discretionary funds.
- Coordinate efforts to enhance MTIP project-level reporting.
- Report federal obligations.
- Track timeliness of obligation of projects funded with MPO discretionary funds.
- Work with partner agencies to develop draft FY 24-27 MTIP.

Products Year 1

- MTIP Appendments
- Air quality conformity determination for regionally significant project amendments (as needed)
- Annual Listing of Obligated Projects

Tasks Year 2

- Begin work on FY 24-27 MTIP.
- Track timeliness of obligation of projects funded with MPO discretionary funds.
- Report federal obligations.

Products Year 2

- 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 FY 21-24 discretionary federal funds for inclusion into the MTIP and STIP.

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Tasks Year 1

- Review and update regional criteria and priorities for use of federal funds, primarily STBG-U and CMAQ Improvement Program but also including other federal funds, such as FTA funds.
- Complete required emissions benefit analyses for CMAQ projects with assistance from ODOT and FHWA.
- Conduct comprehensive public involvement as described in the Public Participation Plan.
- Continue programming CARES Act funding.

Products Year 1

- Regional criteria and priorities

Tasks Year 2

- 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.

Products Year 2

- STBG-U and other federally funded MPO discretionary projects included in the adopted FY 21-24 MTIP/STIP.

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.

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- 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.

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 cost-effective approaches to garner regional input and participation 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 updated 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:

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    - 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
- Televise 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

- 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.

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- 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

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

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- 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.
- Implement the recommendations from the 2018 ODOT Review of the MPO's Title VI Program.

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- 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

- Updated Title VI plan (Q1 FY 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_{10}) 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

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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.

The conformity determination for the 2045 RTP is anticipated in FY22.

Conformity Determination for FFY21-24 Metropolitan Transportation Improvement Program (MTIP) approved by MPO Policy Committee on May 7, 2020.

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).

The Motor Vehicle Emission Simulator (MOVES) 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.

Since this MPO is not a TMA with a population greater than 1 million, an air quality performance plan is not expected to be needed for FAST Act compliance.

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 required input data. Publish local parameters for use by other agencies, particularly for use in project level PM10 analysis.
   - 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.

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- 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 and programs.

The major activities within this program area aim to build on the MPO's databases and modeling capabilities and to produce more extensive sets of performance measures than currently exist. This work will include surveys and research, implementation of new models and components, model maintenance, database development and access, and statewide and national professional involvement.

LCOG has transitioned to the modeling framework from Metro, the Kate model, a traditional 4-step model that forecasts auto, transit, bike and walk performance within the MPO area. The model will be 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 will interface 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.

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

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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.

With the emphasis on performance metrics and scenario planning in the FAST Act transportation bill, development, enhancement, and implementation of performance metrics will be a key focus in this UPWP.

Core tasks include:

- Provides 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.

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- 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 TABLEAU data visualization software current for use in the data portal. Maintain software subscription.
- 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, the 2020 Oregon Households Activity Survey Committee and other subcommittees to coordinate activities between MPOs and ODOT to aid in advancing development of integrated statewide transportation/land use models.
- 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):

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- 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.

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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.).

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- 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.

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- 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.

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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.

4. Bike Model

Bike routes are modeled in the regional travel model but, due to prior lack of better information, cyclists are assumed to travel by the most direct route between origin and destination without regard to other attributes of the environment such as slope, exposure to traffic, etc.

In FY13, LCOG implemented the bicycle route model developed by Metro and PSU/OTREC and has worked with others to develop a version that can be incorporated into the regional travel model.

Tasks Year 1

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- Work with ODOT/Metro/PSU to test the mode choice code in the new regional model to incorporate bike utilities compatible with those from the bike model and ensure volumes and routes are accurately computed by the new regional model.
- Determine need for additional survey and execute (funding permitting).
- Re-estimate the bike route choice model following the survey (if needed).
- Integrate fully into the regional travel demand model.

Products Year 1

- Updated mode choice model.
- Updated new regional travel demand model.

5. Travel Model Development and Implementation

LCOG has contracted with Metro to develop a travel model that utilizes Metro's Kate travel model framework. Upon finalization, the model will be updated to a forecast year of 2045 for use in the RTP update.

6. Land Use Allocation Model and Implementation

LCOG has contracted with UrbanSim to develop a parcel-based land use allocation model. Upon finalization, the model will be updated to a forecast year of 2045 for use in the RTP update.

7. Tools for Transit Planning Support

TBEST is a tool built by Florida DOT and utilized by transit agencies throughout the State of Florida to assist in short-term analysis of transit system changes. It was recently installed at Rogue Valley Transit District and has been used to evaluate various scenarios for the District's system adjustments. TBEST also provides mapping support for analysis of Title VI issues under the new FTA circular.

LTD is exploring the use of TBEST to assist in their short-range system planning.

STOPS is a model developed by FTA to assist in analyzing scenarios in a large capital project that would typically apply for Small Starts funds. It uses auto travel time calculations and zonal land use attributes from the regional travel model in assessing and comparing benefits from different build scenarios. It does not replace the regional travel model, but is intended to be used in a screening mode to winnow down alternatives to a small number of candidates before calling on the regional model for the final analyses.

LTD may implement this model to assist in upcoming corridor studies associated with the expansion of the District's frequent transit network.

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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. In 2014, the Regional Transportation Options Plan (RTOP) was adopted by the Metropolitan Policy Committee. The RTOP set forth to plan for the most effective application of TO programs and services that address the RTP goals, objectives, and policies. The RTOP provides strategic direction that guides regional implementation, funding, and performance measurement of the region's transportation options and demand management programs and services.

Due to changes in staffing at LTD, the Point2point program will not be the regional TO provider. 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. 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 programs 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.

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- Congestion management outreach in partnership with ODOT.
- Continue Regional SRTS coordination.

City of Eugene's core tasks include:

1. SmartTrips Eugene

SmartTrips is a comprehensive approach to reduce drive-alone trips and increase biking, walking, and public transit in targeted geographic areas of the city. It incorporates an innovative and highly effective individualized marketing methodology, that hand-delivers packets of information to residents who wish to learn more about all their TO including transit, walking, bicycling, carpooling, and combining trips. SmartTrips programming is contingent on Covid19 impacts.

Year 1 and Year 2 Tasks

- Review methods and techniques from previous SmartTrips and revise program strategy and messaging for a downtown context.
- Schedule events and decide upon quantities of specific materials and incentives needed. Review existing materials and determine amounts needed based on targeted number of households to reach.
- Conduct individualized outreach and marketing, including staff time and project implementation.
- After campaign, measure changes in residents' and employees' travel behavior. Analyze trends using secondary data sources.

Year 1 and Year 2 Products

- Schedule of events, list of materials and quantities, plan to create new materials.
- Development of pre-and post-campaign questionnaires. Survey data provided in spreadsheet format or another useable electronic format.
- Preliminary report on households and employers reached, materials delivered, and any anecdotal or qualitative information gathered during the project through this point.
- Final report, documenting project implementation steps, methods, analysis of results and lessons learned.

2. Eugene Sunday Streets

Eugene Sunday Streets is a free community event that premiered in Eugene in summer 2011. Since 2013, the city has held two Sunday Streets events each summer. For 2019, the city is considering holding either one or two events. Eugene Sunday Streets features a car-free route that opens the streets for people to walk, bike and roll. Activity centers at our local parks host free healthy and active activities such as fitness classes, dancing, yoga, slacklining, live music and more. These events are working to get more people to use active

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modes of transportation thus improving our community's livability and health. Sunday Streets events are contingent on Covid19 impacts.

Tasks

- Recruit and coordinate over 200 volunteers to support the event.
- Select the route and work with the community and internal city staff on the logistics of the event and the route. This includes the traffic control plan, vendor coordination, resident information, and day of logistics like signage and bathrooms.
- Promote the event widely through advertising and outreach.
- Secure and coordinate sponsors to fund the event.

Products

- One or two Eugene Sunday Streets events.

3. Parties in the Park

To reach new neighborhoods with the education and encouragement messaging that we provide through Sunday Streets and SmartTrips, the City of Eugene piloted a new program in 2016 called Party in the Park. This is a partnership between the City of Eugene's TO group and our Recreation and Cultural Services Division. We target neighborhoods with disadvantaged populations that are harder to reach with our Sunday Streets events. Parties in Park are contingent on Covid19 impacts. The typical event includes:

- Traffic Garden/Bike Rodeo
- Helmet Giveaways
- Basic Bike Tune-Ups
- Safety education
- Information about upcoming transportation projects in the neighborhood

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City of Eugene Ongoing Operations

- Contribute to regional TO activities by participating in the Transportation Options Advisory Committee as needed.
- Coordinate local construction projects in support of the congestion mitigation process.
- Publish and distribute the Eugene-Springfield Bicycle Map and Resource Guide in both English and Spanish. Maintain the Eugene-Springfield bicycle map including converting Eugene and Springfield GIS data into graphics software, updating map information for new road and bikeway changes, new land use changes, and new law and safety information. Distribute the map using venues throughout the metropolitan area including bike shops, visitor centers, city offices, and as requested by individuals.
- Publish the monthly InMotion e-newsletter and distribute to over 3,000 people throughout the Eugene – Springfield area. Include feature articles and updates on walking and biking activities and opportunities for public involvement in the Eugene-Springfield metro area. Provide resources section for information on local and state laws and information on local and national walking and biking organizations.
- Participate in the multi-jurisdictional Eugene Safe Routes to School Team to guide the implementation actions contained in the Eugene Pedestrian and Bicycle Strategic Plan to increase the number of students who walk or bike to school. Attend team meetings, develop team goals and measures, meet with school officials, provide safety education, examine traffic safety around schools, develop walk and bike routes to school, and develop grants to fund education and infrastructure improvements.
- Implement high priority actions identified in the MoveEUG Active Transportation Strategy.
- Conduct Breakfast at the Bridges events one Friday each month in the late spring, summer and early fall to encourage walking and biking along the shared use path system.
- Coordinate the City's traffic safety education program. This includes creating online and print materials as well as developing videos when necessary. We also support any regional safety campaigns when needed.

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.

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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

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SECTION III: FUNDING

Central Lane MPO
Unified Planning Work Program
FY 2022 Funding

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		SOURCE OF FUNDS						
		1	2	3a	3b	4	5	
	Work Element	FTA Sec 5303	LTD 5303 Match	FHWA PL	ODOT match for FHWA PL	Central Lane MPO STBG	Local STBG Match	UPWP Total
A	Regional Transportation Plan (RTP) and Long-Range Planning	$ 13,765	$ 1,575	$ 90,457	$ 10,353	$ 105,000	$ 12,018	$ 333,978
B	Programming and Implementation	$ 16,518	$ 1,891	$ 34,791	$ 3,982	$ 50,000	$ 5,723	$ 151,677
C	Public Participation	$ 16,518	$ 1,891	$ 62,624	$ 7,168	$ 10,000	$ 1,145	$ 169,136
D	Air Quality Planning	$ 8,259	$ 945	$ 13,916	$ 1,593	$ 10,000	$ 1,145	$ 51,367
E	Transportation System Modeling and Data Maintenance	$ 13,765	$ 1,575	$ 139,164	$ 15,928	$ 80,000	$ 9,156	$ 414,681
F	Transportation Options	$ 9,184	$ 1,051	$ 27,833	$ 3,186	$ 75,000	$ 8,584	$ 155,856
G	Intergovernmental Coordination	$ 20,647	$ 2,363	$ 142,504	$ 16,310	$ 100,000	$ 11,445	$ 452,085
H	Direct Costs			$ 22,433	$ 2,568	$ 50,000	$ 5,723	
	Funds Distributed to Local Partners							
I	*MPO Partner Regional Transportation Planning*					$ 190,000	$ 21,746	$ 105,723
J	*Regional Transportation Options Funding*					$ 300,000	$ 34,336	$ 334,336
	Discrete Projects							
L	*Intelligent Transportation Systems (ITS) Plan*							$ -
M	*Land Use Model*					$ 20,000	$ 2,289	$ 22,289
N	*Traffic Counts*					$ 20,000	$ 2,289	$ 22,289
O	*LTD Data*	$ 50,000	$ 5,723					$ 55,723
P	*Member Services (minimum)* [1]	$ 20,000	$ 2,289	$ 17,946	$ 2,054	$ 20,000	$ 2,289	$ 64,578
	TOTALS	$ 168,655	$ 19,303	$ 551,668	$ 63,141	$ 1,030,000	$ 117,887	$ 1,950,654

Funding amounts are estimates only, based on anticipated amounts.

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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 Plan 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 what its role in being a mobility manager in the region might be and which technologies and modes make sense for LTD to partner with or offer.

Lead Agency: LTD
Partner Agencies: Lane County, City of Eugene, City of Springfield, ODOT, LCOG
Current Status: Underway
Estimated Completion: 2022
Estimated Project Cost: $350,000
Funding Source: STIF

Comprehensive Operations Analysis (COA)

The COA will involve a comprehensive, objective examination of LTD's range of mobility services. The primary goal of the project is to facilitate a robust and focused community dialogue that leads to a clear statement of transit goals and priorities that the Lane Transit District can use to guide future transit planning and investment. In addition, the analysis will consider changes in local and regional travel demand patterns, strategies to increase ridership and improve farebox recovery, identifying opportunities and challenges offered by new mobility options, identifying service planning principles to guide LTD service development moving forward, building strong relationships with customers and stakeholders, providing opportunity for disadvantaged populations, and adhering to a high standard of transparency in decision-making.

Lead Agency: LTD
Partner Agencies: ODOT, City of Springfield, City of Eugene, Lane County, ODOT, LCOG
Current Status: Project initiates in September 2021
Estimated Completion: 2023
Estimated Project Cost: $297,000
Funding Source: STBG, Local

MovingAhead

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

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and/or riding the bus. Enhanced bus service is under consideration on all five corridors and four corridors also include an EmX option. The LTD Board and Eugene City Council are expected to make a decision on a preferred investment package including a build option on each corridor in 2021.

Lead Agencies: City of Eugene, LTD
Partner Agencies: City of Springfield, ODOT, Lane County, LCOG
Current Status: Scoping Estimated Cost: uncertain of current funding/Estimated Completion: 2021
Funding Source: STP-U

Lane Transit District Strategic Business Plan

LTD's Strategic Business Plan will provide the district with a tool to coordinate short-term actions (annual processes related to budgeting and capital programming,) with broader regional goals related to growth, equity and environment; longer-term financial conditions; and the goals and policies contained in the agency's Long-Range Transit Plan.

Lead Agency: Lane Transit District
Partner Agencies: MPO Partner Agencies
Current Status: Currently in Scoping.
Estimated Completion: 2021
Estimated Project Cost: $200,000
Funding Source: STBG-U for part of Interim Product

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

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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.

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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.

Regional Bike Hub Design Standards

This regional project will help establish design and amenity standards for regional bicycle hubs all around the MPO area. In a collaborative effort this project also includes a pilot bicycle hub located in the City of Coburg. This pilot location connects to the 127-mile Willamette Valley Scenic Bikeway.

Lead Agency: City of Coburg
Partner Agencies: Point2Point, LCOG
Current Status: Project scoping and estimating in progress.
Estimated Completion: TBD
Estimated Project Cost: $TBD.
Funding Source: TBD

Franklin Boulevard Project, Phase 2 Design and Construction

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

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

Springfield Downtown Demonstration Project

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

Lead Agency: City of Springfield
Partner Agencies: ODOT and SUB
Current Status: Phase 1 and Phase 2 completed. Phase 3 in feasibility analysis and scope of work refinement.
Estimated Completion: TBD
Estimated Project Cost: TBD
Funding Source: Urban Renewal

Gateway/Kruse – Hutton/Beltline

The City of Springfield anticipates studying near and long-term solutions to congestion and safety issues at the Gateway/Kruse and Hutton/Beltline intersections. The 2003 I-5/Beltline Revised Environmental Assessment (REA) anticipates future signalization of Hutton/Beltline. Detailed system analysis must occur to support that project and to better understand benefits and impacts to nearby intersections. Currently the City is working on a project at the Gateway/Kruse intersection. The intersection has had a significant number of crashes as well as the inside northbound lane backing up on a regular basis at Gateway/Beltline blocking the intersection of Gateway/Kruse. The project design for Gateway/Kruse improvements has started.

Lead Agency: City of Springfield
Partner Agencies: ODOT, LTD
Current Status: Starting design process.
Estimated Completion: Gateway/Kruse 2021, Further Study TBD
Estimated Project Cost: $238,000
Funding Source: All Roads Transportation Safety (ARTS) and local funds

Main Street Safety Project

The City of Springfield and ODOT are collaborating to develop a facility plan for the 4.9-mile-long segment of Main Street (OR 126 East) between S. 20th Street (M.P. 2.98) and 72nd Street (M.P. 7.88). The project will assess existing and future transportation safety and mobility conditions within the study area for all modes of travel and identify solutions for adoption into state and local plans. This will

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include an analysis of the need, technical viability, and public support for alternative solutions to improve safety, including the incorporation of raised safety median treatments and roundabouts. The plan will coordinate with Main-McVay Transit Study to consider transit improvements along the corridor.

Lead Agencies: City of Springfield and ODOT
Partner Agencies: LTD
Current Status: Current Status: Work began in 2018. The following tasks have been completed: (1) Inventory existing conditions. (2) Identify community priorities, goals and objectives. (3) Develop and evaluate alternative solutions. Remaining tasks: (4) Endorse preferred solution. (5) Prepare and adopt facility plan.
Estimated Completion: 2022
Estimated Project Cost: $913,000 (includes $200,000 for a portion of City's expenses)
Funding Source: ODOT ARTS (All Roads Transportation Safety), ODOT SPR (State Planning Research)

Main Street/McVay Transit Study

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

Local Agency: LTD
Partner Agencies: City of Springfield, ODOT
Current Status: Coordinating with Springfield and the Main Street Safety Project to select a transit mode choice and transit alignment for Main Street.
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. Have been constructed and are in the project close-out process. 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.
Estimated Completion: S. 42nd St east to S. 51st Pl completed Fall 2020. S. 42nd St/Daisy St intersection construction estimated completion 2022. Remainder of project TBD.
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.

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Springfield Street Design Standards

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

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

Springfield Bicycle and Pedestrian Master Plan

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

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

Gateway Refinement Plan Update

In December 2016, the City of Springfield and Lane County adopted a modest urban growth boundary expansion for employment lands. 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 and assess wetlands and riparian corridors to plan for the appropriate siting of urban land uses and infrastructure. In December 2019, the Oregon Department of Land Conservation and Development (DLCD) awarded a Technical Assistance grant to undertake the natural resource work. In 2020, Springfield started developing a high-level project plan to identify future planning needs.

Lead Agency: City of Springfield
Partner Agencies: ODOT, DLCD, LTD, Springfield Utility Board (SUB), LCOG
Current Status: Wetland and riparian inventory in progress. High level project plan to identify future planning needs in progress. Springfield Natural Resources Study to begin in 2021. Remainder TBD
Estimated Completion: Finalize wetland and riparian inventory in 2021. Remainder TBD
Estimated Project Cost: $180,000 for wetland and riparian inventory and Springfield Natural Resources Study, $15,000 to create high level project plan, remainder TBD.

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Funding Source: DLCD, SUB, and local for natural resources work. Local funds for high level project plan. Remainder TBD

Beltline Highway: Delta Highway to River Road Project

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

Lead Agency: ODOT
Partner Agencies: ODOT, Lane County, City of Eugene, LTD
Current Status: The planning phase is almost complete. The consultant is preparing environmental documentation. Funding has not been identified for final design or construction.
Estimated Completion: 2021
Estimated Project Cost: $4 M
Funding Source: Various state and federal funds.

OR126: Eugene to Veneta NEPA study

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

Lead Agency: ODOT
Partner Agencies: Eugene, Lane County, and Veneta will be consulted.
Current Status: Field work and the first phase of public involvement were completed in 2020. Design concepts will be further developed and evaluated in 2021. Funding has not been identified for final design or construction.
Estimated Completion: 2022
Estimated Project Cost: $3 M
Funding Source: State and federal funds specified in Oregon HB 2017.

Safe Lane Coalition

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

Lead Agency: LCOG, Lane County
Partner Agencies: ODOT, City of Springfield, City of Eugene, LTD, Lane County Public Health, BEST, Oregon Technology Association.
Current Status: Ongoing

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

LinkLane Transit Service

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

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

Lane County Rural Safe Routes to School

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

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

Beaver Hunsaker Corridor Plan – Design Completion

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

Lead Agency: Lane County
Partner Agencies: City of Eugene, ODOT, LTD, and LCOG
Current Status: The corridor plan was adopted by the Board of County Commissioners in 2017.
Estimated Completion: 2021
Estimated Project Cost: $1,199,844
Funding Source: STBG-U

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30th Avenue Corridor Active Transportation Plan

This project will develop a corridor plan to support active transportation on 30th Avenue, between Hilyard Street and McVay Highway. This plan is expected to identify specific improvements on and adjacent to 30th Avenue to improve conditions for people walking and biking. The plan will explore potential off-road and multi-use paths that would create additional bicycle and pedestrian connectivity to the Lane Community College 30th Avenue campus.

Lead Agency: Lane County
Partner Agencies: City of Eugene, City of Springfield, ODOT, LTD, and Lane Community College
Current Status: Funding has been awarded for the planning work and consultant has been selected.
Estimated Completion: 2022
Estimated Project Cost: $250,000
Funding Source: CMAQ

Gilham Road Sidewalk and Safety Improvements

Gilham Road, between Ayres Road and Mirror Pond Way, 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 and improve the walkability of the neighborhood.

Lead Agency: Lane County
Partner Agencies: City of Eugene
Current Status: TBD
Estimated Completion: 2021
Estimated Project Cost: $1,309,757
Funding Source: CMAQ

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: TBD
Estimated Completion: 2021
Estimated Project Cost: $589,122

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Funding Source: STBG-U

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

Traffic Communications Plan

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

Lead Agency: Lane County
Partner Agencies: LCOG, City of Eugene, City of Springfield, ODOT
Current Status: TBD
Estimated Completion: 2021
Estimated Project Cost: $175,000
Funding Source: STBG-U

Lane County Bicycle Master Plan

Lane County is creating its first Bicycle Master Plan for rural roads and paved paths outside of the Eugene-Springfield urban area. As an amendment to the Lane County Transportation System Plan, the bicycle master plan will go before the Lane County Commissioners for adoption with recommendations to improve the: safety and comfort for people who bike and

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all roadway users; connectivity of regional bicycling between rural communities and the urban area; equity of access to convenient, safe, and affordable means of transportation; economic development opportunities for bicycle tourism related businesses; and public health benefits from expanded active transportation.

Lead Agency: Lane County
Partner Agencies: City of Eugene, City of Springfield, ODOT, LTD, and LCOG
Current Status: In progress
Estimated Completion: 2022
Estimated Project Cost: $150,000
Funding Source: Lane County

Lane County Transportation Safety Action Plan (TSAP) Implementation

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

Lead Agency: Lane County
Current Status: The plan has been completed and Lane County is working on implementing strategies.
Estimated Completion: TBD
Estimated Project Cost: TBD
Funding Source: TBD

Other Accomplishments of Note

Special Projects

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

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

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- The ODOT Beltline at Delta Highway interchange improvement project is under construction. It will be completed in 2021.
- The ODOT I-105 Bridge Preservation Project will be completed in early 2021.

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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.

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Appendix C: Acronyms

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

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

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

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

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VMS	Variable Message Signs
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compounds
VPD	Vehicles Per Day
YOE	Year of Expenditure

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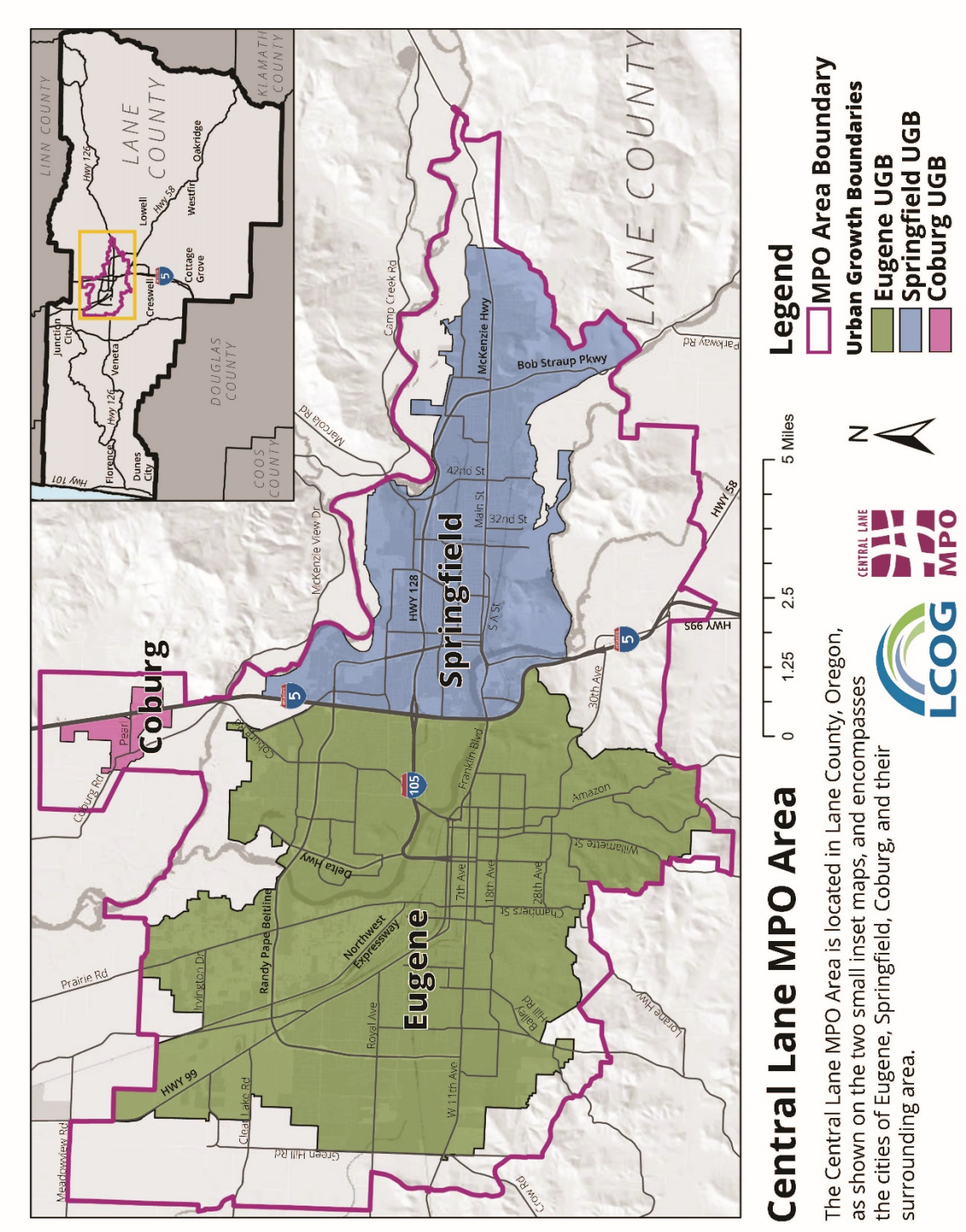
Appendix D: Central Lane MPO Map



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_{10} 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.

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

Acknowledged:

Brenda Wilson, Executive Director
Lane Council of Governments — Date: 2.19.15

Merlyn L. Hough, Director
Lane Regional Air Protection Agency — Date: 2/20/2015

Ron Kilcoyne, General Manager
Lane Transit District — Date

Sonny Chickering, Region Manager, Region 2,
Oregon Department of Transportation — Date

Kurt Corey, P.E., Public Works Executive Director
City of Eugene — Date

Tom Boyatt, Community Development Manager
City of Springfield — Date: 2/19/2015

Petra Schuetz, City Administrator
City of Coburg — Date: 02/19/15

Marsha Miller, Public Works Director
Lane County — Date

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

Acknowledged:

Brenda Wilson, Executive Director
Lane Council of Governments
Date 2.19.15

Merlyn L. Hough, Director
Lane Regional Air Protection Agency
Date

Ron Kilcoyne, General Manager
Lane Transit District
Date 2-19-15

Sonny Chickering, Region Manager, Region 2,
Oregon Department of Transportation
Date

Kurt Corey, P.E., Public Works Executive Director
City of Eugene
Date

Tom Boyatt, Community Development Manager
City of Springfield
Date 2/19/2015

Petra Schuetz, City Administrator
City of Coburg
Date 02/19/15

Marsha Miller, Public Works Director
Lane County
Date

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

Acknowledged:

Brenda Wilson, Executive Director
Lane Council of Governments

2.19.15
Date

Merlyn L. Hough, Director
Lane Regional Air Protection Agency

Date

Ron Kilcoyne, General Manager
Lane Transit District

Date

Sonny Chickering, Region Manager, Region 2,
Oregon Department of Transportation

Date

PI
Kurt Corey, P.E., Public Works Executive Director
City of Eugene

2-23-15
Date

Tom Boyatt, Community Development Manager
City of Springfield

2/19/2015
Date

Petra Schuetz, City Administrator
City of Coburg

02/19/15
Date

Marsha Miller, Public Works Director
Lane County

Date

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

Acknowledged:

Brenda Wilson, Executive Director
Lane Council of Governments — Date: 2.19.15

Merlyn L. Hough, Director
Lane Regional Air Protection Agency — Date

Ron Kilcoyne, General Manager
Lane Transit District — Date

Sonny Chickering, Region Manager, Region 2,
Oregon Department of Transportation — Date

Kurt Corey, P.E., Public Works Executive Director
City of Eugene — Date

Tom Boyatt, Community Development Manager
City of Springfield — Date: 2/14/2015

Petra Schuetz, City Administrator
City of Coburg — Date: 02/19/15

Marsha Miller, Public Works Director
Lane County — Date: 2/26/15

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

Acknowledged:

Brenda Wilson, Executive Director **Lane Council of Governments**	2.19.15 **Date**
Merlyn L. Hough, Director **Lane Regional Air Protection Agency**	**Date**
Ron Kilcoyne, General Manager **Lane Transit District**	**Date**
Sonny P.A. Chickering **Sonny Chickering, Region Manager, Region 2,** **Oregon Department of Transportation**	3-16-15 **Date**
Kurt Corey, P.E., Public Works Executive Director **City of Eugene**	**Date**
T. Boyatt **Tom Boyatt, Community Development Manager** **City of Springfield**	2/19/2015 **Date**
Petra Schuetz, City Administrator **City of Coburg**	02/19/15 **Date**
Marsha Miller, Public Works Director **Lane County**	**Date**

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

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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

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.

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 17th 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.

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

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.

CENTRAL LANE METROPOLITAN PLANNING ORGANIZAION, by and through the Lane Council of Governments

By George Kloppel
Executive Director

Date 6-18-08

LANE TRANSIT DISTRICT, by and through its Board of Directors

By
General Manager

Date 6-10-08

Agency Contacts

Byron Vanderpool
Director, Interim MPO Program Manager
Lane Council of Governments
99 East Broadway, Suite 400
Eugene, Oregon 97401

Tom Schwetz
Director of Planning and Development
Lane Transit District
3500 East 17th Avenue
Eugene, OR 97401

STATE OF OREGON, by and through its Department of Transportation

By
Division Administrator, Transportation Development Division

Date 7/16/08

By
Division Administrator, Public Transit Division

Date 7/16/2008

APPROVAL RECOMMENDED

By
Region 2 Manager

Date 7-8-08

By Erik M. Havs
Region 2 Planning and Development Manager

Date 7-8-08

APPROVED AS TO LEGAL SUFFICIENCY

By
Assistant Attorney General

Date 7/14/08

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

- 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[1]	Product Owner Lead Agency Cooperate/Collaborate	Product Owner Lead Agency Cooperate/Collaborate	Product Owner Lead Agency Cooperate/Collaborate
Facility Plans[2]	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)[3]	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.

[1] Plans, other than facility plans, prepared by any of the parties

[2] 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.

[3] 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 . . .)*

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 Kloeppel — 11-24-10

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

Date

Appendix H. Performance Based Planning Resolutions.

DRAFT

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 1st 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 1st 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 7th DAY OF MARCH, 2019, BY THE METROPOLITAN POLICY COMMITTEE.

ATTEST:

Lucy Vinis, Chair
Metropolitan Policy Committee

Brendalee Wilson, Executive Director
Lane Council of Governments

April 28, 2021

To: Metropolitan Policy Committee

From: Paul Thompson

Subject: MPC 6.c: Future Discussion with Chair of Oregon Transportation Commission (OTC)

Action Recommended: Discussion & direction to staff

Background and Discussion
As noted in the Minutes of the April 1, 2021 MPC meeting, Chair Berney reported on a recent meeting with himself, Mayor.VanGordon and Commissioner Buch in which OTC Chair Robert Van Brocklin indicated his willingness to organize a discussion of OTC planning activities with the MPC. It was determined that MPC members supported scheduling a meeting and inviting members of the LaneACT to participate. The discussion with Chair Van Brocklin is scheduled for Noon-1:00 on June 3, 2021 as a joint meeting of the MPC and the LaneACT.

During the April 1st MPC discussion a desire was expressed to have an unscripted, open question and answer session. Staff were directed to develop a couple of large topics for the discussion. This agenda item is a lead-up to the June 3rd discussion, providing an opportunity for MPC members to consider possible talking points for that discussion.

As a starting point, it may be worth looking back to the last time the Central Lane MPO engaged directly with the OTC in an open discussion. At the December 17, 2019 OTC meeting, then Mayor Lundberg represented MPC in a discussion with the OTC and other MPOs and Area Commissions on Transportation (ACTs) from around the state. Here is a condensed version of her talking points on that day:

- ODOT and the OTC need to reinstate, originate, and/or expand local grant programs. These programs need to allow for and respect real input and decision making by the local and regional stakeholders. For example, reinstating the STIP Non-Highway Enhance grant program …
- Active Transportation needs to be funded separate and apart from other funding parts. …
- ODOT's Active Transportation Liaisons are collecting data on needs & gaps, but it is not clear at all how this data will be used. There needs to be meaningful funding applied to the identified needs.

- Due to the constitutional limitation on the use of Oregon's gas tax revenue, there needs to be a dedicated sustainable funding source implemented for off-street (out of the ROW) multi-modal improvements.
- The Leverage process did not work well for our area. Tying potential Leverage improvements - many of which are relatively small bicycle, pedestrian, accessibility, and similar improvements - to expensive urban Fix-It projects did not work. …
- The OTC should be more proactive and innovative. Too much of the work of the OTC is seen as approving ODOT staff work, without sufficient consideration of other viewpoints, potential innovations, or local input (where much of ODOT's work is carried out).
- Continue, or ideally double or triple, the one-tenth of a penny STIF funding while removing the "new pilot project" constraint. …
- Identify and implement dedicated funding for safety goals, particularly transportation safety enforcement.
- Revisit the 50/30/20 funding distribution with the goal of distributing more funding directly to the cities and counties.
- Increase Safe Routes to Schools Non-Infrastructure program funding.

.

Staff suggests that one starting point for a “large topic” at the June 3rd discussion may be to thank the OTC for recent funding decisions during the current development of the 2024-2027 STIP that have at least partially addressed several of the bullets above by providing historically high levels of funding for Non-Highway activities, including active transportation, Safe Routes to Schools (SRTS), and more. But staff also believes that should be immediately followed by a request to continue to do more in these areas, to take bold action on funding Non-Highway, active transportation, SRTS and other non-auto/roadway investments that address climate change, safety, and more.

Another “large topic” for June 3rd should focus on two-way communication (or lack thereof) between the CLMPO (and LaneACT) and the OTC. This is a topic that has been discussed numerous times at MPC over the years, whether in the guise of the lack of an OTC member from our area, or the lack of direct outreach from the OTC to MPOs, or the lack of transparency on why certain decisions are made. Part of this discussion should be direct question to OTC Chair Van Brocklin asking what the OTC needs from the CLMPO – how can MPC and this region effectively and meaningfully engage the OTC?

The OTC’s Annual Workshop is scheduled for November, 2021. This workshop traditionally includes the Chairs of all of the ACTs, and only recently has included the Chair of the Oregon MPO Consortium (OMPOC). This may be an opportunity to ask for fuller inclusion of the MPOs, by extending invitations to the Chair of every Oregon MPO. The OTC’s Annual Workshop usually includes the development of the OTC’s work plan. The current 2019-2021 OTC Work Plan is available here – a quick four pages to review. With the development of a new Work Plan on the horizon, the MPC may want to ask Chair Van Brocklin what he sees as important topics for that upcoming plan.

Finally, the May 6th MPC meeting includes an agenda item on the further development of funding recommendations for the 2024-2027 Statewide Transportation Improvement

Program (STIP). As of the writing of this memo, very little is known about the details of this agenda item presentation by ODOT staff, but it is believed that it will focus on the newly named *Public and Active Transportation* STIP funding category (previously known as the *Non-Highway* category). Since this funding category has been identified as MPC's top priority for STIP funding, this presentation may not only result in questions for the presenter, but also follow-up questions for Chair Van Brocklin in June.

Requested Actions

- Discussion & direction to staff

MEETING NOTICE

MEETING:	**METROPOLITAN POLICY COMMITTEE**
DATE:	**Thursday, May 6, 2021**
TIME:	**11:30 AM - 1:30 PM**
LOCATION:	**VIRTUAL: Call-in +1 (872) 240-3212** **Access Code: 340-621-477**
	Web cast: http://metrotv.ompnetwork.org/
CONTACT PERSON:	**Paul Thompson, 541-682-4405**

A G E N D A

1. **WELCOME & INTRODUCTIONS**
2. **CALL TO ORDER**
3. **APPROVE APRIL 1, 2021 MPC MEETING MINUTES**
4. **ADJUSTMENTS TO THE AGENDA/ANNOUNCEMENTS FROM MPC MEMBERS**
5. **COMMENTS FROM THE AUDIENCE** (*Anyone wishing to comment is asked to sign up on the public comment sheet provided at the meeting. A limit of 3 minutes per person is requested.*)
6. **METROPOLITAN PLANNING ORGANIZATION (MPO) ISSUES**

   a. Unified Planning Work Program (5 min)
   Staff Contact & Presenter: Paul Thompson, LCOG
   Action Requested: Approve Resolution 2021-05

   b. FY2024-2027 State Transportation Improvement Program (30 min)
   Staff Contact & Presenter: ODOT Staff
   Action Requested: Presentation & discussion (Note: No packet materials)

   c. Future Discussion with Chair of Oregon Transportation Commission (OTC) (20 min)
   Staff Contact & Presenter: Paul Thompson, LCOG
   Action Requested: Discussion & direction to staff

   d. LTD Sustainability Program (30 min)
   Staff Contact & Presenter: Kelly Hoell, LTD
   Action Requested: Presentation & discussion (Note: No packet materials)

-OVER-

e. Follow-up and Next Steps (10 min)
   1) ODOT Update
   2) Next Steps/Agenda Build

UPCOMING MEETINGS:

June 3 Virtual
July 1 Virtual
August 5 Virtual

PLEASE NOTE:

LCOG is now posting meetings on its website at http://www.lcog.org/346/Metropolitan-Policy-Committee. These postings will include the agenda, minutes and attachments. If you no longer want to receive your meeting announcement in paper format, please contact Laura Campbell, 541-682-4006 or lcampbell@lcog.org.

This meeting will be broadcast live, and rebroadcast on Metro Television, Comcast cable channel 21, at 1:30 PM on Mondays, 7:00 PM on Tuesdays, and 11:00 AM on Sundays for the rest of the month. A webcast will also be archived for future viewing on the LCOG website. Get details through links at http://www.lcog.org/346/Metropolitan-Policy-Committee.

Please mute your phone or computer microphone when connecting to the virtual meeting . . .

And remember to un-mute it if you are speaking to the meeting!

Thanks!

M I N U T E S

Metropolitan Policy Committee
Virtual Meeting via Zoom

April 1, 2021
11:30 a.m.

PRESENT: Joe Berney, Chair; Heather Buch (Lane County); Lucy Vinis, Randy Groves (City of Eugene); Sean VanGordon, Steve Moe (City of Springfield); Ray Smith (City of Coburg); Frannie Brindle (Oregon Department of Transportation); Josh Skov, Caitlin Vargas (Lane Transit District), members; Matt Rodrigues (City of Eugene); Aurora Jackson (Lane Transit District)'; Dan Hurley for Steve Mokrohisky (Lane County), *ex officio* members.

Brenda Wilson, Paul Thompson, Kelly Clarke, Ellen Currier, Syd Shoaf, Rachel Dorfman, Dan Callister, Howard Schussler (Lane Council of Governments); Emma Newman, Niel Laudati (City of Springfield); Tom Schwetz, Kelly Hoell, Andrew Martin (Lane Transit District); Sasha Vartanian (Lane County); Bill Johnston, Walter McAllister, Josh Roll (Oregon Department of Transportation); Rob Zako, Claire Roth (Better Eugene-Springfield Transportation);

WELCOME, CALL TO ORDER AND INTRODUCTIONS

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

APPROVE MARCH 4, 2021 MEETING MINUTES

Mr. Moe, seconded by Mr. Groves, moved to approve the March 4, 2021, meeting minutes as presented. The motion passed unanimously, 10:0.

ADJUSTMENTS TO THE AGENDA/ANNOUNCEMENTS FROM MPC MEMBERS

Mr. Thompson noted that he had emailed a revised agenda to MPC members. The order of items at the end of the agenda had been revised.

COMMENTS FROM THE AUDIENCE

Rob Zako, Eugene, representing Better Eugene-Springfield Transportation (BEST), spoke to Regional Transportation Plan (RTP) performance measures. He was generally pleased with staff's recommendations for greenhouse gas emissions. He noted the measure should reference per capita rather than an absolute number. He felt the access to transit measure was also good, but suggested a better measure of transit usefulness might be access to jobs. Regarding health and safety, BEST welcomed staff's suggestion of doing more work to develop upstream measures of actions to assure the transportation system was safety and healthy. He said those measures reflected a very different transportation system than in the past and would require hard work. The proposed federal infrastructure legislation would support many of those initiatives.

Claire Roth, Eugene, representing BEST, spoke to the recent release of a Dangerous By Design report by Smart Growth America, examining motor vehicle traffic-related deaths across the country. She said the report identified a repeating trend of death on streets. Locally that trend was repeated as a result of lack of

infrastructure for people walking and biking. She would forward the report and associated materials to MPC members.

Kevin Schaffer, Springfield, shared information from Transportation Secretary Pete Buttigieg regarding the need for a world class transportation system and a full range of transportation mode choices for Americans. It was time to break the false choices of climate versus jobs and to create jobs through climate action. It should not be necessary to own a car in order to prosper. American communities could be as good or better than anywhere else in the world; it was just necessary to make that choice.

METROPOLITAN PLANNING ORGANIZATION (MPO) ISSUES

Regional Transportation Plan (RTP) Performance Measures Update

Ms. Clarke stated that draft performance measures for the RTP were presented at the MPC's February 2021 meeting. The MPC supported those measures and baseline conditions for each of those measures would be presented at a future MPC meeting. Additionally, the MPC directed staff to explore and address the following measures:

- A transportation related greenhouse gas (GHG) emissions performance measure
- A performance measure specific to the number of people with access to frequent or useful transit
- Safety and health related performance measures with an upstream perspective on measuring efforts the MPO and partner agencies can control

Ms. Clarke reviewed the measures being proposed in accordance with MPC direction:

- Transportation Related Greenhouse Gas Emissions - A 20% reduction in greenhouse gases by 2040 from light vehicles consistent with the state goal to, by 2050, achieve greenhouse gas levels that are at least 75 percent below 1990 levels.
- Access to Transit - Number and percent of households within ¼ mile of frequent transit (for the entire region, within equity-focused areas, and in non-equity focused areas)
- Upstream and Downstream Health and Safety Measures - Staff proposed an RTP project or strategy to address the upstream and downstream measures related to public health and safety.

Ms. Clarke pointed out the RTP included a performance measure related to jobs access. She said the third proposal was a project related to developing upstream and downstream health and safety measures, which were more qualitative and nuanced in nature. She said the Transportation Planning Committee (TPC) reviewed and supported the three proposals at its March 17, 2021, meeting.

Ms. Vargas thanked staff for including a measure related to high frequency transit access as it was an important quality of life component by providing access to employment, education and services.

Ms. Vinis also appreciated the proposals, particularly the health and safety performance measures, as the increase in fatalities and injuries was a significant issue.

Mr. Skov concurred with Ms. Vargas regarding transit-related measures. He served on the rule-making advisory committee for the Department of Land Conservation and Development's Climate Friendly and Equitable Communities initiative and emphasized the effort to integrate equity with reduction of greenhouse gas emissions. He expected there would be performance measures and goals related to emissions reductions and to equity outcomes at the local level. The MPC was a good forum for those conversations.

Mr. Hurley asked how the 20 percent reduction in greenhouse gases would be measured and how traffic on Interstate 5 traffic would be separated from local community traffic. Ms. Clarke said the state was examining different factors to evaluate greenhouse gas emissions and staff was relying on that currently as there was no local level to measure.

Mr. Thompson said, with regard to proposed work on the health-related performance measures, that staff recently participated in a national workshop on integrating public health into public land considerations. One direction that could emerge at the federal level is the development of health-related performance measures for transportation and he said that could be reflected in the new federal transportation legislation.

Mr. Berney said Lane County had a climate action initiative and there were many different groups in the county that responded to different measures for different timeframes, all ultimately dealing with carbon emissions, with a goal of net zero for Lane County at some point in the future. He asked how all of those efforts could be coordinated with respect to measures so policy makers could get a sense of progress. Ms. Clarke said those working on the RTP hoped to see documentation of the different measures that were in place in the region, but she was not aware of efforts to make that coordination happen.

Ms. Newman noted that a meeting was being organized by Lane County staff to bring partners together to discuss those types of coordination issues.

Draft Unified Planning Work Program (UPWP)

Mr. Thompson said the draft UPWP for FY22 and FY23 was included in the agenda materials. The UPWP was required of MPOs. The draft covered seven work areas as well as special projects and activities under way in the metropolitan region. The intent of the UPWP was to provide consistency across information provided to the public and policy-makers about transportation planning work in the region. The UPWP was prepared in coordination with the Oregon Department of Transportation, Federal Highway Administration and Federal Transit Administration. Those agencies had reviewed an initial draft to ensure it met federal requirements and their input was reflected in the draft currently before the MPC. He noted the funding table on page 49 also projected how money for planning would be used by the MPO and partner agencies. He asked for a public hearing on the draft to be held and said a public comment period would be open for 30 days. Adoption of the plan would be requested at the MPC's May meeting.

Mr. Berney opened the public hearing.

Rob Zako, Eugene, representing Better Eugene-Springfield Transportation (BEST), said BEST would review the document and offer any feedback it might have in writing during the public comment period.

There being no further testimony, Mr. Berney closed the hearing.

Oregon Department of Transportation (ODOT) Safety Action Plan

Mr. McAllister and Mr. Roll used a slide presentation, a copy of which was included in the agenda materials, to review ODOT's Transportation Safety Action Plan (TSAP) for 2021. Mr. McAllister explained that the TSAP unified transportation safety planning in Oregon; providing long-term goals, policies, and strategies, as well as near-term actions to eliminate deaths and life-changing injuries. He described the various plans under the umbrella of the TSAP and the partner agencies engaged in development of the plan. He said focus would be in the following areas:

- Analyze updated crash data
- Evaluate the success of recent safety programs and projects
- Identify emerging safety trends and challenges
- Identify solutions and actions to address safety needs for all travelers
- Meet federal requirements

Mr. McAllister reviewed the stakeholder engagement process and compared statewide safety trends from the periods 2009-2013 and 2014-2018.

Mr. Skov pointed out that during the periods being compared Oregon's population had also increased quickly along with the per capita rate of fatalities and injuries, which was doubly concerning.

Mr. Groves asked how strategies were being adjusted in the plan update to take those increases into account. Mr. McAllister said the challenge was that policy decisions were not necessarily in alignment with reducing deaths and injuries, requiring policy modifications to achieve goals. He hoped to see recommendations to the state from groups like the MPC.

Mr. Groves hoped that the MPC would schedule future discussions on safety strategies and develop recommendations for the state's consideration.

Ms. Vinis said previous public testimony on safety issues had cited problems such as lack of sidewalks and long blocks that encouraged speed and created hazards for those trying to cross streets. She asked if those problems would be addressed in the plan. Mr. McAllister said there were specific actions related to pedestrians. He encouraged MPC members to review the emphasis area actions and determine if they meet the needs of the MPO and local communities.

Mr. VanGordon noted that core safety data was from 2018 and asked if there had been discussions about how to improve the freshness of the data. Mr. McAllister said there were plan to modernize crash data and work was being done with the Oregon Health Authority to obtain more complete statewide National Emergency Medical Services data.

Mr. Roll reviewed the results of pedestrian injuries and social equity research including injuries by rural and urban designation, disparities in fatal injuries by race, and other factors that influenced those disparities.

Mr. McAllister reviewed the schedule for completion of work on the TSAP, with adoption by the Oregon Transportation Commission planned for September 2021.

Ms. Vinis asked if the TSAP would identify areas in which safety efforts should be targeted. Mr. McAllister said the plan had to cover the entire state and actions were written broadly enough to be implemented at an appropriate level in any area. Local governments were encouraged to develop plans that targeted their specific challenges. Some additional funding would be available for jurisdictions that had not yet developed a plan. The language to date stated that there should be equitable work toward addressing problems.

Mr. Groves said that conditions in 2020 and 2021 would skew future data because of less traffic. He was pleased that statistics from ambulances and fire departments would be collected, but suggested that data collection be expanded to people who elected to be transported by personal vehicle. Mr. McAllister said that data was collected from the trauma registry, but did not include geographic location.

Mr. Groves said there were paramedics in fire departments without ambulance systems and they also had to generate that data. He asked if lessons had been learned from the work done in 2016. Mr. McAllister said citizens of Oregon were asked for permission to set a date and the vision at zero; the response was a resounding yes and that shifted the paradigm. The question was now how to achieve that goal. Subsequently research had identified the race and income disparities.

Mr. Groves asked if there were enough resources to accomplish the goals in the new TSAP and if not, how the MPC could assist with advocacy. Mr. McAllister said one of the biggest challenges was effective enforcement once a policy or rule was established. Currently Oregon had a small number of officers per 1,000 residents. For enforcement to be effective it had to be targeted, specific and done in a way the public accepted. He invited MPC members to contact him with any additional questions.

Mr. Smith commented that it was frustrating to work with data that was three years old when making decisions. He appreciated efforts to obtain more current data and that should be a focus so decision-makers were working with real data. He agreed with Mr. Groves that there were many occurrences that were not reflected in statistics. He thought the TSAP goals were admirable and achievable, but the accurate data was essential.

Mr. Berney asked how the MPC could best provide input on the TSAP and the final date by which input would be accepted. Mr. McAllister said a public review plan would be released in May and comments would be accepted through July. He said the MPC could respond as a body as well as individually.

Mr. Thompson said staff would schedule agenda time during that period for the MPC to discuss the plan and provide input. Staff would also coordinate with the Safe Lane Coalition to provide input.

Letters of Support for Federal Earmark Funding

Mr. Thompson stated that five letters of support were being requested from the MPC for potential earmark funding from congressional action on the new federal transportation authorization bill. He said the letters would be sent to the congressional Transportation and Infrastructure Committee and possibly also to the U.S. Department of Transportation. The first letter of support was from ODOT for the Beltline project, a joint letter of support from Eugene and Springfield for the Franklin Boulevard joint project, two letters of support requested by the City of Eugene and a fifth letter requested by the City of Springfield. Staff was available to answer questions.

Ms. Vinis said she and Mr. VanGordon could both attest to the importance of investment in Franklin Boulevard improvements. Work on the multi-modal corridor had been a long-standing support of both Eugene and Springfield.

Mr. VanGordon concurred that the letters of support were for projects that had been discussed by many groups and he was in favor of approving the MPC's endorsements.

Mr. Smith supported all of the letters of support.

Mr. Moe concurred with support of the letters.

Ms. Buch said the county had developed a list of county-related projects as well. She said each congressional representative would select ten projects and it would be interesting to see which were ultimately included.

Ms. Vinis, seconded by Mr. Smith, moved to approve all of the letters of support. The motion passed unanimously, 10:0.

Future Discussion with Chair of Oregon Transportation Commission (OTC)

Mr. Berney reported on a recent meeting with himself, Mr. VanGordon and Ms. Buch in which the OTC Chair indicated his willingness to organize a presentation and discussion of OTC planning activities with the MPC. He asked if MPC members would be interested in scheduling such a meeting.

Ms. Buch said those at the meeting had expressed frustration with the lack of communication between the state and local jurisdictions and felt the OTC was receptive. She said the meeting provided a new perspective on the issues with which the OTC was grappling.

Mr. Berney determined that MPC members supported scheduling a meeting.

Mr. VanGordon added that MPC representatives also conveyed the desire to have an unscripted, open question and answer session as part of the presentation. He asked that staff develop a couple of large topics for the discussion, including anything of a technical nature. Mr. Thompson said communications between the OTC and MPOs had been a concern for years, as well as the greater engagement with Area Commissions on Transportation (ACTs) than with MPOs which in some respects have greater authority within metropolitan areas in the state.

Mr. Berney asked staff to move forward with scheduling a meeting and suggested that the MPC consider inviting members of the LaneACT to participate in the meeting.

LTD Sustainability Program

This item was postponed to the May meeting.

Follow-up and Next Steps

- **ODOT Update—**Ms. Brindle said that funding categories had been defined at a high level by the OTC for the 2024-2027 State Transportation Improvement Program (STIP). She provided an update on Highway Enhance and Bicycle/Pedestrian funding. She said Highway Enhance would be a statewide program this cycle and ODOT would contact ACTs and MPOs about potential projects within Region 2. Applications would be internal and many details were still to be developed. $65 million in funds would be available for the entire state and there would not be suballocations to areas. Bicycle and pedestrian funding would include a number of programs within the category. Some funds would be application-based, some would be leverage opportunities and other options were still to be determined.

  Ms. Brindle said the Federal Lands Access Program grant might be of interest to the county, which contained a significant amount of federal land. The funds were intended to improve transportation facilities that accessed those lands. She said between $18.7 to $39 million would be available for Oregon.

- **LaneACT Update—**Mr. Johnston said the LaneACT was one of two ACTs in the state selected by ODOT to participate in a pilot effort to develop an area strategy for the future

transportation system in Lane County. He described the process and meeting schedule during 2021. A final report on a high level vision would be issued in November 2021.

- **MTIP Administrative Amendments**—There were no questions.

- **Next Meeting/Agenda Build**—May 6, 2021 (virtual meeting)
  Future agenda items:
  LTD Sustainability Program
  Adoption of the UPWP

Mr. Thompson also announced that the Department of Land Conservation and Development (DLCD) would be conducting community conversations around the state on greenhouse gas emissions and equity. A meeting was scheduled in Eugene on May 19 in the evening. Registration was required and MPC members would be provided with a link to register.

Mr. Berney adjourned the meeting at 1:30 p.m.

(Transcribed by Lynn Taylor)

April 28, 2021

To: Metropolitan Policy Committee

From: Paul Thompson

Subject: MPC 6.a: Central Lane MPO FY2022/FY2023 Unified Planning Work Program (UPWP)

Action Recommended: Approve Resolution 2021-05

Background and Discussion
Each year, the partner agencies of the MPO work with the Oregon Department of Transportation (ODOT), the Federal Highway Administration and the Federal Transit Administration to update and adopt a unified work program for transportation planning in the MPO. The draft UPWP included as Attachment 2 to this memo covers Fiscal Years 2022 and 2023 and contains the following:

- Planning tasks in seven core program areas to be conducted by the MPO and the MPO member agencies;
- Federally funded transportation studies as well as all relevant state and locally planning activities conducted without federal funds;
- Funding sources (when known or specified) for each program area; and
- The agency or agencies responsible for each task or study.

The draft UPWP was presented to MPC at the April 1, 2021 meeting. A public hearing was held at that meeting, with no testimony. A 30-day public comment period for the Draft UPWP began on Friday March 26th and as of the date of this memo no public comments have been received. Staff is now requesting adoption of the UPWP and programming of the UPWP funding via approval of Resolution 2021-05, included as Attachment 1 to this memo.

The Transportation Planning Committee reviewed the draft UPWP at its April 21, 2021 meeting and recommends adoption.

Requested Actions

- Approve Resolution 2021-05

Attachments

1. Resolution 2021-05
2. Draft FY22/FY23 UPWP

RESOLUTION 2021-05

ADOPTING THE CENTRAL LANE METROPOLITAN PLANNING ORGANIZATION FY22/FY23 UNIFIED PLANNING WORK PROGRAM (UPWP)
and
PROGRAMMING FY2022 SURFACE TRANSPORTATION BLOCK GRANT FUNDING

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

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

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

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

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

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

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

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

NOW, THEREFORE, BE IT RESOLVED:

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

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

PASSED AND APPROVED THIS 6th DAY OF MAY, 2021, BY THE METROPOLITAN POLICY COMMITTEE.

ATTEST:

_____	_____
Joe Berney, Chair	Brendalee Wilson, Executive Director
Metropolitan Policy Committee	Lane Council of Governments

CENTRAL LANE MPO

UPWP

Unified Planning Work Program
FY 2022 and FY 2023

Covering July 1, 2021 to June 30, 2023

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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May 2021

Acknowledgements

LOCAL AGENCIES
Lane Council of Governments
City of Eugene
City of Springfield
City of Coburg
Lane County
Lane Transit District

Lane Regional Air Protection Agency

STATE AND FEDERAL AGENCIES
Oregon Department of Transportation
Federal Highway Administration
Federal Transit Administration

METROPOLITAN POLICY COMMITTEE (MPC)
Joe Berney, Lane County Commissioner
Heather Buch, Lane County Commissioner
Lucy Vinis, City of Eugene Mayor
Randy Groves, City of Eugene City Councilor
Sean VanGordon, City of Springfield Mayor
Ray Smith, City of Coburg Mayor
Josh Skov, Lane Transit District Board Member
Caitlin Vargas, Lane Transit District Board Member
Frannie Brindle, 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 2022 and 2023, from July 1, 2021 - June 30, 2023. 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 2022 and 2023 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_{10}); work with Lane Regional Air Protection Agency to ensure that other criteria pollutants remain below the National Ambient Air Quality Standards.

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- 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 Fixing America's Surface Transportation (FAST) 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 of 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 public comment period of approximately 30 days is provided for citizen 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. ODOT has an MPO oversight role to ensure all Federal (planning, grant management, other) requirements are met, since ODOT serves as the direct recipient of Federal Planning funds and pass the funds through to CLMPO. 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

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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 FAST Act. 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 work that could 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.

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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.

LCOG Planning Documents	Current Status	Next Update
Unified Planning Work Program	Anticipated adoption of this draft document May 6, 2021	Anticipated adoption of this draft document May 6, 2021. Addendum to FY22-23 UPWP anticipated for adoption April/May 2022
Regional Transportation Plan and Air Quality Conformity Determination	Reviewed by MPC April 6, 2017; adopted May 4, 2017	Approval is anticipated in June/July 2021.
Regional ITS Operations and Implementation Plan	Approved November 2003	Approval is anticipated with RTP in June/July 2021
Title VI Plan	Approved September 6, 2018	The Title VI plan is updated every 3 years, next update will be in August 2021. Annual report August 2021
Annual Listing of Obligated Projects	Published December 2020	December 2021
Transportation Safety Action Plan	Approved April 6, 2017	To be updated in 2022
Public Participation Plan	Approved October 1, 2015	Approval is anticipated FY 2022
Metropolitan Transportation Improvement Program and Air Quality Conformity Determination	FY21-24 MTIP adopted May 5, 2020. Most recent update was adopted November 5, 2020. AQCD adopted May 5, 2020 and approved September 30, 2020.	FY24-27 MTIP adoption anticipated May 4, 2023. AQCD adoption anticipated May 4, 2023 and anticipated for approval September 2023.
Regional Transportation Options Plan	Approved November 6, 2014	To be reviewed, updated and integrated into the next RTP update. This plan will not be a separate plan.
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 MPO leads a meeting held quarterly with ODOT, FHWA and FTA to ensure corrective actions are met prior to the next review. The following table lists corrective actions and recommendations from the 2019 report.

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Topic	Finding	Proposed Actions
CLMPO and ODOT Action to Resolve Findings	***Recommendation 1: Certification Action Team*** 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.	The Certification Action Team is meeting on a quarterly basis. The first meeting took place in September 2020.
MPO Structure & Air Quality Status	***Recommendation 2: MPO By-Laws*** 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.	CLMPO staff will work with MPC and TPC to update bylaws to meet stated requirements. (In progress, anticipated completion by July 2021).
	Recommendation 3: MPO By-Laws It is recommended CLMPO post their TPC By-Laws and meeting materials on the CLMPO website to provide the public access to these documents.	Current meeting materials and bylaws are posted on the website. Changes to bylaws will be uploaded when complete.
	Recommendation 4: MPO By-Laws 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.	Roles and functions of MPC will be clarified in updated bylaws.
	Commendation 1: Policy Board Meeting Broadcast The CLMPO is commended for making live and archive broadcasts of MPC meetings accessible online.	
Metropolitan Transportation Plan (MTP)	***Corrective Action 1: MTP Latest Available Estimates and Assumptions*** To meet the requirements set forth in 23 CFR 450.324, CLMPO must: 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.	CLMPO is currently documenting and updating all base data. Metro and Jacobs are supporting model development and deployment.

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	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. 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.	
	Corrective Action 2: MTP Existing and Proposed Facilities To meet the requirements set forth in 23 CFR 450.324, CLMPO must: 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. b. Document the current system and future needs for pedestrian/ADA infrastructure and bicycle transportation facilities. 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. 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. e. Document a link to the public transit human services transportation plan in the MTP.	CLMPO is currently documenting and updating all base data including facilities for all modes and ADA requirements. Multimodal systems will be included in goal setting strategy development. Lane Transit District updated the Coordinated Public Transportation Plan in 2019. A link to this plan will be included in the 2045 MTP.
	Corrective Action 3: Goals, Objectives, and Project Selection CLMPO must fully address the following required MTP elements to meet the requirements set forth in 23 CFR 450.324: a. Document a clear linkage between MTP Goals, objectives and policies to project selection in the MTP. b. Document an assessment of capital investment and identify other strategies to preserve the existing and projected future metropolitan transportation infrastructure.	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.

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c. Document multimodal capacity increases are based on regional priorities and needs. d. Document vulnerabilities to existing transportation infrastructure to natural disasters. e. Document how all the federal planning factors were considered. f. Document a clear linkage to CLMPO's Safety Action plan, ODOT Transportation Safety Action Plan, and Public Transportation Safety Action Plans.	
Corrective Action 4: MTP Financial Plan CLMPO must fully address the following required MTP elements to meet the requirements set forth in 23 CFR 450.324: a. Document a financial plan that demonstrates how the adopted transportation plan can be implemented. Specifically, address system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain the Federal-aid highways, bike/pedestrian networks, and public transportation. b. b. Document how cost estimates were developed for proposed improvements.	Full financial planning and any related documentation will be included in the 2045 MTP
Corrective Action 5: MTP Public Involvement 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.	CLMPO will document all public involvement processes, include comments and resolution as an appendix and post on MTP page.
Corrective Action 6: MTP Consultation 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.	CLMPO will follow updated state process for interagency consultation included all relevant agencies.
Recommendation 5: MTP Environmental Justice (EJ) Analysis 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.	Environmental justice analyses will be included in the MTP project selection methodology. CLMPO staff will incorporate recent EJ trainings.

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	Recommendation 6: Emergency and Security It is recommended CLMPO document emergency and disaster preparedness strategies and policies that support homeland security.	Emergency and disaster preparedness strategies will be included in MTP, policies, goals, and objectives.
	Recommendation 7: MTP Formatting and General Documentation It is recommended CLMPO consider the following items when updating the MTP to make the document easier to read: a) Specify the 20-year planning horizon year within and on the cover of the MTP. b) Ensure headings and page numbers are consistent between the table of contents and body of the document. c) More clearly differentiate the list of projects and illustrative list with corresponding funded and unfunded headings.	CLMPO will ensure the 2045 MTP document will include Twenty-year planning years on the cover page, headings and page numbers will be consistent, and project list will clearly identify funded and unfunded projects.
Congestion Management Process (CMP)	***Corrective Action 7: Congestion Management Process (CMP) Objectives*** To meet the requirements set forth in 23 CFR 450.322, and to be used in the next MTP/TIP update, CLMPO must develop regional objectives for congestion management that clearly define and support the region's goals for congestion management. Objectives can be the same or in addition to the MTP objectives and should have "SMART" characteristics (specific, measurable, agreed, realistic, and time-bound).	CLMPO will incorporate and update existing CMP strategies from the Regional Transportation Options Plan into a new Congestion Management Process as part of the 2045 MTP update.
	Corrective Action 8: CMP Data Collection, System Monitoring, and Analysis To meet the requirements set forth in 23 CFR 450.322, and to be used in the next MTP/TIP update, CLMPO must: 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. b) Develop a process, using current data, to identify congested areas using CMP performance measures, to identify underlying causes of the recurring and	A data collection and monitoring program will be developed as part of a larger congestion management process to identify locations of recurring and nonrecurring congestions. Analysis will be documented and made publicly available.

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nonrecurring congestion, and document analysis and results in a format that can be used in the strategy evaluation and identification process.	
Corrective Action 9: CMP Strategies To meet the requirements set forth in 23 CFR 450.322, and to be used in the next MTP/TIP update, CLMPO must: 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. b) Document an implementation schedule for selected CMP strategies on congested corridors and link to the MTP and TIP project prioritization process. 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	The CMP strategies will be developed with a data driven process. The process will be documented, and a schedule will be included for implementation and prioritization. This process will be linked with MTP and TIP project selection.
Recommendation 8: CMP Network Evaluation 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.	The CLMPO will use current data to evaluate and identify corridors. The CLMPO will include multimodal network planning and strategies from the Regional Transportation Options Plan.
Recommendation 9: CMP Multimodal Performance Measures and Data Development Plan It is recommended CLMPO consider a wider array of performance measures (PMs) to include bicycle, pedestrian, freight, accessibility, land use, or non-recurring congestion PMs, and ensure the four existing PMs are still relevant. CLMPO can consider regional and/or corridor, segment, or intersection level performance measures. CLMPO should consider PMs that for which data can be collected and that can be used to assess the extent of congestion, identify locations experiencing congestion, select and evaluate the effectiveness of congestion reduction and mobility enhancement strategies, and monitoring progress to meeting congestion objectives.	Multimodal Performance Measures will be updated in include bike, ped, freight, accessibility, land use impacts, and non-recurring congestion.

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	Recommendation 10: CMP Strategies 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).	All strategies will be refined and revised as the CMP is updated.
	Recommendation 11: ITS Plan 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.	CLMPO has included a new ITS plan as part of the scope for the next MTP. This work will be closely coordinated with ODOT.
Transportation Improvement Program (TIP)	***Corrective Action 10: TIP Financial Plan*** 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: a) A cooperative revenue estimation process, b) Adequate funding availability by year to operate and maintain the transportation system (highway, transit, other), c) c. Adequate revenue availability to deliver projects on the schedule proposed in the TIP, d) d. Year of expenditure rate and the development and application process, e) e. Resources from public and private sources that are reasonably expected to be made available to carry out the TIP, f) f. Recommendations of additional financing strategies for needed projects and programs, and g) g. Strategies for ensuring the availability of new funding sources.	This has been resolved and is in process of approval from ODOT and Federal Team.
	Corrective Action 11: TIP Air Quality Conformity Determination 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.	This has been resolved and is in process of approval from ODOT and Federal Team.

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	Corrective Action 12: TIP Project Prioritization, Monitoring, and Amendment To meet the requirements set forth in 23 CFR 450.326 and 23 CFR 450.328, the 2021-2024 TIP must: 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. 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. c) 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.	This has been resolved and is in process of approval from ODOT and Federal Team.
	Recommendation 12: TIP Environmental (EJ) Analysis 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.	EJ considerations will be added to MTIP.
	Recommendation 13: TIP Financial Plan format 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.	CLMPO will work with ODOT on financial planning
	Recommendation 14: TIP - MTP Connection 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.	Connection from programming funds to broader planning goals, including the MTP will be clearly described in both the MTIP and the MTP.
Performance-Based Planning and Programming (PBPP)	***Recommendation 15: MTP Performance-Based Planning*** 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	The process for establishing PMs will be documented in the MTP and MTIP with clear connections to goals and objectives.

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	targets from other performance-based plans and processes to meet the requirements set forth in 23 CFR 450.306.	
	Recommendation 16: MTP System Performance Report 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).	CLMPO will include a system performance report as part of the 2045 MTP update.
	Recommendation 17: TIP Performance-based Programming It is recommended CLMPO review short-range programming processes to ensure they support a performance-based programming process that will make progress toward achieving performance targets and is documented in the 2021-2024 TIP to meet the requirements set forth in 23 CFR 450.326(c).	CLMPO will review short-range programming process to support progress on targets. The process will be documented in 21-24 TIP and posted online.
	Recommendation 18: TIP Linking Performance Targets to Investment Priorities 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).	CLMPO will work with member agencies to link the TIP to adopted targets and performance measures.
	Recommendation 19: CMP and PBPP 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.	CLMPO will addressee these performance measures to meet the federal requirements.

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	Recommendation 20: PBPP Activities in the UPWP 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.	CLMPO will allocate sufficient funds for 2045 MTP and TIP requirements.

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Looking Back: An Overview of FY2020 and FY 2021 UPWP

In May 2019, the MPO adopted a two-year UPWP covering the period from July 1, 2019 to June 30, 2021. An addendum was issued in May 2020 to describe additional and changed action items anticipated to occur from July 1, 2020 to June 30, 2021, and revisions to timelines as needed. During the time, the MPO accomplished many of the activities, projects and studies outlined in the UPWP.

Principle accomplishments of the FY2020 and FY2021 UPWP, described by program area, include:

Regional Long-Range Planning: The MPO undertook significant efforts launch the Regional Transportation Plan update. Adoption of the 2045 RTP is anticipated in June/July of 2021. Current project planning page is located here https://sites.jla.us.com/lcog-rtp.

Performance Based Planning and Programming

The MPO is working to integrate the Performance Based Planning guidelines into all planning processes. The MPO data portal continues to expand and will include RTP performance measures.

Programming and Implementation

- May 5, 2020, the MPO adopted the FFY21-24 Metropolitan Transportation Improvement Program (MTIP).
- The MPO has kept the current MTIP document up to date by processing numerous amendments over the past two years. The FFY21-24 MTIP is the region's short-range transportation program, and it lists important regional projects for which funding is available. This MTIP programs over $227 million dollars in funding for transportation improvements and programs over its four-year life.
- The MPC has programmed its discretionary Surface Transportation Block Grant Program—Urban (STBG-U), Transportation Alternatives Program (TAP), and Congestion Mitigation and Air Quality improvement Program (CMAQ) funding through FFY2024.
- The MPO provided extensive input into the development of the FFY2021-2024 Statewide Transportation Improvement Program (STIP) and the prioritization and selection of projects for funding in the STIP.
- The MPO assisted in refining the new online STIP platform and engaged in an improved amendment submittal process.
- The MPO has served for much of the past two years on the statewide working group developing a recommended approach for the funding a new statewide TIP platform.
- The MPO produced its annual obligation reports.
- The MPO launched a new MTIP map with Title VI population mapping layer.
- ODOT approved LCOG as a Locally Certified Agency which authorizes LCOG to deliver planning services contracts funded with federal highway funds.

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Public Participation and Title VI

- The MPO adjusted Public Participation this year in response to the Covid19 pandemic. The MPO moved all public meetings online and created new social media accounts.
- The MPO complied with its adopted Public Participation Plan to ensure public engagement and participation in transportation planning and programming decisions.
- The MPO conducted outreach for the RTP including an online open house and surveys mailed directly to all residents in the areas of the region with the most concentrations of minorities, households in poverty, elderly population, and people with disabilities.
- The MPO policy board approved the updated Title VI Plan in September 2018.
- The MPO annually reviewed its Title VI programs. The annual report is sent to ODOT and posted online.
- The MPO continued to update and improve its visual representation of planned and funded projects, in conjunction with a major update to the MPO's web site.
- The MPO retired the online public engagement platform called LaneVoices due to inactivity and launched a Facebook and Twitter account to promote MPO planning and projects.

Air Quality Planning

- The MPO completed an Air Quality Conformity Determination (PM_{10}) for the FFY21-24 MTIP.
- The MPO programmed FY22-24 discretionary CMAQ funding totaling $5.3 Million.

Transportation System Modeling and Data Maintenance

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

- The MPO worked with Metro to develop a new four-step travel model using Metro's travel model framework, known as the "Kate" model. The new model modernizes the MPO's travel model schematic and capabilities.
- The MPO completed work on the UrbanSim land use model and began further integration with the Kate model.
- The MPO entered continued work on the Strategic Assessment model VisionEval. A summary of this model will be included in the appendix of the 2045 RTP.
- The MPO provided modeling and data services in support of its member agency initiatives, including private and public site developments.
- The MPO continued to upgrade its analysis tools for bicycle related transportation planning. The deployment of bike counters continued throughout the region, providing data to the cities for use in their TSPs and associated Bicycle and Pedestrian plans. The counts data are also being used to determine factors that will enable annual average daily bike counts to be computed and compared. These counts continue to be added to the bike count web map.
- The MPO continued development of a Data Portal site whereby collected data can be housed and web-based visualizations provided for use by public as well as local agencies

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(http://www.thempo.org/887/Data-Portal). Several data themes have been produced: crashes, transit, traffic count, commuter, transportation, and population. The Data Portal is intended to house the MAP-21/FAST Act data statistics and demonstrate the progress toward the targets.

- MPO technical staff continued collaboration and cooperation with ODOT and the other MPOs through participation in the Oregon Modeling Steering Committee, the Model Program Committee, and the Oregon Household Activity Survey Committee.

Partnerships and Coordination

- The MPO continued to coordinate with regional partner agencies, holding regular meetings with policymakers and staff, as well as coordinating with federal and state agencies.
- The MPO staff serves on the ODOT Local Program Committee, representing all Oregon MPOs.
- Two members of the Central Lane MPO Policy Board serve on the Oregon MPO Consortium (OMPOC).
- The MPO serves as a member of the Lane Area Commission on Transportation (Lane ACT). MPO staff, under separate contract with ODOT, also provide staff support to the Lane ACT.
- MPO staff participated in the Oregon Modeling Steering Committee and various ODOT subcommittees working on travel model and data improvements and updates.

Looking Forward: Central Lane MPO Priorities

In the two years of this UPWP, the CLMPO will continue to develop and implement performance-based planning in response to FAST Act, further establish opportunities for local, regional and statewide coordination, improve transportation connectivity in an effort to provide equitable and accessible travel choices for all, and embark on a major update of the MPO's long-range planning documents.

The following outlines some of the key priorities:

Performance Based Planning and Programming

- The MPO recognizes the importance of data collection and analysis to assist local decision makers in developing and selecting effective policies, programs, and projects to preserve and improve the transportation infrastructure. Data is used throughout the transportation planning process to assess needs and community conditions, target limited resources, and monitor performance over time. Because understanding and accessibility of data is such an important part of robust and transparent planning processes, it is essential that the MPO continue to take steps to collect additional data, as well as increase knowledge and sharing of available data sources. Over the course of this UPWP, the MPO will continue to strengthen its data collection and analysis to support several specific activities, including the Congestion Management Process,

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development of the RTP, the implementation of the FAST Act performance measures and tracking of progress, and an update to the Regional Intelligent Transportation System Plan.

- The federal transportation legislation, FAST Act continues support of performance measures to guide future transportation investments. The MPO has traditionally used several performance measures to monitor plan performance and will be working closely with federal and state officials to incorporate new performance measures into the planning and programming efforts.

Local, Regional and Statewide Coordination

- The MPO as a regional planning body operates to ensure a consistent approach to transportation planning within the Eugene-Springfield region. The MPO regularly coordinates with MPO partners: ODOT, the Cities of Eugene, Springfield, Coburg, Lane County, and LTD; in planning, management of funding, and infrastructure investment. The MPO also coordinates efforts with the Lane Area Commission on Transportation (LaneACT).

- The LaneACT and the MPO (including the local partners) have common interests in providing a coordinated and united representation of regional transportation. Therefore, the two bodies have established protocols to ensure the preservation of MPO priorities with other priorities in the county outside of the MPO area, establishing cohesive representation of regional interests.

- MPO representatives will continue to engage in regional and statewide planning and coordination efforts to discuss issues of mutual interest including:
    - Oregon MPO Consortium (OMPOC)
    - Statewide Transportation Options (TO) Meeting
    - Oregon Freight Advisory Committee
    - Oregon Transportation Safety Advisory Committee
    - Oregon Modeling Steering Committee
    - ODOT-MPO-Transit Provider Meetings
    - ODOT Performance Measures Working Group
    - Statewide Transportation Improvement Program (STIP) Coordination Group
    - ODOT Certified Users Group

  Participation in broader discussions enables the MPO to remain current on issues and trends, to be able to communicate back to the local partners, and to ensure that the region's issues are considered in decision-making.

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Transportation Connectivity

- The MPO provides an avenue for intergovernmental coordination of regional planning efforts between area partners. This ongoing framework enables partners to strategically plan for and implement infrastructure investments that are compatible with a regional vision and that improve multi-modal connectivity.

  The region strives to balance access and mobility needs through the implementation of transportation options — implementing strategies, programs, and investments to enhance traveler opportunities and people's choices to bike, walk, take transit, share rides, and telecommute. Such strategies can be used as solutions to problems of system capacity and as a way of creating an efficient transportation system for all users and uses.

- During the two years covered by this UPWP, the MPO will maintain the 2045 Regional Transportation Plan (RTP). The MPO is required to consider the impact of RTP projects on minority and low-income populations in consideration of environmental justice issues. In addition, elderly and disabled populations, zero car households, and households with limited English proficiency are also considered. The MPO will update these maps annually as American Community Survey data are released and will reference them to inform policy and funding direction.

- As a recipient of state and federal funds, the MPO is subject to the provisions of Title VI, and environmental justice. The MPO conducts an annual review of the MPO's Title VI Plan. The review includes a progress report that summarizes planning efforts, public involvement and outreach strategies, special language needs, data collection and community profiles, and civil rights staff education and training.

- Priorities for the MPO include, but are not limited to:
  - Enhance data collection, storage and visualization that will influence decision-making.
  - Further refine public engagement online including Facebook, Twitter.
  - Support opportunities for equitable and accessible travel options and choices.

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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 (anticipated July 2021). 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:

- Adopt 24-year RTP (Horizon year 2045). Create updated/new MPO long-range RTP integrated plan elements within the new RTP, including elements addressing:
    - Intelligent Transportation Systems planning
    - Safety and Security planning
    - Travel Options planning
    - Congestion Management
    - Public Participation
- Assist local agencies in implementation of the RTP.
- Monitor and report on RTP performance measures.
- Develop refinements to plan policy/project elements consistent with direction from elected officials, regional staff and input from the public.
- Conduct public engagement per the Public Participation Plan.
- Assess environmental justice in the RTP and project selection.
- Continue to implement the CMP in discrete regional processes, plans, and products as appropriate. Utilize the results of CMP analysis as part of the regional prioritization of projects for the MTIP and STIP.
- Participate in local, regional and statewide public-private committees representing various transportation related interests.

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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. A new RTP is anticipated to be adopted in June/July of 2021.

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 2003. A new Regional ITS plan is anticipated to be adopted in June/July of 2021.

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)
     - 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)
     - 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)
     - 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)
     - 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:

- Equipment – Automobiles

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- 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 2021.

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.

Products Year 1 & 2

- Safety grants, where applicable

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- Final Collision Database and Performance Monitoring Dashboard integrated with all sources.
- 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.

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 RTP and participate in grant review committees, as needed.
- Prepare and process MTIP/STIP amendments.
- Maintain consistency of the FY21-24 by monitoring amendments and other actions.
- Process administrative amendments through the TPC and non-administrative amendments through the MPO Policy Board.
- Update and maintain project database and online and hard copy maps.
- Track projects throughout year and publish annual summary of obligated projects.
- Work with ODOT Region and State Coordinators to improve MTIP-STIP coordination and maintenance of the ODOT Fiscal Plan. Work with partners to develop proposals for funding through State and Federal programs of projects that implement the RTP.
- Represent the MPO at ODOT and other project coordination meetings.
- Work with ODOT fiscal planners to obtain revenue estimates as needed.

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- Attend conferences and workshops to maintain staff expertise and knowledge of State and Federal project 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 development 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

- Coordinate with LaneACT and ODOT concerning MPO priority Fix-It Projects 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.
- Adopt ODOT's Region 2 STIP projects into the MTIP.

Products Year 1

- Amendments to the STIP
- ODOT's relevant Region 2 STIP projects adopted into the MTIP.

Tasks Year 2

- Assist ODOT with draft FY 24-27 STIP

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.

Tasks Year 1

- Coordinate with ODOT concerning MPO area Fix-It projects.

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- Process amendments to the MTIP in a timely manner and ensure MTIP consistency with STIP.
- Further explore opportunities to utilize an online platform to serve a role in managing the MTIP, using MPO discretionary funds.
- Coordinate efforts to enhance MTIP project-level reporting.
- Report federal obligations.
- Track timeliness of obligation of projects funded with MPO discretionary funds.
- Work with partner agencies to develop draft FY 24-27 MTIP.

Products Year 1

- MTIP Appendments
- Air quality conformity determination for regionally significant project amendments (as needed)
- Annual Listing of Obligated Projects

Tasks Year 2

- Begin work on FY 24-27 MTIP.
- Track timeliness of obligation of projects funded with MPO discretionary funds.
- Report federal obligations.

Products Year 2

- 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 FY 21-24 discretionary federal funds for inclusion into the MTIP and STIP.

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Tasks Year 1

- Review and update regional criteria and priorities for use of federal funds, primarily STBG-U and CMAQ Improvement Program but also including other federal funds, such as FTA funds.
- Complete required emissions benefit analyses for CMAQ projects with assistance from ODOT and FHWA.
- Conduct comprehensive public involvement as described in the Public Participation Plan.
- Continue programming CARES Act funding.

Products Year 1

- Regional criteria and priorities

Tasks Year 2

- 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.

Products Year 2

- STBG-U and other federally funded MPO discretionary projects included in the adopted FY 21-24 MTIP/STIP.

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.

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- 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.

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 cost-effective approaches to garner regional input and participation 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 updated 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:

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    - 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
- Televise 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

- 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.

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- 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

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

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- 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.
- Implement the recommendations from the 2018 ODOT Review of the MPO's Title VI Program.

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- 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

- Updated Title VI plan (Q1 FY 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_{10}) 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

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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.

The conformity determination for the 2045 RTP is anticipated in FY22.

Conformity Determination for FFY21-24 Metropolitan Transportation Improvement Program (MTIP) approved by MPO Policy Committee on May 7, 2020.

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).

The Motor Vehicle Emission Simulator (MOVES) 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.

Since this MPO is not a TMA with a population greater than 1 million, an air quality performance plan is not expected to be needed for FAST Act compliance.

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 required input data. Publish local parameters for use by other agencies, particularly for use in project level PM10 analysis.
   - 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.

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- 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 and programs.

The major activities within this program area aim to build on the MPO's databases and modeling capabilities and to produce more extensive sets of performance measures than currently exist. This work will include surveys and research, implementation of new models and components, model maintenance, database development and access, and statewide and national professional involvement.

LCOG has transitioned to the modeling framework from Metro, the Kate model, a traditional 4-step model that forecasts auto, transit, bike and walk performance within the MPO area. The model will be 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 will interface 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.

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

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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.

With the emphasis on performance metrics and scenario planning in the FAST Act transportation bill, development, enhancement, and implementation of performance metrics will be a key focus in this UPWP.

Core tasks include:

- Provides 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.

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- 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 TABLEAU data visualization software current for use in the data portal. Maintain software subscription.
- 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, the 2020 Oregon Households Activity Survey Committee and other subcommittees to coordinate activities between MPOs and ODOT to aid in advancing development of integrated statewide transportation/land use models.
- 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):

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- 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.

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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.).

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- 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.

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- 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.

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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.

4. Bike Model

Bike routes are modeled in the regional travel model but, due to prior lack of better information, cyclists are assumed to travel by the most direct route between origin and destination without regard to other attributes of the environment such as slope, exposure to traffic, etc.

In FY13, LCOG implemented the bicycle route model developed by Metro and PSU/OTREC and has worked with others to develop a version that can be incorporated into the regional travel model.

Tasks Year 1

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- Work with ODOT/Metro/PSU to test the mode choice code in the new regional model to incorporate bike utilities compatible with those from the bike model and ensure volumes and routes are accurately computed by the new regional model.
- Determine need for additional survey and execute (funding permitting).
- Re-estimate the bike route choice model following the survey (if needed).
- Integrate fully into the regional travel demand model.

Products Year 1

- Updated mode choice model.
- Updated new regional travel demand model.

5. Travel Model Development and Implementation

LCOG has contracted with Metro to develop a travel model that utilizes Metro's Kate travel model framework. Upon finalization, the model will be updated to a forecast year of 2045 for use in the RTP update.

6. Land Use Allocation Model and Implementation

LCOG has contracted with UrbanSim to develop a parcel-based land use allocation model. Upon finalization, the model will be updated to a forecast year of 2045 for use in the RTP update.

7. Tools for Transit Planning Support

TBEST is a tool built by Florida DOT and utilized by transit agencies throughout the State of Florida to assist in short-term analysis of transit system changes. It was recently installed at Rogue Valley Transit District and has been used to evaluate various scenarios for the District's system adjustments. TBEST also provides mapping support for analysis of Title VI issues under the new FTA circular.

LTD is exploring the use of TBEST to assist in their short-range system planning.

STOPS is a model developed by FTA to assist in analyzing scenarios in a large capital project that would typically apply for Small Starts funds. It uses auto travel time calculations and zonal land use attributes from the regional travel model in assessing and comparing benefits from different build scenarios. It does not replace the regional travel model, but is intended to be used in a screening mode to winnow down alternatives to a small number of candidates before calling on the regional model for the final analyses.

LTD may implement this model to assist in upcoming corridor studies associated with the expansion of the District's frequent transit network.

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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. In 2014, the Regional Transportation Options Plan (RTOP) was adopted by the Metropolitan Policy Committee. The RTOP set forth to plan for the most effective application of TO programs and services that address the RTP goals, objectives, and policies. The RTOP provides strategic direction that guides regional implementation, funding, and performance measurement of the region's transportation options and demand management programs and services.

Due to changes in staffing at LTD, the Point2point program will not be the regional TO provider. 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. 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 programs 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.

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- Congestion management outreach in partnership with ODOT.
- Continue Regional SRTS coordination.

City of Eugene's core tasks include:

1. SmartTrips Eugene

SmartTrips is a comprehensive approach to reduce drive-alone trips and increase biking, walking, and public transit in targeted geographic areas of the city. It incorporates an innovative and highly effective individualized marketing methodology, that hand-delivers packets of information to residents who wish to learn more about all their TO including transit, walking, bicycling, carpooling, and combining trips. SmartTrips programming is contingent on Covid19 impacts.

Year 1 and Year 2 Tasks

- Review methods and techniques from previous SmartTrips and revise program strategy and messaging for a downtown context.
- Schedule events and decide upon quantities of specific materials and incentives needed. Review existing materials and determine amounts needed based on targeted number of households to reach.
- Conduct individualized outreach and marketing, including staff time and project implementation.
- After campaign, measure changes in residents' and employees' travel behavior. Analyze trends using secondary data sources.

Year 1 and Year 2 Products

- Schedule of events, list of materials and quantities, plan to create new materials.
- Development of pre-and post-campaign questionnaires. Survey data provided in spreadsheet format or another useable electronic format.
- Preliminary report on households and employers reached, materials delivered, and any anecdotal or qualitative information gathered during the project through this point.
- Final report, documenting project implementation steps, methods, analysis of results and lessons learned.

2. Eugene Sunday Streets

Eugene Sunday Streets is a free community event that premiered in Eugene in summer 2011. Since 2013, the city has held two Sunday Streets events each summer. For 2019, the city is considering holding either one or two events. Eugene Sunday Streets features a car-free route that opens the streets for people to walk, bike and roll. Activity centers at our local parks host free healthy and active activities such as fitness classes, dancing, yoga, slacklining, live music and more. These events are working to get more people to use active

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modes of transportation thus improving our community's livability and health. Sunday Streets events are contingent on Covid19 impacts.

Tasks

- Recruit and coordinate over 200 volunteers to support the event.
- Select the route and work with the community and internal city staff on the logistics of the event and the route. This includes the traffic control plan, vendor coordination, resident information, and day of logistics like signage and bathrooms.
- Promote the event widely through advertising and outreach.
- Secure and coordinate sponsors to fund the event.

Products

- One or two Eugene Sunday Streets events.

3. Parties in the Park

To reach new neighborhoods with the education and encouragement messaging that we provide through Sunday Streets and SmartTrips, the City of Eugene piloted a new program in 2016 called Party in the Park. This is a partnership between the City of Eugene's TO group and our Recreation and Cultural Services Division. We target neighborhoods with disadvantaged populations that are harder to reach with our Sunday Streets events. Parties in Park are contingent on Covid19 impacts. The typical event includes:

- Traffic Garden/Bike Rodeo
- Helmet Giveaways
- Basic Bike Tune-Ups
- Safety education
- Information about upcoming transportation projects in the neighborhood

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City of Eugene Ongoing Operations

- Contribute to regional TO activities by participating in the Transportation Options Advisory Committee as needed.
- Coordinate local construction projects in support of the congestion mitigation process.
- Publish and distribute the Eugene-Springfield Bicycle Map and Resource Guide in both English and Spanish. Maintain the Eugene-Springfield bicycle map including converting Eugene and Springfield GIS data into graphics software, updating map information for new road and bikeway changes, new land use changes, and new law and safety information. Distribute the map using venues throughout the metropolitan area including bike shops, visitor centers, city offices, and as requested by individuals.
- Publish the monthly InMotion e-newsletter and distribute to over 3,000 people throughout the Eugene – Springfield area. Include feature articles and updates on walking and biking activities and opportunities for public involvement in the Eugene-Springfield metro area. Provide resources section for information on local and state laws and information on local and national walking and biking organizations.
- Participate in the multi-jurisdictional Eugene Safe Routes to School Team to guide the implementation actions contained in the Eugene Pedestrian and Bicycle Strategic Plan to increase the number of students who walk or bike to school. Attend team meetings, develop team goals and measures, meet with school officials, provide safety education, examine traffic safety around schools, develop walk and bike routes to school, and develop grants to fund education and infrastructure improvements.
- Implement high priority actions identified in the MoveEUG Active Transportation Strategy.
- Conduct Breakfast at the Bridges events one Friday each month in the late spring, summer and early fall to encourage walking and biking along the shared use path system.
- Coordinate the City's traffic safety education program. This includes creating online and print materials as well as developing videos when necessary. We also support any regional safety campaigns when needed.

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.

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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

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SECTION III: FUNDING

Central Lane MPO
Unified Planning Work Program
FY 2022 Funding

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		SOURCE OF FUNDS						
		1	2	3a	3b	4	5	
	Work Element	FTA Sec 5303	LTD 5303 Match	FHWA PL	ODOT match for FHWA PL	Central Lane MPO STBG	Local STBG Match	UPWP Total
A	Regional Transportation Plan (RTP) and Long-Range Planning	$ 13,765	$ 1,575	$ 90,457	$ 10,353	$ 105,000	$ 12,018	$ 333,978
B	Programming and Implementation	$ 16,518	$ 1,891	$ 34,791	$ 3,982	$ 50,000	$ 5,723	$ 151,677
C	Public Participation	$ 16,518	$ 1,891	$ 62,624	$ 7,168	$ 10,000	$ 1,145	$ 169,136
D	Air Quality Planning	$ 8,259	$ 945	$ 13,916	$ 1,593	$ 10,000	$ 1,145	$ 51,367
E	Transportation System Modeling and Data Maintenance	$ 13,765	$ 1,575	$ 139,164	$ 15,928	$ 80,000	$ 9,156	$ 414,681
F	Transportation Options	$ 9,184	$ 1,051	$ 27,833	$ 3,186	$ 75,000	$ 8,584	$ 155,856
G	Intergovernmental Coordination	$ 20,647	$ 2,363	$ 142,504	$ 16,310	$ 100,000	$ 11,445	$ 452,085
H	Direct Costs			$ 22,433	$ 2,568	$ 50,000	$ 5,723	
	Funds Distributed to Local Partners							
I	*MPO Partner Regional Transportation Planning*					$ 190,000	$ 21,746	$ 105,723
J	*Regional Transportation Options Funding*					$ 300,000	$ 34,336	$ 334,336
	Discrete Projects							
L	*Intelligent Transportation Systems (ITS) Plan*							$ -
M	*Land Use Model*					$ 20,000	$ 2,289	$ 22,289
N	*Traffic Counts*					$ 20,000	$ 2,289	$ 22,289
O	*LTD Data*	$ 50,000	$ 5,723					$ 55,723
P	*Member Services (minimum)* [1]	$ 20,000	$ 2,289	$ 17,946	$ 2,054	$ 20,000	$ 2,289	$ 64,578
	TOTALS	$ 168,655	$ 19,303	$ 551,668	$ 63,141	$ 1,030,000	$ 117,887	$ 1,950,654

Funding amounts are estimates only, based on anticipated amounts.

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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 Plan 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 what its role in being a mobility manager in the region might be and which technologies and modes make sense for LTD to partner with or offer.

Lead Agency: LTD
Partner Agencies: Lane County, City of Eugene, City of Springfield, ODOT, LCOG
Current Status: Underway
Estimated Completion: 2022
Estimated Project Cost: $350,000
Funding Source: STIF

Comprehensive Operations Analysis (COA)

The COA will involve a comprehensive, objective examination of LTD's range of mobility services. The primary goal of the project is to facilitate a robust and focused community dialogue that leads to a clear statement of transit goals and priorities that the Lane Transit District can use to guide future transit planning and investment. In addition, the analysis will consider changes in local and regional travel demand patterns, strategies to increase ridership and improve farebox recovery, identifying opportunities and challenges offered by new mobility options, identifying service planning principles to guide LTD service development moving forward, building strong relationships with customers and stakeholders, providing opportunity for disadvantaged populations, and adhering to a high standard of transparency in decision-making.

Lead Agency: LTD
Partner Agencies: ODOT, City of Springfield, City of Eugene, Lane County, ODOT, LCOG
Current Status: Project initiates in September 2021
Estimated Completion: 2023
Estimated Project Cost: $297,000
Funding Source: STBG, Local

MovingAhead

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

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and/or riding the bus. Enhanced bus service is under consideration on all five corridors and four corridors also include an EmX option. The LTD Board and Eugene City Council are expected to make a decision on a preferred investment package including a build option on each corridor in 2021.

Lead Agencies: City of Eugene, LTD
Partner Agencies: City of Springfield, ODOT, Lane County, LCOG
Current Status: Scoping Estimated Cost: uncertain of current funding/Estimated Completion: 2021
Funding Source: STP-U

Lane Transit District Strategic Business Plan

LTD's Strategic Business Plan will provide the district with a tool to coordinate short-term actions (annual processes related to budgeting and capital programming,) with broader regional goals related to growth, equity and environment; longer-term financial conditions; and the goals and policies contained in the agency's Long-Range Transit Plan.

Lead Agency: Lane Transit District
Partner Agencies: MPO Partner Agencies
Current Status: Currently in Scoping.
Estimated Completion: 2021
Estimated Project Cost: $200,000
Funding Source: STBG-U for part of Interim Product

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

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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.

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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.

Regional Bike Hub Design Standards

This regional project will help establish design and amenity standards for regional bicycle hubs all around the MPO area. In a collaborative effort this project also includes a pilot bicycle hub located in the City of Coburg. This pilot location connects to the 127-mile Willamette Valley Scenic Bikeway.

Lead Agency: City of Coburg
Partner Agencies: Point2Point, LCOG
Current Status: Project scoping and estimating in progress.
Estimated Completion: TBD
Estimated Project Cost: $TBD.
Funding Source: TBD

Franklin Boulevard Project, Phase 2 Design and Construction

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

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

Springfield Downtown Demonstration Project

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

Lead Agency: City of Springfield
Partner Agencies: ODOT and SUB
Current Status: Phase 1 and Phase 2 completed. Phase 3 in feasibility analysis and scope of work refinement.
Estimated Completion: TBD
Estimated Project Cost: TBD
Funding Source: Urban Renewal

Gateway/Kruse – Hutton/Beltline

The City of Springfield anticipates studying near and long-term solutions to congestion and safety issues at the Gateway/Kruse and Hutton/Beltline intersections. The 2003 I-5/Beltline Revised Environmental Assessment (REA) anticipates future signalization of Hutton/Beltline. Detailed system analysis must occur to support that project and to better understand benefits and impacts to nearby intersections. Currently the City is working on a project at the Gateway/Kruse intersection. The intersection has had a significant number of crashes as well as the inside northbound lane backing up on a regular basis at Gateway/Beltline blocking the intersection of Gateway/Kruse. The project design for Gateway/Kruse improvements has started.

Lead Agency: City of Springfield
Partner Agencies: ODOT, LTD
Current Status: Starting design process.
Estimated Completion: Gateway/Kruse 2021, Further Study TBD
Estimated Project Cost: $238,000
Funding Source: All Roads Transportation Safety (ARTS) and local funds

Main Street Safety Project

The City of Springfield and ODOT are collaborating to develop a facility plan for the 4.9-mile-long segment of Main Street (OR 126 East) between S. 20th Street (M.P. 2.98) and 72nd Street (M.P. 7.88). The project will assess existing and future transportation safety and mobility conditions within the study area for all modes of travel and identify solutions for adoption into state and local plans. This will

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include an analysis of the need, technical viability, and public support for alternative solutions to improve safety, including the incorporation of raised safety median treatments and roundabouts. The plan will coordinate with Main-McVay Transit Study to consider transit improvements along the corridor.

Lead Agencies: City of Springfield and ODOT
Partner Agencies: LTD
Current Status: Current Status: Work began in 2018. The following tasks have been completed: (1) Inventory existing conditions. (2) Identify community priorities, goals and objectives. (3) Develop and evaluate alternative solutions. Remaining tasks: (4) Endorse preferred solution. (5) Prepare and adopt facility plan.
Estimated Completion: 2022
Estimated Project Cost: $913,000 (includes $200,000 for a portion of City's expenses)
Funding Source: ODOT ARTS (All Roads Transportation Safety), ODOT SPR (State Planning Research)

Main Street/McVay Transit Study

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

Local Agency: LTD
Partner Agencies: City of Springfield, ODOT
Current Status: Coordinating with Springfield and the Main Street Safety Project to select a transit mode choice and transit alignment for Main Street.
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. Have been constructed and are in the project close-out process. 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.
Estimated Completion: S. 42nd St east to S. 51st Pl completed Fall 2020. S. 42nd St/Daisy St intersection construction estimated completion 2022. Remainder of project TBD.
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.

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Springfield Street Design Standards

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

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

Springfield Bicycle and Pedestrian Master Plan

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

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

Gateway Refinement Plan Update

In December 2016, the City of Springfield and Lane County adopted a modest urban growth boundary expansion for employment lands. 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 and assess wetlands and riparian corridors to plan for the appropriate siting of urban land uses and infrastructure. In December 2019, the Oregon Department of Land Conservation and Development (DLCD) awarded a Technical Assistance grant to undertake the natural resource work. In 2020, Springfield started developing a high-level project plan to identify future planning needs.

Lead Agency: City of Springfield
Partner Agencies: ODOT, DLCD, LTD, Springfield Utility Board (SUB), LCOG
Current Status: Wetland and riparian inventory in progress. High level project plan to identify future planning needs in progress. Springfield Natural Resources Study to begin in 2021. Remainder TBD
Estimated Completion: Finalize wetland and riparian inventory in 2021. Remainder TBD
Estimated Project Cost: $180,000 for wetland and riparian inventory and Springfield Natural Resources Study, $15,000 to create high level project plan, remainder TBD.

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Funding Source: DLCD, SUB, and local for natural resources work. Local funds for high level project plan. Remainder TBD

Beltline Highway: Delta Highway to River Road Project

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

Lead Agency: ODOT
Partner Agencies: ODOT, Lane County, City of Eugene, LTD
Current Status: The planning phase is almost complete. The consultant is preparing environmental documentation. Funding has not been identified for final design or construction.
Estimated Completion: 2021
Estimated Project Cost: $4 M
Funding Source: Various state and federal funds.

OR126: Eugene to Veneta NEPA study

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

Lead Agency: ODOT
Partner Agencies: Eugene, Lane County, and Veneta will be consulted.
Current Status: Field work and the first phase of public involvement were completed in 2020. Design concepts will be further developed and evaluated in 2021. Funding has not been identified for final design or construction.
Estimated Completion: 2022
Estimated Project Cost: $3 M
Funding Source: State and federal funds specified in Oregon HB 2017.

Safe Lane Coalition

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

Lead Agency: LCOG, Lane County
Partner Agencies: ODOT, City of Springfield, City of Eugene, LTD, Lane County Public Health, BEST, Oregon Technology Association.
Current Status: Ongoing

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

LinkLane Transit Service

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

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

Lane County Rural Safe Routes to School

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

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

Beaver Hunsaker Corridor Plan – Design Completion

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

Lead Agency: Lane County
Partner Agencies: City of Eugene, ODOT, LTD, and LCOG
Current Status: The corridor plan was adopted by the Board of County Commissioners in 2017.
Estimated Completion: 2021
Estimated Project Cost: $1,199,844
Funding Source: STBG-U

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30th Avenue Corridor Active Transportation Plan

This project will develop a corridor plan to support active transportation on 30th Avenue, between Hilyard Street and McVay Highway. This plan is expected to identify specific improvements on and adjacent to 30th Avenue to improve conditions for people walking and biking. The plan will explore potential off-road and multi-use paths that would create additional bicycle and pedestrian connectivity to the Lane Community College 30th Avenue campus.

Lead Agency: Lane County
Partner Agencies: City of Eugene, City of Springfield, ODOT, LTD, and Lane Community College
Current Status: Funding has been awarded for the planning work and consultant has been selected.
Estimated Completion: 2022
Estimated Project Cost: $250,000
Funding Source: CMAQ

Gilham Road Sidewalk and Safety Improvements

Gilham Road, between Ayres Road and Mirror Pond Way, 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 and improve the walkability of the neighborhood.

Lead Agency: Lane County
Partner Agencies: City of Eugene
Current Status: TBD
Estimated Completion: 2021
Estimated Project Cost: $1,309,757
Funding Source: CMAQ

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: TBD
Estimated Completion: 2021
Estimated Project Cost: $589,122

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Funding Source: STBG-U

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

Traffic Communications Plan

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

Lead Agency: Lane County
Partner Agencies: LCOG, City of Eugene, City of Springfield, ODOT
Current Status: TBD
Estimated Completion: 2021
Estimated Project Cost: $175,000
Funding Source: STBG-U

Lane County Bicycle Master Plan

Lane County is creating its first Bicycle Master Plan for rural roads and paved paths outside of the Eugene-Springfield urban area. As an amendment to the Lane County Transportation System Plan, the bicycle master plan will go before the Lane County Commissioners for adoption with recommendations to improve the: safety and comfort for people who bike and

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all roadway users; connectivity of regional bicycling between rural communities and the urban area; equity of access to convenient, safe, and affordable means of transportation; economic development opportunities for bicycle tourism related businesses; and public health benefits from expanded active transportation.

Lead Agency: Lane County
Partner Agencies: City of Eugene, City of Springfield, ODOT, LTD, and LCOG
Current Status: In progress
Estimated Completion: 2022
Estimated Project Cost: $150,000
Funding Source: Lane County

Lane County Transportation Safety Action Plan (TSAP) Implementation

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

Lead Agency: Lane County
Current Status: The plan has been completed and Lane County is working on implementing strategies.
Estimated Completion: TBD
Estimated Project Cost: TBD
Funding Source: TBD

Other Accomplishments of Note

Special Projects

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

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

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- The ODOT Beltline at Delta Highway interchange improvement project is under construction. It will be completed in 2021.
- The ODOT I-105 Bridge Preservation Project will be completed in early 2021.

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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.

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Appendix C: Acronyms

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

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

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

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

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VMS	Variable Message Signs
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compounds
VPD	Vehicles Per Day
YOE	Year of Expenditure

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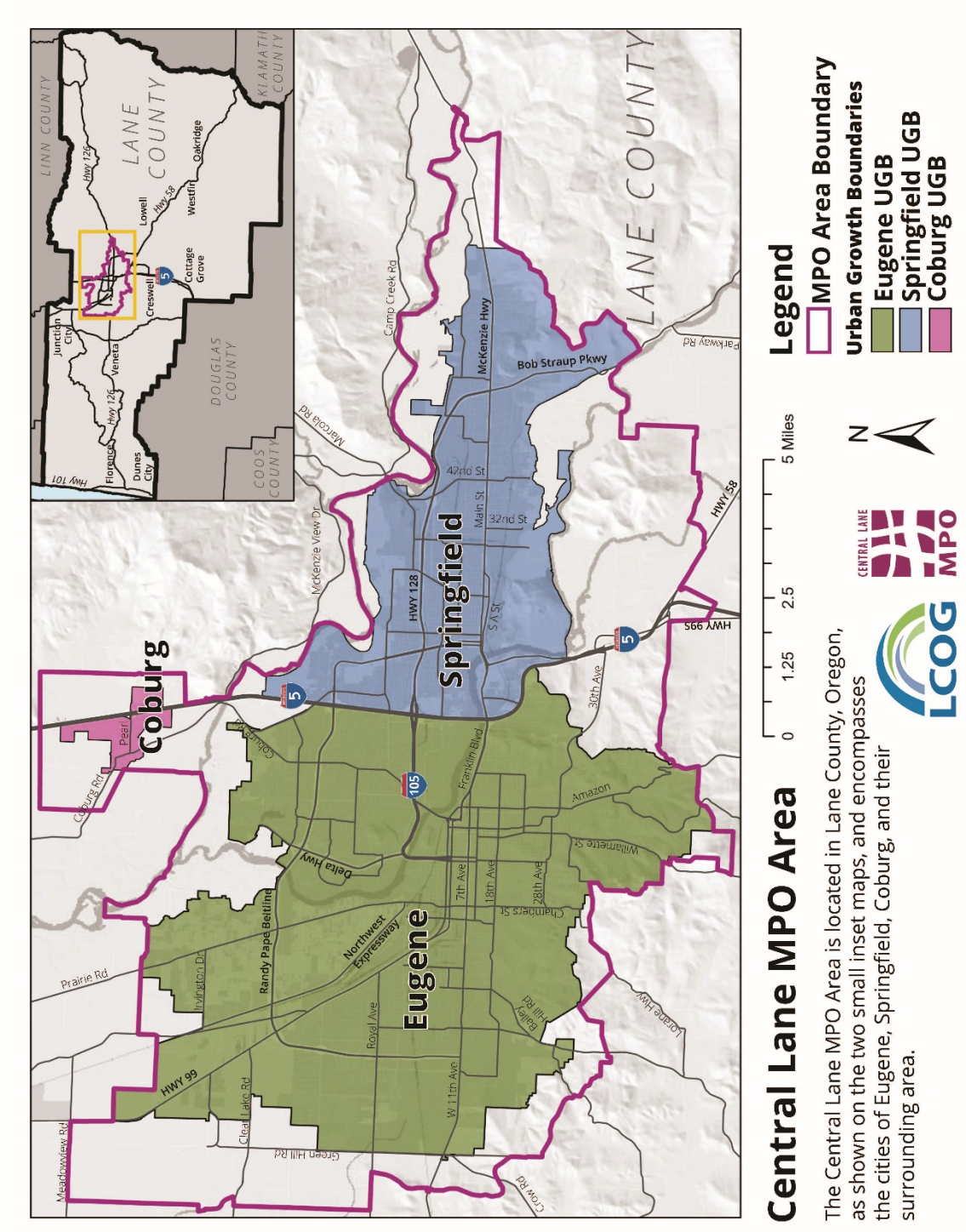
Appendix D: Central Lane MPO Map



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_{10} 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.

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

Acknowledged:

Brenda Wilson, Executive Director
Lane Council of Governments — Date: 2.19.15

Merlyn L. Hough, Director
Lane Regional Air Protection Agency — Date: 2/20/2015

Ron Kilcoyne, General Manager
Lane Transit District — Date

Sonny Chickering, Region Manager, Region 2,
Oregon Department of Transportation — Date

Kurt Corey, P.E., Public Works Executive Director
City of Eugene — Date

Tom Boyatt, Community Development Manager
City of Springfield — Date: 2/19/2015

Petra Schuetz, City Administrator
City of Coburg — Date: 02/19/15

Marsha Miller, Public Works Director
Lane County — Date

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

Acknowledged:

Brenda Wilson, Executive Director
Lane Council of Governments
Date 2.19.15

Merlyn L. Hough, Director
Lane Regional Air Protection Agency
Date

Ron Kilcoyne, General Manager
Lane Transit District
Date 2-19-15

Sonny Chickering, Region Manager, Region 2,
Oregon Department of Transportation
Date

Kurt Corey, P.E., Public Works Executive Director
City of Eugene
Date

Tom Boyatt, Community Development Manager
City of Springfield
Date 2/19/2015

Petra Schuetz, City Administrator
City of Coburg
Date 02/19/15

Marsha Miller, Public Works Director
Lane County
Date

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

Acknowledged:

Brenda Wilson, Executive Director
Lane Council of Governments

2.19.15
Date

Merlyn L. Hough, Director
Lane Regional Air Protection Agency

Date

Ron Kilcoyne, General Manager
Lane Transit District

Date

Sonny Chickering, Region Manager, Region 2,
Oregon Department of Transportation

Date

PI
Kurt Corey, P.E., Public Works Executive Director
City of Eugene

2-23-15
Date

Tom Boyatt, Community Development Manager
City of Springfield

2/19/2015
Date

Petra Schuetz, City Administrator
City of Coburg

02/19/15
Date

Marsha Miller, Public Works Director
Lane County

Date

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

Acknowledged:

Brenda Wilson, Executive Director
Lane Council of Governments — Date: 2.19.15

Merlyn L. Hough, Director
Lane Regional Air Protection Agency — Date

Ron Kilcoyne, General Manager
Lane Transit District — Date

Sonny Chickering, Region Manager, Region 2,
Oregon Department of Transportation — Date

Kurt Corey, P.E., Public Works Executive Director
City of Eugene — Date

Tom Boyatt, Community Development Manager
City of Springfield — Date: 2/14/2015

Petra Schuetz, City Administrator
City of Coburg — Date: 02/19/15

Marsha Miller, Public Works Director
Lane County — Date: 2/26/15

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

Acknowledged:

Brenda Wilson, Executive Director **Lane Council of Governments**	2.19.15 **Date**
Merlyn L. Hough, Director **Lane Regional Air Protection Agency**	**Date**
Ron Kilcoyne, General Manager **Lane Transit District**	**Date**
Sonny P.A. Chickering **Sonny Chickering, Region Manager, Region 2,** **Oregon Department of Transportation**	3-16-15 **Date**
Kurt Corey, P.E., Public Works Executive Director **City of Eugene**	**Date**
T. Boyatt **Tom Boyatt, Community Development Manager** **City of Springfield**	2/19/2015 **Date**
Petra Schuetz, City Administrator **City of Coburg**	02/19/15 **Date**
Marsha Miller, Public Works Director **Lane County**	**Date**

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

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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

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.

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 17th 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.

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

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.

CENTRAL LANE METROPOLITAN PLANNING ORGANIZAION, by and through the Lane Council of Governments

By George Kloppel
Executive Director

Date 6-18-08

LANE TRANSIT DISTRICT, by and through its Board of Directors

By
General Manager

Date 6-10-08

Agency Contacts

Byron Vanderpool
Director, Interim MPO Program Manager
Lane Council of Governments
99 East Broadway, Suite 400
Eugene, Oregon 97401

Tom Schwetz
Director of Planning and Development
Lane Transit District
3500 East 17th Avenue
Eugene, OR 97401

STATE OF OREGON, by and through its Department of Transportation

By
Division Administrator, Transportation Development Division

Date 7/16/08

By
Division Administrator, Public Transit Division

Date 7/16/2008

APPROVAL RECOMMENDED

By
Region 2 Manager

Date 7-8-08

By Erik M. Havs
Region 2 Planning and Development Manager

Date 7-8-08

APPROVED AS TO LEGAL SUFFICIENCY

By
Assistant Attorney General

Date 7/14/08

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

- 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[1]	Product Owner Lead Agency Cooperate/Collaborate	Product Owner Lead Agency Cooperate/Collaborate	Product Owner Lead Agency Cooperate/Collaborate
Facility Plans[2]	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)[3]	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.

[1] Plans, other than facility plans, prepared by any of the parties

[2] 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.

[3] 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 . . .)*

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 Kloeppel — 11-24-10

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

Date

Appendix H. Performance Based Planning Resolutions.

DRAFT

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 1st 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 1st 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 7th DAY OF MARCH, 2019, BY THE METROPOLITAN POLICY COMMITTEE.

ATTEST:

Lucy Vinis, Chair
Metropolitan Policy Committee

Brendalee Wilson, Executive Director
Lane Council of Governments

April 28, 2021

To: Metropolitan Policy Committee

From: Paul Thompson

Subject: MPC 6.c: Future Discussion with Chair of Oregon Transportation Commission (OTC)

Action Recommended: Discussion & direction to staff

Background and Discussion
As noted in the Minutes of the April 1, 2021 MPC meeting, Chair Berney reported on a recent meeting with himself, Mayor.VanGordon and Commissioner Buch in which OTC Chair Robert Van Brocklin indicated his willingness to organize a discussion of OTC planning activities with the MPC. It was determined that MPC members supported scheduling a meeting and inviting members of the LaneACT to participate. The discussion with Chair Van Brocklin is scheduled for Noon-1:00 on June 3, 2021 as a joint meeting of the MPC and the LaneACT.

During the April 1st MPC discussion a desire was expressed to have an unscripted, open question and answer session. Staff were directed to develop a couple of large topics for the discussion. This agenda item is a lead-up to the June 3rd discussion, providing an opportunity for MPC members to consider possible talking points for that discussion.

As a starting point, it may be worth looking back to the last time the Central Lane MPO engaged directly with the OTC in an open discussion. At the December 17, 2019 OTC meeting, then Mayor Lundberg represented MPC in a discussion with the OTC and other MPOs and Area Commissions on Transportation (ACTs) from around the state. Here is a condensed version of her talking points on that day:

- ODOT and the OTC need to reinstate, originate, and/or expand local grant programs. These programs need to allow for and respect real input and decision making by the local and regional stakeholders. For example, reinstating the STIP Non-Highway Enhance grant program …
- Active Transportation needs to be funded separate and apart from other funding parts. …
- ODOT's Active Transportation Liaisons are collecting data on needs & gaps, but it is not clear at all how this data will be used. There needs to be meaningful funding applied to the identified needs.

- Due to the constitutional limitation on the use of Oregon's gas tax revenue, there needs to be a dedicated sustainable funding source implemented for off-street (out of the ROW) multi-modal improvements.
- The Leverage process did not work well for our area. Tying potential Leverage improvements - many of which are relatively small bicycle, pedestrian, accessibility, and similar improvements - to expensive urban Fix-It projects did not work. …
- The OTC should be more proactive and innovative. Too much of the work of the OTC is seen as approving ODOT staff work, without sufficient consideration of other viewpoints, potential innovations, or local input (where much of ODOT's work is carried out).
- Continue, or ideally double or triple, the one-tenth of a penny STIF funding while removing the "new pilot project" constraint. …
- Identify and implement dedicated funding for safety goals, particularly transportation safety enforcement.
- Revisit the 50/30/20 funding distribution with the goal of distributing more funding directly to the cities and counties.
- Increase Safe Routes to Schools Non-Infrastructure program funding.

.

Staff suggests that one starting point for a “large topic” at the June 3rd discussion may be to thank the OTC for recent funding decisions during the current development of the 2024-2027 STIP that have at least partially addressed several of the bullets above by providing historically high levels of funding for Non-Highway activities, including active transportation, Safe Routes to Schools (SRTS), and more. But staff also believes that should be immediately followed by a request to continue to do more in these areas, to take bold action on funding Non-Highway, active transportation, SRTS and other non-auto/roadway investments that address climate change, safety, and more.

Another “large topic” for June 3rd should focus on two-way communication (or lack thereof) between the CLMPO (and LaneACT) and the OTC. This is a topic that has been discussed numerous times at MPC over the years, whether in the guise of the lack of an OTC member from our area, or the lack of direct outreach from the OTC to MPOs, or the lack of transparency on why certain decisions are made. Part of this discussion should be direct question to OTC Chair Van Brocklin asking what the OTC needs from the CLMPO – how can MPC and this region effectively and meaningfully engage the OTC?

The OTC’s Annual Workshop is scheduled for November, 2021. This workshop traditionally includes the Chairs of all of the ACTs, and only recently has included the Chair of the Oregon MPO Consortium (OMPOC). This may be an opportunity to ask for fuller inclusion of the MPOs, by extending invitations to the Chair of every Oregon MPO. The OTC’s Annual Workshop usually includes the development of the OTC’s work plan. The current 2019-2021 OTC Work Plan is available here – a quick four pages to review. With the development of a new Work Plan on the horizon, the MPC may want to ask Chair Van Brocklin what he sees as important topics for that upcoming plan.

Finally, the May 6th MPC meeting includes an agenda item on the further development of funding recommendations for the 2024-2027 Statewide Transportation Improvement

Program (STIP). As of the writing of this memo, very little is known about the details of this agenda item presentation by ODOT staff, but it is believed that it will focus on the newly named *Public and Active Transportation* STIP funding category (previously known as the *Non-Highway* category). Since this funding category has been identified as MPC's top priority for STIP funding, this presentation may not only result in questions for the presenter, but also follow-up questions for Chair Van Brocklin in June.

Requested Actions

- Discussion & direction to staff