



# MEETING NOTICE

<b>MEETING:</b>	<b>METROPOLITAN POLICY COMMITTEE</b>
<b>DATE:</b>	<b>Thursday, March 3, 2022</b>
<b>TIME:</b>	<b>11:30 AM - 1:30 PM</b>
<b>LOCATION:</b>	<b>VIRTUAL:</b> <a href="https://us06web.zoom.us/j/87653293404?pwd=YU5mRzdwclRkazZzQWJnMGtobnVmdz09">https://us06web.zoom.us/j/87653293404?pwd=YU5mRzdwclRkazZzQWJnMGtobnVmdz09</a> Call-in +1 253-215-8782 Webinar ID: 876 5329 3404 Passcode: 220595 One Tap Mobile: +12532158782,,87653293404#,,, *220595# Webcast: <a href="http://metrotv.ompnetwork.org/">http://metrotv.ompnetwork.org/</a>
<b>CONTACT PERSON:</b>	<b>Paul Thompson, 541-682-4405, <a href="mailto:pthompson@lcog.org">pthompson@lcog.org</a></b>

## A G E N D A

1. **WELCOME & INTRODUCTIONS**
2. **CALL TO ORDER**
3. **APPROVE FEBRUARY 3, 2022 MPC MEETING MINUTES**
4. **ADJUSTMENTS TO THE AGENDA/ANNOUNCEMENTS FROM MPC MEMBERS**
5. **COMMENTS FROM THE AUDIENCE** (*Please see notes at the end of the agenda.*)
6. **METROPOLITAN PLANNING ORGANIZATION (MPO) ISSUES**
  - a. Central Lane Planning Through 2026 (45 min)  
Staff Contacts & Presenters: Kelly Clarke, Paul Thompson, LCOG  
*Action Requested:* Information & discussion; provide direction to staff.
  - b. Regional Primary Funding Considerations (30 min)  
Staff Contact & Presenter: Dan Callister, LCOG  
*Action Requested:* Information & discussion; provide direction to staff.

**-OVER-**

Location is wheelchair accessible (WCA). American Sign Language (ASL) interpretation is available with 48 hours notice.

LCOG Main Office: 859 Willamette Street, Suite 500, Eugene, Oregon 97401-2910

Phone: (541) 682-4283 • Fax: (541) 682-4099 • TTY: (541) 682-4567 • Web: [www.lcog.org](http://www.lcog.org)

- c. Infrastructure Investment and Jobs Act (IIJA) Flexible Funding – Next Steps (10 min)  
Staff Contact & Presenter: Paul Thompson, LCOG  
Action Requested: Information and discussion; provide direction to staff.
- d. Follow-up and Next Steps (10 min)  
1) ODOT Update  
2) MTIP Administrative Amendments (information only, see attachment)  
3) Next Steps/Agenda Build

#### UPCOMING MEETINGS:

April 7 Virtual  
May 5 Virtual  
June 2 Virtual

#### PLEASE NOTE:

**The meeting will be conducted via Zoom Webinar, allowing public access to the Zoom meeting as an “attende.” Anyone wishing to comment in general or during a public hearing will be asked to raise their Zoom virtual “hand” when prompted by the Chair at the beginning of each public comment opportunity. Speakers will be moved to “panelist” status and asked to speak on a first come basis. A limit of 3 minutes per person is requested.**



LCOG is now posting meetings on its website at <https://www.lcog.org/bc-mpc>. 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](mailto: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 <https://www.lcog.org/bc-mpc>.

***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!***

# MINUTES

## Metropolitan Policy Committee Virtual Meeting via Zoom

February 3, 2022  
11:30 a.m.

**PRESENT:** Steve Moe, Vice Chair; Sean VanGordon (City of Springfield); Joe Berney, Heather Buch (Lane County); Lucy Vinis (City of Eugene); Ray Smith (City of Coburg); Frannie Brindle (Oregon Department of Transportation); Don Nordin (Lane Transit District), members; Dan Hurley (Lane County), *ex officio* member.

Brenda Wilson, Paul Thompson, Kelly Clarke, Ellen Currier, Drew Pfefferle, Rachel Dorfman, Dan Callister (Lane Council of Governments); Emma Newman (City of Springfield); Rob Inerfeld (City of Eugene); Sasha Vartanian (Lane County); John Marshall, Megan Winner (City of Coburg); Tom Schwetz, Andrew Martin, Mark Johnson (Lane Transit District); Travis Brouwer, Bill Johnston (Oregon Department of Transportation); Rob Zako, Claire Roth (Better Eugene-Springfield Transportation), Metro Television; John Faville, NE Neighbors, Carleen Reilly, guest.

### **WELCOME, CALL TO ORDER AND INTRODUCTIONS**

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

### **APPROVE JANUARY 6, 2022, MPC MEETING MINUTES**

Mr. Smith, seconded by Ms. Vinis, moved to approve the January 6, 2022, meeting minutes as presented. The motion passed unanimously, 8:0.

### **ADJUSTMENTS TO THE AGENDA/ANNOUNCEMENTS FROM MPC MEMBERS**

In response to a question from Ms. Vinis, Mr. Thompson said discussions of the Regional Transportation Plan (RTP) would begin at the MPC's March meeting. Staff would present a road map for moving forward over the next several years with respect to all of the transportation planning activities at the local, state and federal levels.

Mr. Berney announced that he provided direct testimony to the Oregon Transportation Commission (OTC) in which he elaborated on the region's priorities. He felt it was a productive and positive meeting.

### **COMMENTS FROM THE AUDIENCE**

Rob Zako, Better Eugene-Springfield Transportation (BEST), thanked the committee for transitioning to ZOOM technology to facilitate public participation. He appreciated the strategy for a continuing process to revise plans and investments. He said BEST was developing a resolution to partner with the MPC and assist whenever possible. He asked for feedback on the draft resolution and a final version would be presented at the MPC's March meeting.

John Faville, NE Neighbors, said at the MPC's January 6 meeting it had approved the Oregon Department of Transportation (ODOT) local prioritization of projects for Infrastructure Investment and Jobs Act (IIJA)

funding. He was pleased with the support and said two projects of top importance to the area were completing improvements on the Delta/Beltline interchange and construction of an arterial bridge across the river. He encouraged them to continue on that path and asked that those projects remain front and center as the OTC made decisions about allocation of funds. He said the NE Neighbors area was defined and isolated by the Beltline and was one of the fastest growing areas of Eugene. An arterial bridge was critical in terms of safety and access.

## **ELECTION OF CHAIR AND VICE CHAIR FOR 2022, APPOINT OMPOC MEMBERS**

Mr. Berney said it had been an honor to serve as chair during the past year and he appreciated the opportunity to get to know MPC members and learn about the MPO and MPC. He thanked committee members and staff for their interest in moving forward with an in depth examination of the RTP and transportation planning activities. He noted that based on the agreed upon rotation of chair and vice chair functions among the cities of Eugene and Springfield and Lane County, the next chair would be from Eugene and vice chair from Springfield.

Ms. Vinis, seconded by Ms. Buch, nominated Randy Groves as chair of the MPC. There being no other nominations Mr. Groves was elected unanimously, 8:0.

Mr. VanGordon, seconded by Mr. Smith, nominated Steve Moe as vice chair of the MPC. There being no other nominations Mr. Moe was elected unanimously, 8:0.

Mr. Thompson explained the duties of an MPC representative to the Oregon MPO Consortium (OMPOC). Currently serving as OMPOC representatives were Steve Moe and Caitlin Vargas. He said OMPOC met quarterly and he briefly reviewed the agenda for the February 11 meeting. He said meetings were being held virtually at this time and typically lasted about three hours.

Mr. Moe indicated he was willing to continue to serve as an OMPOC representative.

Mr. Nordin said Ms. Vargas was unable to attend this meeting and he was willing to serve as an OMPOC representative if she was not interested in continuing in that role.

Mr. Thompson said that OMPOC staff would confer with Ms. Vargas and determine if she wished to continue to serve or turn that role over to Mr. Nordin.

Mr. Berney determined there was consensus with Mr. Thompson's proposal to appoint Mr. Moe and allow Ms. Vargas to continue as an OMPOC representative if she wished to and if not, designate Mr. Nordin as OMPOC representative.

## **METROPOLITAN PLANNING ORGANIZATION (MPO) ISSUES**

### **Amendment to FFY 2021-24 Metropolitan Transportation Improvement Program (MTIP)**

Mr. Callister stated that Springfield had requested MPO discretionary funds to augment the existing Lane County project on Laura Street. He said that project was approved by the MPC for \$3.1 million to improve a section of Laura Street under the County's jurisdiction. The City of Springfield was requesting \$250,000 for improvements on the City's section of Laura Street in order to collaborate with the County to address the entire corridor. He said the Transportation Planning Committee (TPC) recommended an expedited

approval process, with a two week comment period instead of 30 days, and a public hearing and approval of Resolution 2022-03 at this meeting.

Ms. Buch asked if there were plans to transfer the County's section of Laura Street to Springfield's jurisdiction. Ms. Vartanian replied that an intergovernmental agreement (IGA) to affect that transfer was currently in the approval process.

Mr. Moe opened the public hearing. There was no one wishing to speak and the hearing was closed.

Ms. Vinis, seconded by Mr. Berney, moved to approve Resolution 2022-03. The motion passed unanimously, 8:0.

### **Infrastructure Investment and Jobs Act (IIJA) Flexible Funding Priorities**

Mr. Thompson stated this was a continuance of the ongoing discussion with the Oregon Transportation Commission (OTC) regarding priorities for use of the IIJA flexible funding. He said the OTC at its January 2022 meeting had approved a series of funding scenarios for public review and comment and an explanation of those scenarios would be provided by ODOT Assistant Director Travis Brouwer.

Mr. Brouwer said approximately \$1.2 billion in additional IIJA funding was available for roads, transit and active transportation. About \$412 million of that funding was available for use in a variety of areas across the transportation system and those were the funds for which the OTC was developing funding scenarios based on input from the public and stakeholders such as the MPOs and ACTs (Area Commission on Transportation). He said major themes heard across the state included strong support for investing in public and active transportation, investing in bridges and preservation of road conditions and addressing bottlenecks on state highways. Other themes were addressing the needs of urban arterials in a much more comprehensive way, safety improvements across all modes and programs, and investing in fish, wildlife and environmental projects. Interest had also been expressed in expanding electric vehicle charging access across the state and insuring a fair regional distribution of funds.

Mr. Brouwer said based on the themes that had emerged, ODOT prepared a proposed investment for the OTC that recommended investing in nine different program areas. He used a slide presentation to explain each of the OTC approved scenarios and options for distribution of investments across those program areas. He said public comments on the investment strategies would be provided to the OTC at its March 10 meeting and the OTC would provide feedback to staff. The OTC would approve final funding allocation on March 30 and project selection would begin in April 2022. He listed a number of ways in which public comments could be provided and said stakeholders would be asked to respond to the following questions:

Are these the correct areas in which to invest the flexible funds?  
Which funding scenario best helps Oregon achieve its transportation and community goals?  
Should any modifications be made in the scenarios when the OTC makes its decision about how to spend the IIJA funds?

Mr. Moe asked if some projects would be cut back in order to have matching funds for the federal dollars. Mr. Brouwer said some of the funds would be set aside and used to federalize programs that were currently funded out of state dollars, then use those state dollars to leverage federal dollars.

Mr. Berney questioned the cost of \$500 million for a state project. He noted that during the description of scenarios activities such as business and workforce development and bringing black, indigenous and people of color (BIPOC) into trades. He said there were already apprenticeship programs in union and

non-union trades that targeted typically excluded populations and provided guaranteed jobs. He said rather than financing a new system the state should consider how to exponentially leverage the existing system. He said Lane County was developing a community benefits agreement to guide all of the proposed construction. He recommended bringing the investment down to \$2-3 million to achieve those community benefits. He said the \$4 million identified for electric vehicle charging was likely not going to address ways to offset by a few thousand dollars each residential and commercial buildings installing charging stations in their garages. It was probably looking at stops along the state highway system. He suggested a more community-based, cost effective and exponentially more impactful approach that would also create a number of jobs.

Mr. Brouwer said ODOT currently invested about \$1 million annually in the apprenticeship system and that would be the program it intended to expand. He said ODOT was also discussing community benefits agreements for projects.

Mr. Thompson referred to a slide in the presentation that summarized the analysis and tradeoffs of the proposed scenarios and pointed out that during the MPC discussions over the past year it had prioritized public and active transportation, which was reflected in the Scenario 2 funding proposal. Scenario 2 directs about 50 percent of the flexible funding towards priorities the MPC had established. He asked that the MPC direct staff to prepare written testimony for the February 17 OTC meeting supporting Scenario 2.

Ms. Vinis agreed with Mr. Thompson's request regarding Scenario 2. She asked if that scenario included Great Street strategies. Mr. Brouwer replied that Scenario would put the largest share of funds in Great Streets and Safe Routes to School.

Ms. Vinis said the City of Eugene had acquired jurisdiction over Highway 99 prior to the Great Streets concept. She asked if the Great Streets designation and funding could be applied to roads that had formerly been state highways and had been transferred to local jurisdictions. Mr. Brouwer said that issue had also been raised by other communities and that issue should be brought to the OTC with the suggestion of broadening the program's focus to include former state highways.

Mr. VanGordon agreed with Mr. Thompson's request to prepare testimony supporting Scenario 2. He cautioned that the jurisdictions and ODOT should not try to do too many things with the funds, but rather focus on community priorities and making a visible difference that would allow people to see the benefits of investments.

Mr. Smith also supported expanding the designation of state highway to include sections now under local jurisdictions' control. He concurred with Mr. VanGordon that the MPC should prioritize what it wanted to get done and achieve some success instead of spreading funds over a vast number of projects.

Mr. Moe determined there was consensus to direct staff to develop written testimony to the OTC in support of Scenario 2.

### **Coronavirus Response and Relief Supplemental Appropriation Act (CRRSAA) Funding**

Mr. Thompson provided a brief overview of CRRSAA funding and said a portion of those funds were directed to MPOs. The Central Lane MPO was slated to receive \$2,018,930 of relief funding and the first step toward receiving the funds is to notify USDOT what type of funding it wants to receive. The options were either as federal infrastructure funding similar to the MPO's normal STBG funding, or as non-federal relief funding. If the relief funding option was selected, the MPO would work with USDOT and ODOT to receive the funds as nonfederal dollars with no match or other federal requirements attached. The MPC

could then determine how to use the funds. The TPC recommendation was to receive as relief funding and he asked for approval of Resolution 2022-04.

Ms. Vinis, seconded by Ms. Buch, moved to approve Resolution 2022-04. The motion passed unanimously, 8:0.

### **Central Lane MPO Governance Structure**

Ms. Wilson noted that the agenda packet included a memorandum describing the formation and governance structure of the Central Lane MPO. In 1974 the Governor appointed the Lane Council of Governments (LCOG) as the MPO. In 1987 Lane County and the cities of Springfield and Eugene created the MPC, primarily to address land use issues within the metropolitan area, but it also assumed the responsibilities of three other committees. Those responsibilities included cable television, transportation policies and urban services. Some parks issues were also under the MPC's purview. In 2002 the LCOG Board delegated additional authority to the MPC, including transportation decision-making, because federally funded projects occurred within the metro area. She said LCOG covered all of Lane County and therefore the Board felt that planning and federal transportation dollars should be delegated to the MPC.

Ms. Wilson said the receipt of CRRSAA funds had raised questions about governance and delegation because of the different ways of accepting those dollars. She said that was a discussion the LCOG Board would be addressing and Lane County, Eugene, Springfield, and Coburg are all represented on the LCOG Board and would be involved in that discussion. The LCOG Board would clarify to USDOT how decisions would be made about the use of CRRSAA funds. She thanked the MPC for adopting Resolution 2022-04 as it was the first step in assuring that local policy makers could determine how the CRRSAA funds would be used.

Ms. Buch asked if the LCOG Board would need to delegate decisions regarding the use of CRRSAA funds. Ms. Wilson said the MPC had made a decision about how to accept the funding and would be the body discussing and deciding how those funds would be used.

Ms. Buch asked if that decision-making would need to be codified in the LCOG and MPC bylaws. Ms. Wilson said that clarification would be very helpful. She said this type of flexible funding was never contemplated when the MPC was established. She would strive to make that clarification as simple as possible because the funds needed to be allocated by September of 2024.

Ms. Buch said the LCOG Board had discussed using some of the IJJA funds for a position in the technology department to review regional plans and develop grant opportunities for rural internet or broadband. She asked if delegation of decision-making to the MPC would include that plan. Ms. Wilson said some of the IJJA funds could be used for the planning and build out of broadband, which was being tied more closely to transportation. She recommended that some funds be set aside to develop a regional broadband plan that would enable the MPO to apply for broadband funding in the future.

Mr. VanGordon stressed the importance of clarifying roles and responsibilities with respect to receipt and use of these federal funds to avoid the potential that MPC decisions could be vetoed by the LCOG Board.

Mr. VanGordon left the meeting at 12:55 p.m.

Mr. Smith asked if the MPC would have the final decision-making authority for use of the CRRSAA funds or would the LCOG Board need to approve those decisions because it was the MPO. He also agreed with the need for a regional broadband plan.

Ms. Wilson said LCOG could rescind its delegation to the MPC and that was why the issue needed to be discussed by the LCOG Board. She said transportation decisions should be local and not subject to LCOG's veto.

Ms. Vinis appreciated the efforts to clarify roles and responsibilities about transportation funding. She said extending the responsibilities of the MPC had been done in the past. She said the MPC was a metropolitan planning agency while LCOG spoke for 33 entities throughout the county. Something that was core to the MPC's mission should not be decided by entities outside of the metro area. She agreed that a regional broadband plan was essential.

Mr. Berney agreed with Ms. Vinis and Mr. Smith's remarks. He commended Ms. Wilson for her efforts to clarify and codify MPO and MPC governance issues and indicated that made it clear there was no issue moving forward.

Mr. Nordin emphasized the connection between broadband and transportation, particularly with the emergence of autonomous vehicles and new transportation technologies.

### **Follow-up and Next Steps**

- **ODOT Update**—Ms. Brindle applauded the MPC's leadership in accepting and administering transportation funds in the community. She said the Oregon Community Paths program grants pre-application phase would begin in August. She said ODOT would hold webinars to explain project eligibility and the application process in March, April and May. The LaneACT would meet February 9 and agenda items would include the Coburg interchange project. The LaneACT would also begin hearing presentations on the priority list of projects on the state system.

Ms. Brindle announced that she would be retiring at the end of March and the MPC would be able to provide input on selection of her successor. She said it had been an honor to work with MPC members.

MPC member expressed their appreciation for Ms. Brindle and her leadership and assistance to local jurisdictions on transportation planning issues.

- **MTIP Administrative Amendments**—There were no questions.
- **Next Meeting/Agenda Build**—March 3 Virtual Meeting, April 7 Virtual Meeting, May 5 Virtual Meeting, June 2 Virtual Meeting

Future agenda items: transportation planning over the next several years and the MPC's involvement in those activities, future discussions of IJJA funding and OTC decisions

Mr. Moe adjourned the meeting at 1:16 p.m.

(Recorded by Lynn Taylor)



February 24, 2022

To: Metropolitan Policy Committee  
From: Kelly Clarke, Paul Thompson  
Subject: Item 6.a: Central Lane Planning Through 2026

**Action Recommended:** Information and discussion; provide direction to staff

### **Issue Statement**

MPC has requested Central Lane Metropolitan Planning Organization (CLMPO) staff to:

1. Provide a list of all efforts and new requirements occurring at all levels that will impact transportation planning through the next four years and beyond; and
2. Bring the Regional Transportation Plan, including the project list, back regularly to MPC for information, discussion, direction, and more.

### **Purpose**

CLMPO staff appreciate this opportunity to discuss both the state and federal efforts and requirements following the recent adoption of the RTP. Upcoming efforts and requirements will have significant impacts on our region's planning efforts at both the local and MPO levels. To keep our plans consistent across the region and comply with state and federal requirements/regulations, we must continue to coordinate.

The purpose of this agenda item is to provide a list of all local, MPO, state, and federal efforts and requirements that will impact transportation planning through the next four years and discuss options for regular RTP-related and other engagement with MPC.

### **Discussion**

#### Upcoming Transportation Planning & Regional Programs

The following attachments to this memo lay out planning efforts and regional programs anticipated over the next four years. At the March 3<sup>rd</sup> MPC meeting staff will walk MPC through these materials.

- Attachment 1: *Central Lane Planning List Through 2026* contains a descriptive list of CLMPO, state, federal, and associated local planning efforts and new requirements.
- Attachment 2: *Central Lane Planning Timeline Through 2026* lays out all of the projects on the previous list along a timeline, showing projected due dates, engagement opportunities with MPC, and links with other plans (the RTP in particular).
- Attachment 3: New federal planning emphasis areas.

### Re-Engaging in the RTP

The Regional Transportation Plan is a centerpiece of the CLMPO's work. It must be updated every 4 years at a minimum to keep funding flowing to our planning, projects, and programs. The RTP adopted in January 2022 represented a major comprehensive update to the RTP, including new goals and objectives, and a brand new performance-based planning and programming framework. This framework now allows the CLMPO and partner agencies to monitor progress towards the goals and objectives and make changes as part of an iterative and continuous planning process. The new RTP also incorporates strategies from the new Intelligent Transportation Systems (ITS) Plan and Congestion Management Process documents.

The goals, objectives, performance-based planning and programming, and ITS strategies reflect direction received during the community engagement process over approximately the past two years, including:

- 1) A project website with an online open house featuring project information, a survey, and an interactive tool for prioritizing investments;
- 2) Direct contact with multiple stakeholder groups within the region;
- 3) Targeted mailings to over 5,000 households located within areas that met all four of the area's [equity criteria](#);
- 4) Direction from MPC; and
- 5) Coordination and feedback from the CLMPO's jurisdictional partners.

CLMPO staff recognize the need for continued future conversation and decision making around the regionally significant projects listed in the RTP's constrained and illustrative lists. Public feedback during the recent update emphasized these as the top four priorities for projects:

- 1) Improved pedestrian paths, sidewalks, and crosswalks
- 2) Improved bike paths, crossings, and systems
- 3) Improved road safety through lighting, speed, design, etc.
- 4) Preservation and maintenance of existing roads

The primary focus of RTP-related MPC agenda items currently scheduled through the remainder of 2022 will be on the allocation of the MPO's discretionary funding. This periodic call for, evaluation and prioritization of, and funding of projects with the MPO's federal funds is one of the most impactful ways that the RTP is implemented. CLMPO staff will seek MPC direction on how funding decisions reflect the RTP goals and objectives, starting with the very next agenda item at the March, 2022 MPC meeting.

Staff is also requesting specific direction from MPC on what other specific elements of the RTP, or RTP-related activities included in Attachments 1 and 2, MPC wishes to engage in first. The proposed timeline in Attachment 2 is only a starting point for this discussion.

### **Attachments**

1. Central Lane Planning List Through 2026
2. Central Lane Planning Timeline Through 2026
3. New Federal Planning Emphasis Areas

# Central Lane Planning Through 2026

The following is a list of planning projects and regulation that will influence planning projects over the next four years within the Central Lane MPO area.

## Central Lane MPO

### Planning Projects

- **Regional Transportation Plan (RTP) Update**

The current 2045 RTP was adopted in January 2022. The next RTP update is due January 2026. Throughout the next four years, MPO staff will bring pieces of the RTP to the MPC review and discussion and to educate on its content and purpose. Topics to MPC:

  - What is an RTP
  - Why are we doing Performance Management
  - How do we review projects and decide which ones should be in local plans and the RTP?
- **Regional Active Transportation**

This is an action item from the 2045 RTP. The intent is to address some of the public comments received through the RTP process but outside of the RTP scope and create a more regional approach towards bicycle and pedestrian connections and terminology. Focus on data (may be funded by CFEC)
- **Emergency Transportation Routes**

This is an action item from the 2045 RTP. It was included as a planning effort, potentially led by the CLMPO, to identify and prioritize a regionally accepted and catalogued network of Regional Emergency Transportation Routes that provide connectivity to critical infrastructure, essential facilities, Statewide Lifeline Routes, population centers, and vulnerable communities. The intent is to enhance the region's resiliency in the face of seismic activity, and potentially other natural hazards
- **Regional strategy on GHG measuring**

This is an action item from the 2045 RTP. It was included as an effort to develop enhanced methods and approaches towards measuring GHGs on a regional level.
- **Scenario Planning**

Two requirements from the draft Climate Friendly Equitable Communities Rulemaking are to 1) submit a scenario planning work program, and 2) submit a land use and transportation scenario plan. CLMPO completed a scenario planning effort in 2014. This work will start with that strategy and evolve it as needed to meet the Rulemaking requirements.
- **Public Participation Plan**

Update to the CLMPO Public Participation Plan
- **Potential move to an activity based model**

Coordinative effort with ODOT, Metro and the Salem-Keiser MPO to collaboratively develop activity based models. This transition will result in a more sophisticated travel model that has capabilities to better address bicycle and pedestrian modes and to respond to policy questions around topics including equity.
- **Second Year Limited Maintenance Plan**

Update of the CLMPO Limited Maintenance Plan as related to the Air Quality Conformity Determination

- **Next round of discretionary funding**  
Regional discretionary funding is one of the RTP's most impactful implementation mechanisms. CLMPO staff will seek MPC direction on how funding decisions reflect the RTP goals and objectives and the federal planning emphasis areas and also on project selection.
- **2020 Census**  
Results from the 2020 Census will soon be released. Population data may require an MPO boundary adjustment.
- **Employment data**  
CLMPO obtains employment data from the Oregon Employment Department every other year on even years. Staff have obtained data from 2020 and are disaggregating it for regional specificity. The final data will be used to update the regional land use and travel models.
- **Planning Emphasis Areas**  
The Federal Highway Administration issued new Planning Emphasis Areas that MPOs must address in their planning activities and RTPs in December 2021. The next RTP must address these new Planning Emphasis Areas.
- **Infrastructure Investment and Jobs Act (IIJA)**  
The IIJA authorized funds for Federal-aid highways, highway safety programs, and transit programs.
- **Equity and Opportunity Mapping - Lane Livability Consortium**  
Participate in the Lane Livability Consortium Equity Opportunity Mapping.
- **Federal Functional Classification Update**  
After each U.S. Decennial Census, the Federal Highway Administration requires states to review and update their Federal Aid Urban Boundaries and Federal Functional Classification. Oregon will begin this review process in the summer of 2022 once the urban data is received from the U.S. Census Bureau. This process requires the cooperation of all local agencies that own or manage public roads.
- **Quadrennial Certification Review**  
The Department of Transportation performs a certification review of the MPO every four years. The next Quadrennial Certification Review will be during the fourth quarter of 2023.

## On-Going Plans and Programs

- **Title VI Plan**  
Regular updates to the Title VI Plan
- **Safe Routes to School**  
Ongoing programmatic operations of the region's Safe Routes to School program.
- **Safe Lane Coalition**  
Ongoing programmatic operations of the Safe Lane Coalition.
- **Transportation Options**  
Ongoing programmatic operations of the region's Transportation Options efforts.
- **Performance Measure Reporting**  
Regular performance measure coordination with ODOT and reporting.

## State Planning Activities

- **Climate Friendly Equitable Communities Rulemaking (CFEC)**  
The CFEC rulemaking will result in changes to local land use and transportation plans and may require regional scenario planning work.
- **Oregon Household Activity Survey**  
A statewide collaborative is developing the methodology for a statewide household survey to be implemented Fall 2022/Spring 2023. CLMPO is a partner in this effort.
- **Oregon Transportation Plan (OTP) and Highway Plan updates**  
Updates of the Oregon Transportation and Highway Plans. The OTP update will shape the state's transportation decisions and investments for the next 20-25 years.
- **Beltline-Delta Project**  
Design of the Beltline and Delta interchanges, lanes, Division Avenue, and local arterial.

## Lane Transit District

- **MovingAhead**  
MovingAhead is a partnership between the City of Eugene and Lane Transit District looking at redesigning five major streets in Eugene to make them safer, more accessible, and better for buses. Investments will be made over the next 10 years.
- **Project Zephyr**  
This is a project of the City of Eugene, University of Oregon, LTD, and in the future other mobility partners. The project will begin by creating a multimodal trip planning application. Future phases of the project will integrate fare payment across multiple services to create a seamless mobility experience when traveling in the region.
- **Statewide Transportation Improvement Fund (STIF)**  
As the qualified entity for Lane County, LTD leads and participates in STIF funding competitive process for Formula and Discretionary funds.
- **Long Range Transit Plan Update**  
LTD will update its Long Range Transit Plan, which was last updated in 2014. This plan will guide the long range development of LTD's services.
- **Comprehensive Operations Analysis**  
Every three years, LTD will conduct an analysis of the operations of its fixed-route services and plan any changes over the three year period. The next COA process will begin in late 2022.
- **Mobility Management Strategy**  
The Mobility Management Strategy will help LTD to be best positioned to support mobility in the region by clarifying how LTD can engage with new modes of mobility and partner with others to best deliver those services to the region.

- **Fleet Procurement Plan**  
LTD's Fleet Procurement Plan is a key component of their sustainability efforts. The plan will assess bus propulsion types and the impacts to LTD's operations, as well as infrastructure and climate impacts of those bus types.
- **Strategic Business Plan**  
LTD completed its first Strategic Business Plan in 2021. The Strategic Business plan outlines the short term activities LTD is engaged in to achieve a set of goals and metrics outlined in the plan. LTD will update the Strategic Business Plan every three years.

## City of Coburg

- Potential Transportation System Plan update

## City of Eugene

- Transportation System Plan update

## City of Springfield

- Transportation System Plan update to address CFEC?
- Main Street Safety Project
- Transportation System Plan Update
- Development Code Phase 3
- Parcel Specific Comprehensive Plan Map and Buildable Lands Inventory
- Housing Capacity Analysis and Housing Production Strategy
- 5 Year HUD Consolidated Plan
- Public Facilities and Services Plan Update
- Natural Resources Goal 5 and Drinking Water Protection Overlay Updates

## Lane County

- Transportation System Plan
- 30<sup>th</sup> Avenue Active Transportation Plan
- Bike Master Plan

## Lane Council of Governments

- **Link Lane Transit Development Plan**  
This Transportation Growth Management funded project will result in the development of the first Transit Development Plan for LCOG's Link Lane transit services.





U.S. Department  
of Transportation  
**Federal Highway  
Administration**

Office of the Administrator

1200 New Jersey Ave., SE  
Washington, D.C. 20590

Federal Transit  
Administration

December 30, 2021

**Attention:** FHWA Division Administrators  
FTA Regional Administrators

**Subject:** 2021 Planning Emphasis Areas for use in the development of Metropolitan and Statewide Planning and Research Work programs.

With continued focus on transportation planning the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) Offices of Planning are jointly issuing updated Planning Emphasis Areas (PEAs). The PEAs are areas that FHWA and FTA field offices should emphasize when meeting with the metropolitan planning organizations, State departments of transportation, Public Transportation Agencies, and Federal Land Management Agency counterparts to identify and develop tasks associated with the Unified Planning Work Program and the Statewide Planning and Research Program. We recognize the variability of work program development and update cycles, so we encourage field offices to incorporate these PEAs as programs are updated.

Please note that this letter is intended only to provide clarity regarding existing requirements. It is not binding and does not have the force and effect of law. All relevant statutes and regulations still apply.

Sincerely,

Nuria Fernandez  
Administrator  
Federal Transit Administration

Stephanie Pollack  
Deputy Administrator  
Federal Highway Administration

Enclosure

## **2021 Planning Emphasis Areas:**

### **Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future**

Federal Highway Administration (FHWA) divisions and Federal Transit Administration (FTA) regional offices should work with State departments of transportation (State DOT), metropolitan planning organizations (MPO), and providers of public transportation to ensure that our transportation plans and infrastructure investments help achieve the national greenhouse gas reduction goals of 50-52 percent below 2005 levels by 2030, and net-zero emissions by 2050, and increase resilience to extreme weather events and other disasters resulting from the increasing effects of climate change. Field offices should encourage State DOTs and MPOs to use the transportation planning process to accelerate the transition toward electric and other alternative fueled vehicles, plan for a sustainable infrastructure system that works for all users, and undertake actions to prepare for and adapt to the impacts of climate change. Appropriate Unified Planning Work Program work tasks could include identifying the barriers to and opportunities for deployment of fueling and charging infrastructure; evaluating opportunities to reduce greenhouse gas emissions by reducing single-occupancy vehicle trips and increasing access to public transportation, shift to lower emission modes of transportation ; and identifying transportation system vulnerabilities to climate change impacts and evaluating potential solutions. We encourage you to visit FHWA’s [Sustainable Transportation](#) or FTA’s [Transit and Sustainability](#) Webpages for more information.

*(See [EO 14008](#) on “Tackling the Climate Crisis at Home and Abroad,” [EO 13990](#) on “Protecting Public Health and the Environment and Restoring Science to Tackle the Climate Crisis.” [EO 14030](#) on “Climate-Related Financial Risk,” See also [FHWA Order 5520](#) “Transportation System Preparedness and Resilience to Extreme Weather Events,” FTA’s “[Hazard Mitigation Cost Effectiveness Tool](#),” FTA’s “[Emergency Relief Manual](#),” and “[TCRP Document 70: Improving the Resilience of Transit Systems Threatened by Natural Disasters](#)”)*

### **Equity and Justice<sup>40</sup> in Transportation Planning**

FHWA Division and FTA regional offices should work with State DOTs, MPOs, and providers of public transportation to advance racial equity and support for underserved and disadvantaged communities. This will help ensure public involvement in the planning process and that plans and strategies reflect various perspectives, concerns, and priorities from impacted areas. We encourage the use of strategies that: (1) improve infrastructure for non-motorized travel, public transportation access, and increased public transportation service in underserved communities; (2) plan for the safety of all road users, particularly those on arterials, through infrastructure improvements and advanced speed management; (3) reduce single-occupancy vehicle travel and associated air pollution in communities near high-volume corridors; (4) offer reduced public transportation fares as appropriate; (5) target demand-response service towards communities with higher concentrations of older adults and those with poor access to essential services; and (6) consider equitable and sustainable practices while developing transit-oriented development including affordable housing strategies and consideration of environmental justice populations.

[Executive Order 13985](#) (*Advancing Racial Equity and Support for Underserved Communities*) defines the term “equity” as the consistent and systematic fair, just, and impartial treatment of all individuals, including individuals who belong to underserved communities that have been denied such treatment, such as Black, Latino, and Indigenous and Native American persons, Asian

Americans and Pacific Islanders and other persons of color; members of religious minorities; lesbian, gay, bisexual, transgender, and queer (LGBTQ+) persons; persons with disabilities; persons who live in rural areas; and persons otherwise adversely affected by persistent poverty or inequality. The term “underserved communities” refers to populations sharing a particular characteristic, as well as geographic communities, that have been systematically denied a full opportunity to participate in aspects of economic, social, and civic life, as exemplified by the list in the preceding definition of “equity.” In addition, [Executive Order 14008](#) and [M-21-28](#) provides a whole-of-government approach to advancing environmental justice by stating that 40 percent of Federal investments flow to disadvantaged communities. FHWA Division and FTA regional offices should work with State DOTs, MPOs, and providers of public transportation to review current and new metropolitan transportation plans to advance Federal investments to disadvantaged communities.

To accomplish both initiatives, our joint planning processes should support State and MPO goals for economic opportunity in disadvantaged communities that have been historically marginalized and overburdened by pollution and underinvestment in housing, transportation, water and wastewater infrastructure, recreation, and health care.

### **Complete Streets**

FHWA Division and FTA regional offices should work with State DOTs, MPOs and providers of public transportation to review current policies, rules, and procedures to determine their impact on safety for all road users. This effort should work to include provisions for safety in future transportation infrastructure, particularly those outside automobiles.

A complete street is safe, and feels safe, for everyone using the street. FHWA and FTA seek to help Federal aid recipients plan, develop, and operate streets and networks that prioritize safety, comfort, and access to destinations for people who use the street network, including pedestrians, bicyclists, transit riders, micro-mobility users, freight delivery services, and motorists. The goal is to provide an equitable and safe transportation network for travelers of all ages and abilities, including those from marginalized communities facing historic disinvestment. This vision is not achieved through a one-size-fits-all solution – each complete street is unique and developed to best serve its community context and its primary role in the network.

Per the National Highway Traffic Safety Administration’s 2019 data, 62 percent of the motor vehicle crashes that resulted in pedestrian fatalities took place on arterials. Arterials tend to be designed for vehicle movement rather than mobility for non-motorized users and often lack convenient and safe crossing opportunities. They can function as barriers to a safe travel network for road users outside of vehicles.

To be considered complete, these roads should include safe pedestrian facilities, safe transit stops (if present), and safe crossing opportunities on an interval necessary for accessing destinations. A safe and complete network for bicycles can also be achieved through a safe and comfortable bicycle facility located on the roadway, adjacent to the road, or on a nearby parallel corridor. Jurisdictions will be encouraged to prioritize safety improvements and speed management on arterials that are essential to creating complete travel networks for those without access to single-occupancy vehicles.

## **Public Involvement**

Early, effective, and continuous public involvement brings diverse viewpoints into the decisionmaking process. FHWA Division and FTA regional offices should encourage MPOs, State DOTs, and providers of public transportation to increase meaningful public involvement in transportation planning by integrating Virtual Public Involvement (VPI) tools into the overall public involvement approach while ensuring continued public participation by individuals without access to computers and mobile devices. The use of VPI broadens the reach of information to the public and makes participation more convenient and affordable to greater numbers of people. Virtual tools provide increased transparency and access to transportation planning activities and decisionmaking processes. Many virtual tools also provide information in visual and interactive formats that enhance public and stakeholder understanding of proposed plans, programs, and projects. Increasing participation earlier in the process can reduce project delays and lower staff time and costs. More information on VPI is available [here](#).

## **Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination**

FHWA Division and FTA regional offices should encourage MPOs and State DOTs to coordinate with representatives from DOD in the transportation planning and project programming process on infrastructure and connectivity needs for STRAHNET routes and other public roads that connect to DOD facilities. According to the Declaration of Policy in 23 U.S.C. 101(b)(1), it is in the national interest to accelerate construction of the Federal-aid highway system, including the Dwight D. Eisenhower National System of Interstate and Defense Highways, because many of the highways (or portions of the highways) are inadequate to meet the needs of national and civil defense. The DOD's facilities include military bases, ports, and depots. The road networks that provide access and connections to these facilities are essential to national security. The [64,200-mile STRAHNET system](#) consists of public highways that provide access, continuity, and emergency transportation of personnel and equipment in times of peace and war. It includes the entire 48,482 miles of the Dwight D. Eisenhower National System of Interstate and Defense Highways and 14,000 miles of other non-Interstate public highways on the National Highway System. The STRAHNET also contains approximately 1,800 miles of connector routes linking more than 200 military installations and ports to the primary highway system. The DOD's facilities are also often major employers in a region, generating substantial volumes of commuter and freight traffic on the transportation network and around entry points to the military facilities. Stakeholders are encouraged to review the STRAHNET maps and recent Power Project Platform (PPP) [studies](#). These can be a useful resource in the State and MPO areas covered by these route analyses.

## **Federal Land Management Agency (FLMA) Coordination**

FHWA Division and FTA regional offices should encourage MPOs and State DOTs to coordinate with FLMAs in the transportation planning and project programming process on infrastructure and connectivity needs related to access routes and other public roads and transportation services that connect to Federal lands. Through joint coordination, the State DOTs, MPOs, Tribal Governments, FLMAs, and local agencies should focus on integration of their transportation planning activities and develop cross-cutting State and MPO long range transportation plans, programs, and corridor studies, as well as the Office of Federal Lands

Highway's developed transportation plans and programs. Agencies should explore opportunities to leverage transportation funding to support access and transportation needs of FLMAs before transportation projects are programmed in the Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP). Each State must consider the concerns of FLMAs that have jurisdiction over land within the boundaries of the State (23 CFR 450.208(a)(3)). MPOs must appropriately involve FLMAs in the development of the metropolitan transportation plan and the TIP (23 CFR 450.316(d)). Additionally, the Tribal Transportation Program, Federal Lands Transportation Program, and the Federal Lands Access Program TIPs must be included in the STIP, directly or by reference, after FHWA approval in accordance with 23 U.S.C. 201(c) (23 CFR 450.218(e)).

### **Planning and Environment Linkages (PEL)**

FHWA Division and FTA regional offices should encourage State DOTs, MPOs and Public Transportation Agencies to implement PEL as part of the transportation planning and environmental review processes. The use of PEL is a collaborative and integrated approach to transportation decisionmaking that considers environmental, community, and economic goals early in the transportation planning process, and uses the information, analysis, and products developed during planning to inform the environmental review process. PEL leads to interagency relationship building among planning, resource, and regulatory agencies in the early stages of planning to inform and improve project delivery timeframes, including minimizing duplication and creating one cohesive flow of information. This results in transportation programs and projects that serve the community's transportation needs more effectively while avoiding and minimizing the impacts on human and natural resources. More information on PEL is available [here](#).

### **Data in Transportation Planning**

To address the emerging topic areas of data sharing, needs, and analytics, FHWA Division and FTA regional offices should encourage State DOTs, MPOs, and providers of public transportation to incorporate data sharing and consideration into the transportation planning process, because data assets have value across multiple programs. Data sharing principles and data management can be used for a variety of issues, such as freight, bike and pedestrian planning, equity analyses, managing curb space, performance management, travel time reliability, connected and autonomous vehicles, mobility services, and safety. Developing and advancing data sharing principles allows for efficient use of resources and improved policy and decisionmaking at the State, MPO, regional, and local levels for all parties.



February 22, 2022

To: Metropolitan Policy Committee  
From: Daniel Callister  
Subject: Item 6.b: Regional Primary Funding Considerations

**Action Recommended:** Information and discussion; provide direction to staff

### **Issue Statement**

Preparatory to the upcoming MPO project selection and funding process, the Transportation Planning Committee (TPC) has discussed updating the regional primary funding considerations to reflect the seven goals of the MPO's recently adopted 2045 Regional Transportation Plan (RTP).

### **Discussion**

The MPO's discretionary federal funds are typically programmed on a regular schedule following a formal call for projects. The next call for projects will take place during Spring-Summer 2022. Applications for funding are reviewed and considered by TPC (a committee of staff representing the MPO's partner agencies), resulting in a recommendation to MPC as to which projects to fund with the MPO's discretionary funding. Currently, proposals are reviewed with consideration given to projects that address the following priorities as established by MPC several funding rounds ago (these are in no order of priority):

- Improves Safety
- Preserves Existing Transportation Assets
- Preserves or Enhances Transit Services
- Reduce Greenhouse Gas Emissions

With the adoption of the new 2045 RTP, TPC discussed replacing those four funding considerations with the seven new goals identified in the RTP. The MPO's call for funding applications, and funding priorities from those applications, is one of the most significant ways that an MPO implements its long-range plan (the RTP). The application form would be updated accordingly, allowing space for applicants to elaborate on how their proposals address the MPO's goals, which are:

- Transportation Choices
- Safety, Security, and Resiliency
- Healthy People and Environment
- Equity
- Economic Vitality
- Reliability and Efficiency
- System Asset Preservation

A federal requirement of MPOs is to maintain consistency between the Transportation Improvement Program (TIP) and the approved RTP. While CLMPO has always maintained that consistency, updating the regional priority funding considerations to directly reflect the seven goals of the RTP is one way that consistency can be strengthened and that programming of funds in the CLMPO can more directly be shown to reflect regional priorities.

Staff is asking for MPC direction for proceeding with the next round of project selection and funding, with the recommendation above to request and evaluate funding applications in support of the new RTP goals.

**Action Recommended:** Information and discussion; provide direction to staff



February 23, 2022

To: Metropolitan Policy Committee  
From: Paul Thompson  
Subject: Item 6.c: Infrastructure Investment and Jobs Act Flexible Funding – Next Steps

**Action Recommended:** Information and discussion; provide direction to staff

### **Background and Discussion**

At the December, January, and February MPC meetings MPC engaged with ODOT Assistant Director Travis Brouwer in discussions around priorities for the use of the federal Infrastructure Investment and Jobs Act (IIJA) flexible funding. MPC provided comments to Mr. Brouwer and directed testimony to the Oregon Transportation Commission (OTC).

Subsequent to the February MPC meeting there was a discussion among the managers of several of Oregon's MPOs about submitting joint testimony on this matter to the OTC on areas of overlapping interest. Staff from the Portland, Salem, Corvallis, Bend, and Central Lane MPOs engaged in a quick round of drafting and editing this testimony. In the end, the testimony was submitted jointly by just the Portland, Salem, and Central Lane MPOs for consideration by the OTC at their February 17<sup>th</sup> meeting. The testimony is included with this memo as Attachment 1. (Note that due to the last minute nature of this letter it was approved by Brenda Wilson for the CLMPO under the delegation MPC provided to Brenda (and Paul) to support, sign, testify, etc. on the MPO's behalf when that would be consistent with previously established MPC direction.)

After the February 17<sup>th</sup> OTC meeting I asked Mr. Brouwer what would be addressed at the next (March 10<sup>th</sup>) OTC meeting on this matter. His response:

We aren't planning to bring any new material or modified scenarios to the OTC on March 10. At that meeting they will take public comment on the scenarios and program areas we gave them in January, we will give them the final public comment record, and then we will ask them to start deliberating on what they want to do based on what they've heard. They may give us direction on March 10 that would cause us to bring back a new/modified/hybrid scenario on March 30, but we won't know that until March 10.

We understand ODOT will request on March 10 that the OTC attempt to narrow the current four potential funding scenarios down to two scenarios at most, moving those to final discussion and decision on March 30.

One other possible wild card has been introduced. At the February 17<sup>th</sup> OTC meeting numerous members of the public, included multiple state legislators and other elected officials, testified urging the OTC to approve funding scenario 2b. Scenario 2b was not developed or introduced by ODOT, and it is unclear if the OTC will give it any consideration – it was introduced by these citizens. The graphic below illustrates this scenario to the best of our understanding. We felt it important to include here in case it does rise to the level of serious consideration by the OTC. The only difference between ODOT's Scenario 2 (supported by MPC) and Scenario 2b is a redistribution of all of the funds allocated in Scenario 2 for the Enhance, Fix-it, and Maintenance categories (\$148 million total) to a new category titled "Local Transportation Funding." "Local Transportation Funding" dollars would then be directed to local jurisdictions across the state allowing those agencies to determine how to best use the funds to meet their community's specific transportation needs.

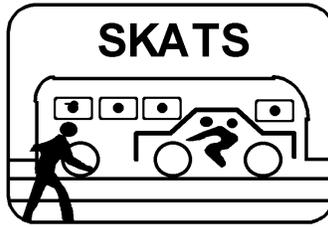


In the event that on March 10<sup>th</sup> the OTC does something that could alter MPC's stated support for scenario 2, staff would appreciate discussion and direction for possible testimony at the March 30<sup>th</sup> OTC meeting.

**Action Recommended:** Information and discussion; provide direction to staff

**Attachment**

1. Joint testimony to the Oregon Transportation Commission



Oregon Transportation Commission  
355 Capitol Street NE, MS 11  
Salem, Oregon 97301-3871

February 16, 2022

Esteemed members of the Oregon Transportation Commission,

As the state's three largest Metropolitan Planning Organizations, representing more than two thirds of the state's population, we deeply appreciate the Oregon Transportation Commission's open process as you begin implementation of the Infrastructure Investment and Jobs Act (IIJA). This is an unprecedented opportunity and a responsibility; at this moment you have the opportunity to prove to the public that comprehensive infrastructure investments will change their lives. We look forward to being your partners in implementing this bill and demonstrating to the public the value of thoughtful, intentional infrastructure investments.

While each of our agencies has sent individual letters highlighting specific policy and project asks for our regions, there are areas of overlap where we all feel strongly enough we wanted to highlight them as a group. In alignment with the Commission's discussion at your January 20<sup>th</sup> meeting, these requests focus on needs that will advance ODOT's Strategic Plan, the Climate Friendly and Equitable Communities collaboration between ODOT and DLCD, and the priorities outlined by the Administration as they implement the IIJA. As you consider the best way for the state to use its increased IIJA funds, we ask that you consider the following proposals:

**1.) Invest more in comprehensive safety and multi-modal treatments on urban arterials - both ODOT-owned urban arterials and expressways as well as non-ODOT urban arterials -- that experience high crash rates and lack necessary multimodal facilities.**

The last two years have exacerbated existing traffic safety problems across the state. In some regions, the number of people killed has more than doubled compared to pre-pandemic levels. The data show that Oregonians continue to suffer from fatalities and serious injuries in the same places, on the same roads, over and over.

In addition to safety, ODOT's Strategic Action Plan emphasizes the need to invest in multimodal solutions and address systemic barriers to opportunity; investing in sidewalks, separated bicycle facilities, transit facilities and safety crossings is a necessary step to encourage people to get around using different modes, and to begin

to undo decades of investment that have left BIPOC and low-income communities living and working near roads where they are more likely to experience traffic violence. These investments will also promote the kind of urban transportation system envisioned in the proposed changes to Oregon's Transportation Planning Rule to reduce greenhouse gases.

To enact progress to these two objectives, we encourage ODOT to:

- 1.) Substantially increase the amount of funding dedicated to safety investments, through the Great Streets bucket and the ARTS program, to address known safety problem areas and barriers for safely walking and bicycling, and fund appropriate solutions on ALL urban federal-aid roadways, regardless of road ownership.
- 2.) Allow the ARTS program to invest in more comprehensive safety treatments up and down entire roadways where the data demonstrate that the safety problem is beyond hotspots.
- 3.) Dedicate additional, specific funds to address long-standing maintenance and safety issues on ODOT-owned urban arterials and expressways, with the goal of facilitating jurisdictional transfer as appropriate.
- 4.) Make all federal-aid roadways in Oregon eligible for Great Street funds – both those owned by ODOT and those owned by local governments - and prioritize investments to projects that support the goals for GHG reduction and equity in the new Climate-Friendly and Equitable Communities rules.

2.) **Support implementing required plans to reduce greenhouse gas emissions from the transportation system.**

With the upcoming decision by LCDC on the Climate-Friendly and Equitable Communities rules, local jurisdictions in all of the state's metropolitan areas will be asked to develop plans to reduce greenhouse gas emissions from the transportation sector. Oregon Metro was required to undertake this work seven years ago and developed their Climate Smart Strategy. This impending rule as proposed will require the other metropolitan areas in the state to develop their own scenario plans to meet GHG reduction targets. This is important work and must be done well, and with the urgency that our climate crisis needs. In order to do that, metropolitan areas will need funding and support to develop and implement their plans, and in the case of those who already have them, increase accountability and speed up implementation. Planning is valuable, and it is most valuable when it is swiftly and effectively used to direct funding and advance the priorities it identifies. We ask for the OTC's help in ensuring that the climate-planning work is followed by investment.

3.) **Support local transportation needs and projects.**

All of our regions have major, ongoing, urgent projects, which without further support, hinder the ability to achieve the goals outlined in ODOT's Strategic Action Plan. We have highlighted those needs in our individual letters to you, but they include addressing foregone maintenance and safety issues and improving transit on ODOT-owned urban arterials in the greater Portland region; active transportation and

enhanced corridor and rapid-bus investments in the Eugene-Springfield region, and transit centers, active transportation and safety on arterials, and select Enhance projects in the greater Salem-Keizer region. To truly realize progress of the goals in the SAP, the Oregon Transportation Plan, and the Climate-Friendly and Equitable Communities rules, ODOT and the OTC need to work with the MPOs to see these critical urban area needs are met. This may require a renewed commitment for collaboration between ODOT, MPOs, and local governments in order to overcome the financial and policy silos that can inhibit meaningful investment, innovation and collaboration.

We appreciate your time and consideration and look forward to working with you and supporting you as you implement the Infrastructure Investment and Jobs Act for Oregon.

Sincerely,

Mayor Cathy Clark, Chair

A handwritten signature in cursive script that reads "Cathy Clark".

Salem Keizer Area Transportation Study (SKATS) MPO

*Brendalee Wilson*, Executive Director  
Central Lane MPO  
Lane Council of Governments

Councilor Shirley Craddick, Chair

A handwritten signature in cursive script that reads "Shirley R. Craddick".

Joint Policy Advisory Committee on Transportation  
Metro Regional Government

MPC 6.d.2  
MTIP Amendments

*The following proposals were approved by MPO staff or TPC since February 2022 MPC*

**22550 – Friends of Buford Park & Mt. Pisgah**

**East trail 3 phase 2**

Description: Re-route approximately 0.6 miles, improve 0.2 miles, and decommission 0.65 miles of pedestrian / equestrian multi-use trail while providing fire access and restoring habitat on all project trail corridors.

Funding: \$178,848.87 (Rec Trails Program, Local)

Amendment: Add new project

*Public review complete February 3, 2022*

**20605 – LCOG**

**Central Lane MPO planning SFY21**

Description: Central Lane MPO planning funds for Federal fiscal year 2020. Projects will be selected in the future through the MPO process.

Funding: \$3,227,387.82 (PL, 5303, Urban STBG)

**21843 – LCOG**

**Central Lane MPO planning SFY23**

Description: Central Lane MPO planning funds for Federal fiscal year 2022. Projects will be selected in the future through the MPO process.

Funding: \$812,423.28 (PL, 5303)

**22572 – LCOG**

**CLMPO Travel Model Services (FFY22)**

Description: Travel modeling services contracted for a period of four years for the Central Lane Metropolitan Planning Organization to inform planning efforts within the metropolitan area.

Funding: \$111,445.45 (Urban STBG)

Amendment: Split \$100,000 (Urban STBG) from 20605 to create new CLMPO Travel Model Services (FFY22) project described above. All remaining savings from 20605 will be added to 21843.

Note: 20605 (UPWP) savings total roughly \$1.5M. Travel Model Services is an activity approved in the UPWP, but needs to be separated to obligate a four-year amount at once.

*Public review complete February 10, 2022*

**22574 – ODOT**

**OR528: Jurisdictional transfer (Springfield)**

Description: City of Springfield receives OR528 from the State in return for a payment of \$12M in FY2023, to be used for 42nd Street and other highway improvements and operations.

Funding: \$12,000,000 (S070 – HB2017)

Amendment: Add new project, FFY2023

*Public review complete February 23, 2022*