



# MEETING NOTICE

**MEETING:** METROPOLITAN POLICY COMMITTEE  
**DATE:** Thursday, November 3, 2022  
**TIME:** 11:30 AM - 1:30 PM  
**LOCATION:** VIRTUAL: <https://us06web.zoom.us/j/85991538287?pwd=N3M4K0VSVkwwd3Q5VGVjbnpuckpKZz09>  
Passcode: 663728  
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Telephone: +1 719 359 4580  
Webinar ID: 859 9153 8287 Passcode: 663728  
Webcast: <http://metrotv.ompnetwork.org/>  
**CONTACT PERSON:** Paul Thompson, 541-682-4405, [pthompson@lco.org](mailto:pthompson@lco.org)

## A G E N D A

1. WELCOME & INTRODUCTIONS
2. CALL TO ORDER
3. APPROVE OCTOBER 6, 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. Title VI and Environmental Justice Program Plan Update (10 min)  
Staff Contact & Presenter: Ellen Currier, LCOG  
*Action Requested:* Adopt Title VI and Environmental Justice Program Plan
  - b. Oregon MPO Consortium (OMPOC) Report (15 min)  
Staff Contact: Kelly Clarke, LCOG  
Presenters: OMPOC Members, Kelly Clarke  
*Action Requested:* Information and discussion only.
  - c. Legislative Priorities (20 min)  
Staff Contact & Presenter: Kelly Clarke, LCOG  
*Action Requested:* Information and discussion; provide direction to staff.
  - d. Regional Broadband Update (15 min)  
Staff Contact & Presenter: Michael Wisth, LCOG  
*Action Requested:* Information and discussion only. *(Note – no packet materials)*

**-OVER-**

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

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e. Follow-up and Next Steps

(10 min)

- 1) ODOT Update
- 2) Transportation Improvement Program (TIP) Project Changes  
(information only, see attachment)
- 3) Next Steps/Agenda Build

**UPCOMING MEETINGS:**

December 1 Virtual

January 5 Virtual

**PLEASE NOTE:**

**The meeting will be conducted via Zoom Webinar, allowing public access to the Zoom meeting as an “attendee.” 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

October 6, 2022

11:30 a.m.

**PRESENT:** Randy Groves, Chair; Lucy Vinis (City of Eugene); Sean VanGordon (City of Springfield); Heather Buch (Lane County); Don Nordin (Lane Transit District); John Marshall (City of Coburg); Vidal Francis (Oregon Department of Transportation), members; Anne Heath (City of Coburg), ex officio member.

Paul Thompson, Dan Callister, Ellen Currier, Kelly Clarke, Drew Pfefferle, Kate Wilson, Cassidy Mills, Michael Wisth (Lane Council of Governments); Rob Inerfeld, Catherine Rohan, Jennifer Willard (City of Eugene); Sandy Belson (City of Springfield) Sasha Vartanian (Lane County); Megan Winner (City of Coburg); Andrew Martin, Mark Johnson, Jeremy Carr (Lane Transit District); Neil Moyer (Metro Television).

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

Mr. Groves convened the meeting of the Metropolitan Policy Committee (MPC). He said action items would be addressed once a quorum was present.

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

There were no adjustments or announcements.

### **COMMENTS FROM THE AUDIENCE**

There was no one wishing to speak.

Mr. VanGordon and Ms. Vinis joined the meeting at 11:35 a.m. and a quorum was achieved.

### **APPROVE August 4, 2022 AND September 14, 2022, MPC MEETING MINUTES**

Ms. Buch, seconded by Ms. Vinis, moved to approve the August 4 and September 14, 2022, meeting minutes. The motion passed unanimously, 7:0.

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

#### **Recommended MPO Funding Package for 2023-2027**

Mr. Callister provided an overview of the proposed discretionary federal transportation funding of approximately \$24 million that would be available through federal fiscal year 2027. He said the proposal would program \$22.8 million through 2027, leaving a contingency balance of about \$900,000. He said the project selection process began in the spring of 2022, culminating in a recommended funding package. Details of the funding recommendations were included in the agenda packet and had been published for public comment during July and August. A public hearing was held at the August 4, 2022, MPC meeting. Comments received during that period were taken into consideration by the Transportation Planning

Committee (TPC) when finalizing its recommendation and were also included in the agenda materials. The TPC recommended approval of Resolution 2022-07 programming federal discretionary funds.

Ms. Vinis, seconded by Ms. Buch, moved to approve Resolution 2022-07 Programming MPO Discretionary Federal Funding. The motion passed unanimously, 7:0.

### **Title VI and Environmental Justice Program Plan Update**

Ms. Currier explained the Title VI and Environmental Justice Program Plan was updated on a periodic basis every three to five years. The plan identified how the MPO addressed the federal laws as a recipient of federal funding through its planning, public participation and decision-making procedures. Title VI referred to the Civil Rights Act of 1964 prohibiting discrimination on the basis of race, color, national origin, gender, disability, age and income status. Environmental Justice addressed outreach to minority and low income populations. Demographic information on committees and staff was also updated and an analysis of the community's population data was conducted. Contracting procedures were also updated. She said there would be further guidance as a result of the latest federal transportation legislation.

Ms. Currier said next steps included a public hearing followed by a 30-day public comment period to collect input on the plan's content. The plan would be considered for adoption at the MPC's November 2022 meeting. Staff would provide an annual report on Title VI activities and compliance to the Oregon Department of Transportation (ODOT) in the fall of 2022. She said the MPO's Public Participation Plan (PPP) would be updated during the coming year. A link to the web version of maps included in the plan would be provided to MPC members. She noted that the Regional Transportation Plan (RTP) now referred to Historically Excluded Communities instead of Communities of Concern.

Mr. Groves determined there were no questions from MPC members and opened the public hearing. There was no one wishing to speak and the hearing was closed.

Ms. Vinis expressed appreciation for the maps and presentation of information. The maps were particularly interesting and demonstrated that economic status issues, minority populations and the elderly were dispersed throughout the community, indicating the need for access to transportation options was not concentrated in certain areas.

Mr. Groves determined there was consensus to proceed with the direction recommended by the TPC.

### **Funding Request for Electronic Transportation Improvement Program**

Mr. Callister reviewed the request for MPO federal discretionary funding not to exceed \$40,000 for electronic Transportation Improvement Program (eTIP) licensing and implementation. He said the Central Lane MPO had been spearheading a statewide effort over the past five years to implement an online platform that Oregon's MPOs could use to maintain their TIPs in a unified, transparent, consistent and public-facing way. He said a request for proposal (RFP) process resulted in a third-party developer. The Central Lane MPO was collaborating with ODOT, Portland Metro MPO and Salem-Keizer MPO to finalize contracting terms and conditions, including each agency's financial responsibility. The amount requested would cover Central Lane MPO's share of costs for implementation and the first year of licensing.

Mr. Groves determined there were no questions.

Ms. Buch, seconded by Ms. Vinis, moved to approve programming up to \$40,000 Urban STBG funds for electronic Transportation Improvement Program. The motion passed unanimously, 7:0.

### **Federal Performance Based Planning and Programming Performance Measure Targets**

Ms. Clarke explained how the federal MAP-21 and the FAST Act transportation bills established requirements for performance based planning and programming in RTPs and TIPs. The MPO established regional measures in its RTP and MTIP that were tied to local goals and intended to measure outcomes over time. There were also U.S. Department of Transportation measures for all states and MPOs related to safety, pavement and bridge conditions, system performance and congestion management and air quality (CMAQ). Those were also required to be integrated into MPOs' RTPs and MTIPs.

Ms. Clarke said the MPO coordinated with ODOT on target-setting for each measure for the first reporting cycle which covered the years 2018 to 2022. MPOs had the option of either setting their own targets or supporting state targets. The MPC signed a resolution supporting state targets at its November 2018 meeting. It was now time to act on federal performance measures related to pavement and bridge conditions, system performance and CMAQ. Safety performance measures were also important but addressed separately through the Transportation Safety Action Plan.

Ms. Clarke reviewed each of the federal performance measures for the 2022-2026 reporting cycle, details of which were included in the agenda packet, and explained the calculations used to update the measures. She said there were two new CMAQ performance measures and targets: annual hours and peak hour excessive delay per capita and the percentage of non-single occupancy vehicle travel and described how those were defined and measured. She said the TPC recommended adopting and working toward achieving the state targets through the 2026 reporting period, but noted there were no penalties for not meeting targets at this point.

Ms. Vinis asked why the target for annual hours of delay had been raised from 3.64 to 8.5. Ms. Clarke replied that the 3.64 target was based on data was from the period 2017-2021. The TPC was comfortable with accepting a higher level of congestion in recognition where the state and region was in terms of supporting transportation options and efficient system management versus dealing with capacity by maintaining that baseline level.

Ms. Vinis observed that raising the target was likely based on the assumption that movement on transportation options would not be swift enough to reduce congestion. Ms. Clarke agreed and said there had not been future projections and the target was based more on art than science.

Ms. Vinis noted there had been a lengthy discussion about the RTP and MPO priorities and a desire to have that document reference greenhouse gas emissions and equity. She hoped staff would assist the MPC in determining how its investment decisions would assist in making progress on goals. Ms. Clarke said the intent was to lay groundwork and establish a framework to monitor and report on progress as the RTP aged and was subsequently updated every four years, as well as integrate those measures into the decision-making process.

Ms. Vinis said that was consistent with the MPC's request to receive regular RTP progress update reports.

Mr. Groves agreed with Ms. Vinis about the need to keep measures and goals at the center of MPC decision-making. He asked if the data indicated whether non-single occupancy vehicle travel was trending up or down. Ms. Clarke said the level had been fairly steady.

Mr. Groves asked if seismic upgrades and retrofits for bridges were addressed separately from congestion and system management. He said those were critical issues in a seismic event to get supplies into and out of the region. Ms. Clarke said the metrics for bridges were specific to condition; the state had other specific measures for resiliency.

Mr. Groves asked for a review of the seismic condition of bridges in the region at a future meeting as it was an important from an emergency management perspective.

Mr. Thompson added that federal performance measures did not address seismic resilience for structures, but ODOT had state performance measures for its system. He said Lane Council of Governments staff had begun working on a report on resilience and emergency route planning; that would be reported at a future meeting.

Ms. Vinis, seconded by Ms. Buch, moved to support state targets as recommended by the MPC. The motion passed unanimously, 7:0.

### **Letter of Support for City of Eugene Grant Application**

Mr. Inerfeld presented the City of Eugene's request for a letter of support for its application for the federal Reconnecting Community Pilot Grant program (RCP) capital construction grant funds for the River Road-Santa Clara pedestrian-bicycle bridge. He said it was a new program through the federal infrastructure legislation to assist communities that were separated by different types of transportation infrastructure barriers such as highways. Funds were available for planning and capital construction. The River Road-Santa Clara pedestrian-bicycle bridge was included in the RTP. He said about \$200 million was available annually over the next five years. The city was requesting \$6.5 million from the program and providing a \$1.3 million match. He said the pedestrian-bicycle bridge would provide safe access across Beltline for the North Eugene neighborhood and was included in the city's TSP and the neighborhood plan. Other connectivity improvements for walking and biking would also be made in the neighborhood.

Mr. Groves stressed the importance of the project for students who had to traverse a very congested and dangerous area to get to school and urged the MPC's support for the application.

Mr. Marshall said he supported the project as he had grown up in that area. He asked if there had been input from the neighborhood and public on the bridge design. Mr. Inerfeld said the city would definitely engage the community on the design and the neighborhoods had been consulted on the application and project plan.

Ms. Vinis, seconded by Mr. Marshall, moved to approve a letter of support for the City of Eugene for the FY22 Reconnecting Communities Pilot (RCP) Program Grant Application. The motion passed unanimously, 7:0.

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

- **ODOT Update**—Mr. Francis reported that ODOT had received \$1 billion to support its Americans with Disabilities Act (ADA) program. Funds would be used to upgrade ADA ramps around the state. He said the 2024-2027 State Transportation Improvement Program (STIP) would be issued for comment in early January 2023. He said the Oregon Transportation Commission was interested in projects related to congestion and safety that could be showcased around the state. He offered the Beltline improvements project as an

example. He announced that Sonny Chickering was retiring as ODOT Region 2 manager effective October 1, but would remain until a new manager was hired. Cooper Brown, ODOT's assistant director of operations was also retiring, but remaining for a while to assist with the transition.

Mr. Groves asked that the MPC be updated if some of the ADA ramp projects would occur in the region.

- **Transportation Improvement Program (TIP) Project Changes**—There were no questions.
- **Next Meeting/Agenda Build**—November 3 Virtual Meeting, December 1 Virtual Meeting, January 5 Virtual Meeting

Mr. Thompson announced that the Oregon Senate had confirmed Lee Beyer's appointment to the OTC and suggested he be invited to attend an MPC meeting in early 2023.

Mr. Groves adjourned the meeting at 12:22 p.m.

(Recorded by Lynn Taylor)



October 26, 2022

To: Metropolitan Policy Committee  
From: Ellen Currier  
Subject: Title VI and Environmental Justice Program Plan Update

**Action Recommended:** Adopt Title VI and Environmental Justice Program Plan

### **Background**

As a recipient of state and federal funds, the Central Lane MPO is subject to the provisions of Title VI, including Environmental Justice. Title VI refers to Title VI of the Civil Rights Act of 1964 and the intent of this provision is to eliminate barriers and conditions that prevent minority, low income, and other disadvantaged groups and persons from receiving access, participation and benefits from Federally assisted programs, services and activities.

Any entity that receives federal financial assistance must comply with the provisions of Title VI. Compliance entails ensuring that the methods in which programs or activities are delivered do not deny benefit of, or access to, those programs or activities because of a person's race, color, national origin, and disability, age, gender, or income status.

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

### **Title VI Plan Update**

The Central Lane MPO originally adopted its Title VI Plan in 2009 and updates the plan on a regular basis. The last update was in 2019. The Plan addresses how the MPO is integrating nondiscriminatory practices into transportation planning, public participation, and decision making; and considers opportunities to enhance current efforts.

As stated in the ODOT Title VI Local Agency Guidelines the Central Lane MPO Title VI Plan shall be regularly updated with current demographic information, organizational charts, and any

other updates, as needed. The Central Lane MPO must submit substantive revisions (as noted below) to the ODOT Office of Civil Rights for review and approval.

This update to the MPO's Title VI Plan includes the following substantive revisions (as defined by the ODOT Guidelines):

- Administrative changes in the local agency's Title VI Program Plan administrative structure and staffing
- Update to contracting procedures
- Update of the demographic profile and maps
- Update of the state and federal authorities

The updates to the demographic profile and maps were also added to the MPO's data portal. These data visualizations are available to improve public access to data.

### **Public Review**

The public comment period was open from September 29<sup>th</sup> to October 31<sup>st</sup>, 2022. The Transportation Planning Committee (TPC) unanimously recommended approval at the October 20, 2022, meeting.

### **Action Requested**

- Adopt 2022 Title VI and Environmental Justice Plan

### **Attachments**

1. Resolution 2022-09
2. Draft Title VI and Environmental Justice Program Plan

**RESOLUTION 2022-09**

**ADOPTING THE CENTRAL LANE METROPOLITAN PLANNING ORGANIZATION  
TITLE VI AND ENVIRONMENTAL JUSTICE PROGRAM PLAN**

**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 the Title VI and Environmental Justice Program Plan delineates the MPO’s integration of nondiscriminatory practices into transportation planning, public participation, and decision making; and

**WHEREAS**, the proposed Title VI and Environmental Justice Program Plan has been reviewed and is found to conform to all federal and state provisions of Title VI and Environmental Justice; and

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

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

That the Metropolitan Policy Committee adopts the attached Central Lane MPO Title VI and Environmental Justice Program Plan.

PASSED AND APPROVED THIS 3rd DAY OF NOVEMBER 2022, BY THE METROPOLITAN POLICY COMMITTEE.

**ATTEST:**

\_\_\_\_\_  
Randy Groves, Chair  
Metropolitan Policy Committee

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



CENTRAL LANE



**MPO**

# Title VI and Environmental Justice Plan

CENTRAL LANE METROPOLITAN  
PLANNING ORGANIZATION

October 2022

# CENTRAL LANE MPO TITLE VI PLAN

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## INTRODUCTION

Lane Council of Governments (LCOG) is a voluntary association of local governments and districts that serves as a forum for developing policies and making decisions about regional growth management, economic, and transportation issues within Lane County, Oregon.

LCOG is composed of three different divisions: Administration and Businesses Services, Government Services, and Senior and Disability Services. Since the latter two divisions contain programs and activities receiving federal financial assistance, all LCOG divisions are subject to the provisions of Title VI of the Civil Rights Act. The primary function of this Title VI Plan is to address Title VI requirements that apply to the Central Lane Metropolitan Planning Organization (MPO), a program area falling under the Government Services division. Requirements and procedures for other programs and activities within LCOG are contained in separate documents, including but not limited to LCOG Human Resources Procedures (Section 4.02 details the Civil Rights Complaint Process) and LCOG Affirmative Action Policy.

LCOG has been designated as the MPO for the Eugene/Springfield urbanized area located in Central Lane County. The Central Lane MPO serves as a forum for cooperative transportation decision-making for the Eugene-Springfield metropolitan area and Coburg. In this role, LCOG is responsible for preparation of the Regional Transportation Plan. As part of this work, LCOG performs several different functions, including:

- Establishing an annual work program for regional transportation planning tasks to be completed within the fiscal year. The [Unified Planning Work Program](#).
- Performing strategic analyses and technical modeling of the transportation system.
- Establishing a fair and impartial setting for regional decision-making that includes federal, state, and local agencies dealing with transportation issues.
- Prioritizing transportation projects and developing a Metropolitan Transportation Improvement Program (MTIP).
- Allocating state and federal funds for both capital and operating needs.
- Preparing financial analysis and project programming.
- Ensuring compliance with state and federal standards; and
- Providing opportunities for public involvement.

## **Governance, Boards, and Committees**

The Central Lane MPO planning area covers the area within the urban growth boundaries of Eugene, Springfield, and Coburg, and a small area of Lane County adjacent to these urban areas (see Figure 1).

The decision-making body is the Metropolitan Policy Committee (MPC), which was previously created by Eugene, Springfield, and Lane County to cooperate on issues of metropolitan-wide importance. The MPO role was delegated to the MPC by the LCOG Board of Directors. The members of the MPC, in their role as the MPO, are elected and appointed officials from Springfield, Eugene, Lane County, Coburg, Lane Transit District, and the Oregon Department of Transportation.

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

An additional committee the Safe Lane Coalition was created in 2017 to focus programming, education, and planning for safety improvements within the MPO and throughout Lane County.

The MPO is in the process of updating the public participation plan that was last adopted in 2015. This plan update will be completed in 2023 and includes the updated public participation procedures due to the Covid19 pandemic.

## **Section I      NON-DISCRIMINATION AND ENVIRONMENTAL JUSTICE**

### **What is the Title VI of the Civil Rights Act of 1964?**

Section 601 of the Civil Rights Act of 1964 prohibits discrimination “on the basis of race, color, or national origin” in any “program or activity receiving federal financial assistance.” Subsequent legislation has extended the protections under Title VI of the Civil Rights Act to prohibit discrimination based on gender, disability, age, and income status. The Civil Rights Restoration Act of 1987 established that Title VI applies to all programs and activities of Federal-aid recipients, sub-recipients and contractors whether those programs and activities are federally funded or not.

### **What is Environmental Justice?**

In 1994, President Clinton issued Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations.” The Executive Order focused attention on Title VI by providing that “each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations.”

A series of orders have been issued by federal agencies requiring the incorporation of environmental justice principles into federal programs and policies. Additional clarifying materials have also been issued. The following materials are applicable to transportation planning issues:

- On October 7, 1999, Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) issued a memorandum to their respective field administrative offices clarifying Title VI requirements in metropolitan and statewide planning. The memorandum identifies a series of actions that can be taken to support Title VI compliance and Environmental Justice goals, improve planning performance, and minimize the potential for subsequent corrective action and complaint.
- In 2011, President Clinton furthered guidance on Title VI to federal agencies and other interested entities by signing Executive Order 13166. The Executive Order requires federal agencies to develop systems to improve access for people with limited English proficiency (LEP).
- On August 4, 2011, the Secretary of Transportation, along with heads of other federal agencies, signed a Memorandum of Understanding on Environmental Justice and Executive Order 12898 confirming the continued importance of identifying and addressing environmental justice.
- In December 2011, FHWA issues the Guidance on Environmental Justice and National Environmental Policy Act (NEPA). This resource advises practitioners on the process to address environmental justice during the NEPA review.

- The FHWA issued an Order on Environmental Justice (FHWA Order 6640.23A) in 2012 to address environmental justice in minority populations and low-income populations.
- In 2012, the United States (U.S.) Department of Transportation (DOT) issued an update (5610.2(a)) to the original Environmental Justice Order (2007) describing actions to address environmental justice in minority populations and low-income populations.
- The FTA issued a Circular in 2012 (FTA 4702.1B) which provides guidance, to recipients of FTA financial assistance, to carry out Title VI regulations. Circular 4702.1B supersedes FTA Circular 4702.1A (2007).
- The Revised DOT Environmental Justice Strategy (March 2012) continues to reflect DOT's commitment to environmental justice principles and to integrating those principles into DOT programs, policies, and activities.

There are three fundamental environmental justice principles:

- To avoid, minimize, or mitigate disproportionately high and adverse human health or environmental effects, including social and economic effects, on minority populations and low-income populations.
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority populations and low-income populations.

Environmental justice must be considered in all phases of planning and focuses on enhanced public involvement and an analysis of the distribution of benefits and impacts.

Environmental justice issues arise most frequently when:

- Some communities get the benefits of improved accessibility, faster trips, and congestion relief, while others experience fewer benefits.
- Some communities suffer disproportionately from transportation programs negative impacts, like air pollution.
- Some communities must pay higher transportation taxes or higher fares than others in relation to the services that they receive; or
- Some communities are less represented than others when policymaking bodies debate and decide what should be done with transportation resources.

Although environmental justice concerns are more frequently raised during project development, Title VI applies equally to the plans, programs, and activities of planning, activities in which the Central Lane MPO are actively involved.

## **Relationship between Environmental Justice and Title VI**

The need to consider environmental justice is embodied in many laws, and regulations, including Title VI of the Civil Rights Act of 1964. The federal actions on environmental justice serve to reaffirm Title VI responsibilities by directing every federal agency to make environmental justice part of its mission by identifying and addressing the effects of all programs, policies, and activities on “minority populations and low-income populations.”

Environmental justice and Title VI concepts, which focus on understanding and properly addressing the unique needs of different socioeconomic groups, are vital components to effective transportation decision-making.

## **Role of Central Lane MPO**

As a recipient of state and federal funds, the Central Lane MPO is subject to the provisions of Title VI, including environmental justice. Based on federal publication #FHWA-EP-00-013, the MPO serve as the primary forum where state DOTs, transit providers, local agencies, and the public develop local transportation plans and programs that address a metropolitan area’s needs. In this role, MPOs can help local public officials understand how Title VI and environmental justice requirements improve planning and decision-making. To certify compliance with Title VI and address environmental justice, MPOs need to:

- Enhance their analytical capabilities to ensure that the long-range transportation plan and the transportation improvement program (TIP) comply with Title VI.
- Identify residential, employment, and transportation patterns of low-income and minority populations so that their needs can be identified and addressed, and the benefits and burdens of transportation investments can be fairly distributed.
- Evaluate and—where necessary—improve their public involvement processes to eliminate participation barriers and engage minority and low-income populations in transportation decision-making.

MPOs act as coordinators of the many agencies involved in transportation planning. The Central Lane MPO creates regional plans that follow federal guidelines for air quality and serve as a check on agency budgets. Regional plans contain projects from the state DOT, local government departments and transit providers. In this role, the MPO programs and distributes federal money to local agency partners for construction and infrastructure projects, data collection, and planning activities.

As the agency responsible for coordinating the regional transportation process, the Central Lane MPO makes sure that all segments of the population have been involved with the planning process. In compiling the projects that make up the regional plan, the Central Lane MPO is responsible for evaluating the impact on proposed transportation investments on population groups that may be traditionally underserved or underrepresented.

It has been Central Lane MPO long-standing policy to actively ensure non-discrimination, and to ensure that transportation planning includes consideration of the unique needs of Title VI protected populations. As a recipient of federal funds, Central Lane MPO has previously certified its commitment to non-discrimination under Title VI of the Civil Rights Act of 1964.

In addition, Central Lane MPO has developed a Public Participation Plan (PPP) that addresses the need to communicate with communities that may be traditionally underserved, such as people with disabilities, children and youth, senior, low-income and racial and ethnic minorities. As part of this effort, the Central Lane MPO maintains distribution lists that include members of communities that may be traditionally underserved.

To adapt and be able to adjust strategies to improve performance, the Central Lane MPO periodically evaluates the response to public involvement techniques, including an analysis of the region's population, income, language performance, ethnic status, and other demographic factors.

#### **Central Lane MPO Title VI and Environmental Justice Goals**

The Central Lane MPO is committed to preventing discrimination and to fostering a just and equitable society and recognizes the key role that transportation services provide to the community. The Central Lane MPO establishes the following basic principles to serve as overall objectives in implementing this Title VI program:

- Make transportation decisions that strive to meet the needs of all people.
- Enhance the public involvement process to reach all segments of the population and ensure that all groups have a voice in the transportation planning process, regardless of race, color, national origin, gender, age, disability, and income status.
- Provide the community with opportunities to learn about and improve the quality and usefulness of transportation in their lives.
- Improve data collection, monitoring, and analysis tools that assess the needs of, and analyze the potential impacts of transportation plans and programs on Title VI protected populations.
- Avoid disproportionately high and adverse impacts on Title VI protected populations.
- Comply with the requirements of Title VI and accompanying rules and orders.

*The following is a copy of Lane Council of Government's Non-discrimination Policy Statement. This policy covers programs and activities within the Central Lane MPO as well as other divisions within LCOG.*



**Section II NON-DISCRIMINATION POLICY STATEMENT**

In accordance with Title VI of the Civil Rights Act of 1964 and subsequent federal non-discrimination directives such as the Federal-Aid Highway Act of 1973, the Rehabilitation Act of 1973, the Age Discrimination Act of 1975, the Civil Rights Restoration Act of 1987, Americans with Disabilities Act of 1990 (ADA), Executive Order 12898 (Environmental Justice), and Executive Order 13166 (Limited English Proficiency), the Lane Council of Governments (LCOG) 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.

Additionally, under Executive Order 12898 (Environmental Justice) and the subsequent USDOT/FHWA/FTA directives, LCOG, acting in its capacity as the Central Lane Metropolitan Planning Organization (MPO), shall make every effort to identify and address, as appropriate, disproportionately high and adverse human health or environmental effects of the MPO programs, policies, and activities on Title VI protected populations.

LCOG further assures that every effort will be made to ensure non-discrimination in all of its programs and activities, whether those programs and activities are federally funded or not. LCOG is aware that the Civil Rights Restoration Act of 1987 broadened the scope of Title VI coverage by expanding the definition of terms “programs or activities” to include all programs or activities of Federal Aid recipients, sub-recipients, and contractors/consultants, whether such programs and activities are federally assisted or not.

In the event LCOG in its role as the MPO distributes federal aid funds to another governmental entity or subcontractor, LCOG will include Title VI language in all written agreements and will monitor for compliance. LCOG Title VI Coordinator is responsible for initiating and monitoring Title VI activities, preparing required reports, and other LCOG responsibilities as required by Title 23 Code of Federal Regulations (CFR) Part 200, and Title 49 CFR Part 21.

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Brenda Wilson, Executive Director

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Date

### **Section III     AUTHORITIES**

The following contains a compilation of the legal regulations, statutes or orders that together create the legal requirements for non-discrimination within the Central Lane MPO:

- Title VI of the 1964 Civil Rights Act provides that no person in the United States shall, on the grounds of race, color, or national origin be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity receiving federal financial assistance (refer to 23 Code of Federal Regulations (CFR) 200.9 and 49 CFR Part 21). Since the Civil Rights Act was passed, other non-discrimination authorities have expanded the scope and range of Title VI, including the following:
- The Federal Aid Highway Act of 1973 (23 USC 324) prohibits discrimination based upon sex (gender).
- Section 504 of the Rehabilitation Act of 1973 (29 USC 794) and Title II of the American with Disabilities Act (42 USC 12101 et seq. and 49 CFR Parts 27, 37, 38) extended the protections under Title VI of the Civil Rights Act of 1964 to prohibit discrimination based on disability.
- The Age Discrimination Act of 1975 prohibits discrimination based on age (42 USC 6101).
- The Civil Rights Restoration Act of 1987 broadened the scope of Title VI coverage by expanding the definition of the terms “programs or activities” to include all programs or activities of federal aid recipients, sub-recipients, and contractors, whether such programs and activities are federally assisted or not (refer to Public Law 100259 [S. 557] March 22, 1988).
- On October 7, 1999, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) issued a memorandum to their respective field administrative offices clarifying Title VI requirements in metropolitan and statewide planning. The memorandum provides division FHWA and FTA staff a list of proposed review questions to assess Title VI capability and provides guidance in assessing Title VI capability. Failure to be in compliance can lead to a corrective action being issued by FTA and/or FHWA, and failure to address the corrective action can affect continued federal funding.
- Executive Order 12250 (28 CFR Part 41) requires consistent and effective implementation of various laws prohibiting discriminatory practices in programs receiving federal financial assistance, including Title VI of the Civil Rights Act of 1964 (42 United States Code (USC) 2000d et seq.).
- Executive Order 12898 (28 CFR 50) directs federal agencies to evaluate impacts on low-income and minority populations and ensure that there are not disproportionate adverse environmental, social, and economic impacts on communities, specifically minority and low-income populations. This order also

directs federal agencies to provide enhanced public participation where programs may affect such populations.

- Executive Order 13166 is designed to improve access to federally conducted and federally assisted programs and activities for persons who, as a result of national origin, are limited in their English proficiency. The Executive Order requires federal agencies to examine the services they provide, identify any need for services to those with limited English proficiency (LEP), and develop and implement a system to provide those services so LEP persons can have meaningful access to them. To assist federal agencies in carrying out these responsibilities, the U.S. Department of Justice has issued a policy guidance document, “Enforcement of Title VI of the Civil Rights Act of 1964—National Origin Discrimination Against Persons With Limited English Proficiency” (LEP Guidance). This LEP Guidance sets forth the compliance standards that recipients of Federal financial assistance must follow to ensure that their programs and activities normally provided in English are accessible to LEP persons and thus do not discriminate on the basis of national origin in violation of Title VI’s prohibition against national origin discrimination. The U.S. Department of Transportation has issued policy guidance “Concerning Recipients’ Responsibilities to Limited English Proficient (LEP) Persons” (DOT LEP Guidance, Federal Register, vol. 70, no. 239, pp. 74087–74100, December 14, 2005).
- 23 CFR 200 and 49 CFR 21 are administrative regulations from FHWA and FTA that specify requirements for state DOTs to implement Title VI policies and procedures at the state and local levels.
- The U.S. Department of Transportation Planning Assistance and Standards require metropolitan planning organizations (MPOs) to seek out and consider “the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services” (refer to 23 CFR 450.316).
- The U.S. Department of Transportation (U.S. DOT) issued an Order on Environmental Justice (DOT Order 5610.2(a)) which describes the process that the Office of the Secretary and federal agencies will use to incorporate environmental justice principles (as embodied in the Executive Order) into existing programs, policies, and activities. As the U.S. DOT’s response to Executive Order 12898, it generally describes the process for incorporating environmental justice principles into DOT programs, policies and activities. The objective of the Order is to ensure that the interests and well being of minority populations and low-income populations are considered and addressed during transportation decision-making, and to achieve this by working within the existing statutory and regulatory requirements. Like Executive Order 12898, the DOT order does not create a new set of requirements for state and local agencies, but is intended to reinforce considerations already embodied in

existing law, such as NEPA and Title VI. The order states that DOT will not carry out any programs, policies, or activities that will have a disproportionately high and adverse effect on minority populations or low-income populations unless “further mitigation measures or alternatives that would avoid or reduce the disproportionately high and adverse effect are not practicable.”

- In 2012, the U.S. DOT issued Order 6640.23A, which contained policies and procedures for the FHWA to use in complying with Executive Order 12898.
- The FTA issued a Circular in 2012 (FTA 4702.1B), which provides guidance to recipients of FTA financial assistance, including MPOs, to carry out Title VI regulations. Circular 4702.1B supersedes FTA Circular 4702.1A (2007). The Oregon DOT (ODOT) adopted Title VI Implementation Plan (2014), which is updated regularly. This plan can be used as a template for ODOT’s sub-recipients when creating their own plan or a letter can be signed in agreement to follow ODOT’s plan. ODOT has also issued local agency guidelines for Title VI plans to be developed by local agencies.
- The USDOT Title VI Order 1000 12.C was issued in June 2022 and provides policy direction, practices, and standards to Operating Administrations for establishing and maintaining an enforcement program that ensures Title VI compliance. Additionally, the Order delineates the roles and responsibilities of OAs with respect to overseeing and implementing Title VI, as well as the roles and responsibilities of the Departmental Office of Civil Rights (DOCR) and the Office of the General Counsel.
- The Oregon Revised Statutes (ORS) contain a number of provisions addressing non-discrimination contained in ORS Chapter 659A which address non-discrimination in employment practices, public accommodations and real property transactions based upon race, color, religion, sex, sexual orientation, national origin, marital status, age, disability or familial status.
- The City of Eugene has adopted a local ordinance (Eugene City Code 4.613) that addresses non-discrimination in employment practices, city contracts, housing practices, and public accommodation practices. The city’s ordinance addresses non-discrimination based upon race, religion, color, sex, national origin, ethnicity, marital status, familial status, age, sexual orientation, source of income, and disability.
- The City of Springfield has adopted regulations (Chapter 5 of the Springfield Municipal Code) addressing non-discrimination in employment, housing, and places of public accommodation because of race, religion, color, sex, national origin, marital status, familial status, age, or disability.
- Lane County has adopted regulations (Lane Code 6.800) addressing non-discrimination in public accommodations based upon race, religion, color, sex, national origin, marital status or physical handicap.

Additional authorities and citations include: Title VI of the Civil Rights Act of 1964 (42 USC 2000d to 2000-4); 42 USC 4601 to 4655; 23 USC 109(h); 23 USC 324; Department of Transportation Order 1050.2; 20 CFR 50.3; 28 CFR Part 42; 49 CFR Part 21; FTA Circular 4702.1B; and FHWA guidelines in 23 CFR Part 200.

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#### **Section IV TITLE VI DELEGATION CHART**

The Executive Director of LCOG is responsible for ensuring the implementation of LCOG overall Title VI program. In addition, the Central Lane MPO, as a special program area within LCOG, shall have a designated Title VI Coordinator who is responsible for ensuring compliance, program monitoring, reporting, and education on Title VI issues within the MPO.

Lane Council of Governments

Executive Director

Brenda Wilson

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Central Lane Metropolitan Planning Organization

Program Manager

Paul Thompson

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Appendix C provides an organization chart of LCOG that outlines the reporting relationship between the Transportation Program and the Executive Director of LCOG.

## **Section V TITLE VI COORDINATOR/LEAD STAFF**

The Title VI Coordinator for the Central Lane MPO is the Program Manager for LCOG Transportation Program and the Central Lane MPO. The Title VI Coordinator and his/her designee are responsible for supervising Title VI implementation, as well as, monitoring and reporting on the Central Lane MPO compliance with Title VI regulations. The Title VI Coordinator or his/her designee overall responsibilities are as follows:

- Ensure full and fair participation by all potentially affected communities in the transportation decision-making process.
- Ensure that no person is denied access to or participation in MPO programs.
- Avoid disproportionately high and adverse impacts on communities, in particular Title VI protected populations.

Additional information on specific actions that the coordinator can take to meet these responsibilities is provided in the sections devoted to General Program Administration, Public Involvement, and Program Development and Planning.

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## Section VI DEMOGRAPHIC PROFILE

### CENTRAL LANE METROPOLITAN PLANNING ORGANIZATION (MPO)

#### Demographic Profile of Central MPO Planning Area

The Central Lane MPO is required to consider the impact that projects may have on minority and low-income populations in consideration of environmental justice issues. In addition, the Central Lane MPO evaluates the languages spoken by populations served by the Central Lane MPO in order to ensure that materials are translated, as needed.

In an effort to identify Title VI protected populations, the Central Lane MPO used 2016-2020 American Community Survey (ACS) block group level data, to obtain the majority of the demographic data for this mapping. Unlike the decennial Census, ACS estimates are based on a sample, and each estimate is accompanied by a margin of error (MOE). ACS margins of error are based on a 90-percent confidence level, and confidence bounds can be created by adding or subtracting the MOE from each estimate. For some detailed tabulations, and especially for smaller geographies, MOEs can be quite large relative to the estimate. The statistics used for this report are generated from multiple estimates, each of which has its own MOE. Note that for Block Groups that lie partially within the CLMPO area, ACS estimates were apportioned accordingly, and may not match data found in source tables.

These maps capture the following social and environmental characteristics: minority populations, low-income populations, persons with disabilities, and seniors. This information was used to define potential communities of concern. This environmental justice baseline data analysis has been prepared to begin assessing the needs of, and analyzing the potential impacts on Title VI protected populations, as well as assisting the process of outreach to Title VI protected populations.

In addition, the Central Lane MPO has compiled Census data on the ability to speak English in order to identify the language proficiency of residents within the MPO boundaries.

#### *Household Poverty Concentration*

Within the Central Lane MPO, 15.8% percent of all households had an income below the 2020 federal poverty level, also called the “poverty threshold” (this equates to \$26,200 for a family of four). Map 1 of Appendix D shows the distribution of these populations. The block groups with highest percentage of household poverty are generally located in West Eugene, Royal Avenue, Downtown Eugene and Springfield, and south of Springfield Main Street.

#### Data Sources:

American Community Survey, 2016-2020. Table B17017, Poverty Status in the Past 12 Months by Household Type by Age of Householder:



U.S. Census Bureau, Household Income and Persons Below Poverty:

<https://www.census.gov/topics/income-poverty/poverty.html>

#### *Senior Population Concentration*

Within the Central Lane MPO, 17.6% percent of the population was senior. For this analysis “senior” was assumed to consist of persons 65 years and older. Map 2 of Appendix D shows the distribution of these populations. These populations were distributed throughout the Central Lane MPO.

Data Source:

American Community Survey, 2016-2020. Table B01001, Sequence Number 10: Sex By Age

<https://www.census.gov/topics/population.html>

#### *Minority Population Concentration*

Within the Central Lane MPO, 20% percent of the population belongs to a minority group. For this analysis, “minority” was defined to be all persons who identified themselves as non-white or Hispanic. Map 3 of Appendix D shows the distribution of these populations overlaid.

Data Source:

American Community Survey, 202016-2020. Table B03002: Hispanic or Latino Origin by Race:

<https://www.census.gov/topics/population/race.html>

#### *Persons with Disabilities Concentration*

Within the Central Lane MPO as a whole, 16.7 % percent of the population was identified as disabled. For this analysis, the “disabled” population was defined to be all civilian non-institutionalized persons 5 years and older that identified themselves as disabled. Map 4 of Appendix D shows the distribution of these populations.

Data Source:

American Community Survey, 2019-2020 Table

### *Persons Who Speak English Less Than “Well”*

Respondents who reported that they spoke a language other than English were asked to indicate their ability to speak English in one of the following categories: “Very well,” “Well,” “Not well,” or “Not at all.”

The data on ability to speak English represent the person’s own perception about his or her own ability or, because census questionnaires are usually completed by one household member, the responses may represent the perception of another household member. Respondents were not instructed on how to interpret the response categories.

People who reported that they spoke a language other than English at home, but whose ability to speak English was not reported, were assigned by the Census the English-language ability of a randomly selected person of the same age, Hispanic origin, nativity and year of entry, and language group.

Within the MPO, 2.28 percent of the population reported less than ‘Very Well’ English speaking ability. People who use English as a second language come from a variety of lingual and cultural backgrounds. The Census groups these languages into three primary collectives including ‘Spanish’, ‘Other Indo-European’ language, and ‘Asian and Pacific Island’ languages. There is an additional category for ‘Other’. In both Lane County and the TMA areas, Spanish is the predominant second language to English. Asian and Pacific languages were spoken slightly more than Other Indo-European languages.

Data Source:

Source: 2016-2020 American Community Survey

### *Household with No Cars*

For the Central Lane MPO as a whole, this percentage was 8.51% for the survey period. There are an estimated 7,476 households in the MPO with no vehicles. The majority of these households are located downtown Eugene and Springfield, near the university of Oregon, and in North Eugene near Highway 99 and Meadowview and Highway 99 and Royal Avenue.

Data Source:

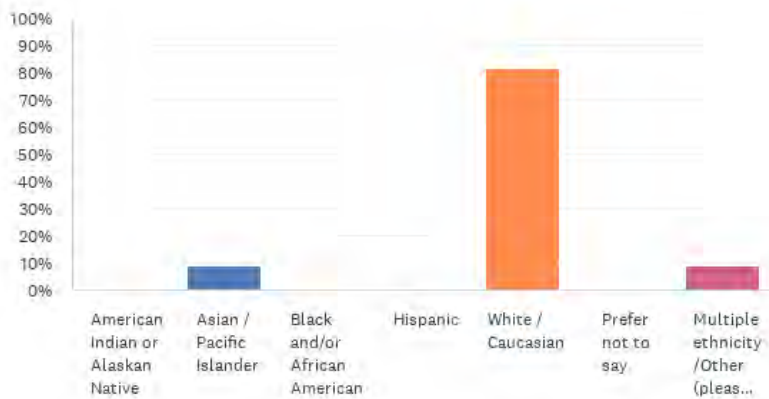
Source: 2016-2020 American Community Survey

## Demographic Profile of Central Lane MPO Staff and Policy and Advisory Committees

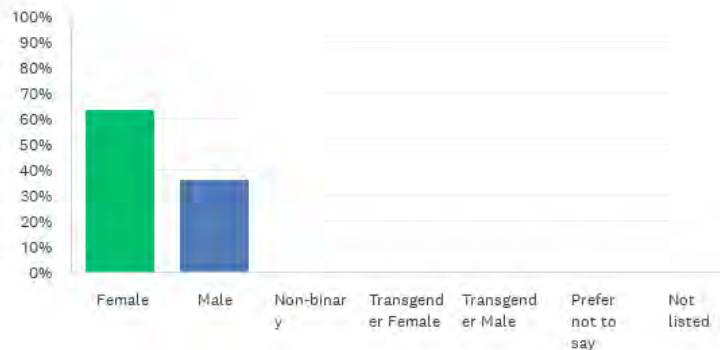
The MPO conducted an anonymous demographic survey to determine the demographic makeup of MPO staff, MPC, and TPC. The complete survey questions are in Appendix E.

The following tables show staffing composition by race, and gender. Eleven Staff members completed the survey.

### Q1 Which race/ethnicity best describes you?

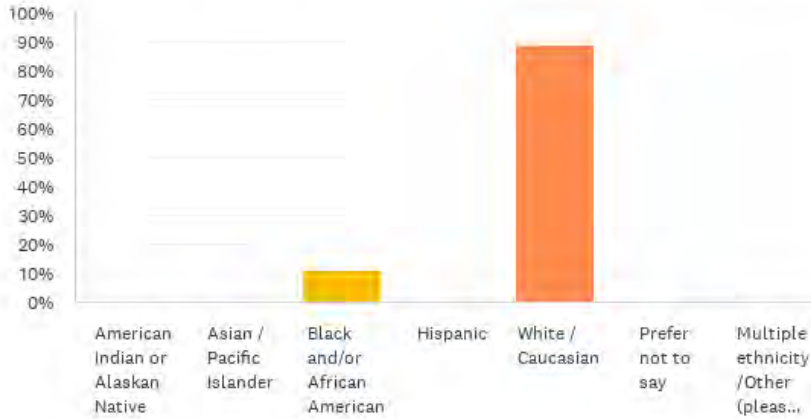


### Q2 What is your gender?

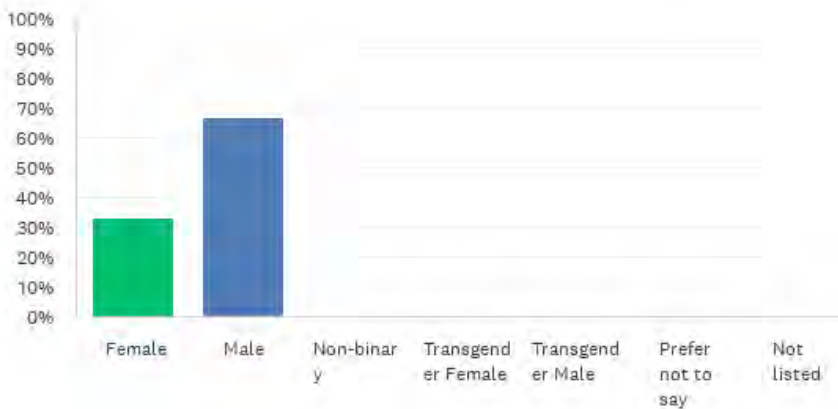


The following tables show Metropolitan Policy Committee by composition by race, and gender. Nine members participated in the survey. A summary of the responses is below.

### Q1 Which race/ethnicity best describes you?

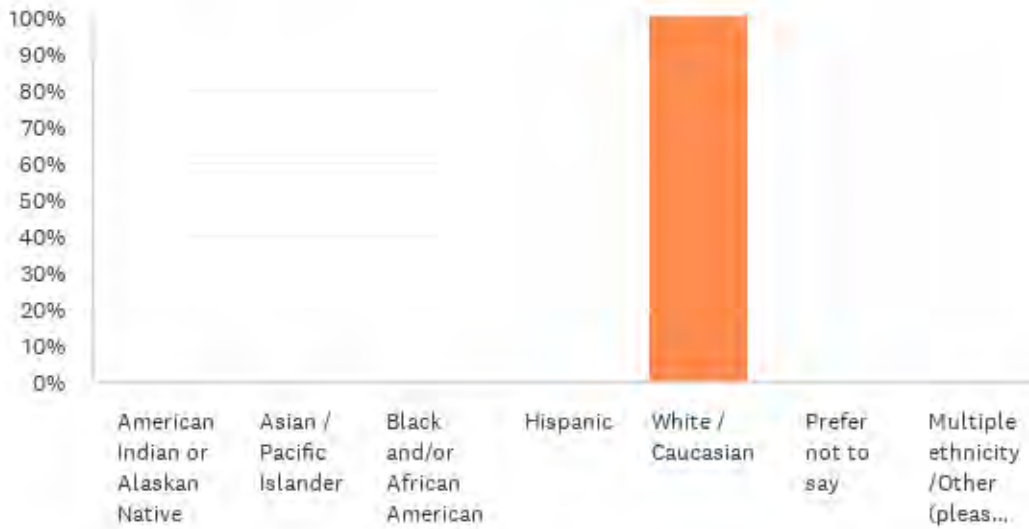


### Q2 What is your gender?

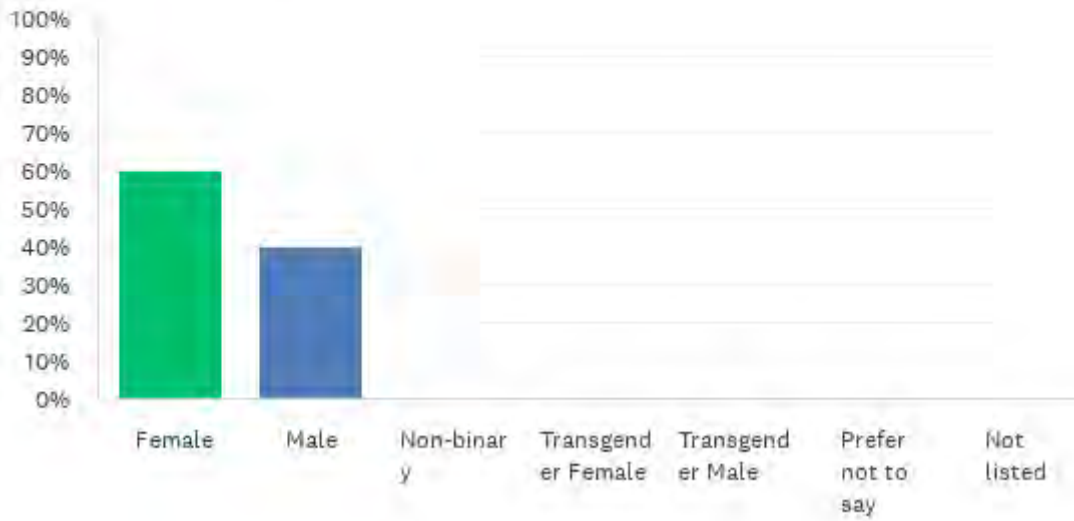


The following tables show Transportation Planning Committee by composition by race, and gender. Ten members participated in the survey. A summary of the responses is below.

### Q1 Which race/ethnicity best describes you?



## Q2 What is your gender?



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## **Section VII      CENTRAL LANE MPO TITLE VI PROGRAM AREAS**

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

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

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## **Section VIII GENERAL PROGRAM ADMINISTRATION**

The following are general Title VI responsibilities of the Central Lane MPO.

### **Legal/Operational Guidelines**

- LCOG Procedures Manual
- LCOG Affirmative Action Policy

### **Elements of Central Lane MPO General Program Administration**

#### *Data Collection Procedures*

Data collection is an important aspect of the Central Lane MPO Title VI and environmental justice plan. Collection of demographic information can assist in transportation planning to determine impacts and benefits of potential projects. Checking for environmental justice requires an examination of the distribution of benefits and burdens over time, space, and across various population groups. Demographic information can assist in identifying communities of concern. In addition, data collection can be used to develop outreach strategies and to monitor the effectiveness of outreach processes. Finally, data collection can be used to assess the demographic characteristics of those involved in the planning and decision-making process, including agency staff and policy and advisory committees.

As an initial step toward better integrating environmental justice into its work program, the Central Lane MPO has developed a baseline demographic profile (see Section VI Demographic Profile), which presents key demographic data describing the Central Lane MPO and identified population groups and communities to be considered for subsequent environmental justice analyses and activities.

#### *Complaint Processing*

If any individual believes that any program beneficiaries have been subjected to unequal treatment or discrimination based on the grounds of race, color, national origin, disability, age, gender, or income status, that individual may exercise their right to file a complaint with LCOG. Every effort will be made to resolve complaints informally at the Central Lane MPO, or at the sub-recipient or contractor level. See Appendix B for complete complaint processing procedures.

#### *Contracts and Intergovernmental Agreements*

The Central Lane MPO executes intergovernmental agreements with MPO partners in association with distribution of federal Surface Transportation Block Group (STP-BG) funds for performance of specific projects or activities. The standard language incorporated into these intergovernmental agreements requires that the partners comply with all applicable federal, state, and local laws, rules, ordinance, and regulations at all times and in the performance of the work. This provision would include the non-discrimination and environmental justice provisions contained under Title VI of the Civil Rights Act and accompanying rules and orders.



Central Lane MPO is certified as a Locally Certified Agency by ODOT. The MPO's certification is specific to Planning Services Projects. The CLMPO follows all contracting guidelines set forth in the certification program. These contracting requirements are consistent with FHWA policies and ensure CLMPO is following federal contracting rules and regulations.

#### *Training Program*

The Central Lane MPO will have a procedure for providing training for its employees and subcontractors on Title VI and other civil rights statutes, either by developing and implementing its own training, or participating in trainings provided by ODOT or FHWA. Furthermore, Staff will participate in trainings in effective public involvement, environmental justice, and equity.

#### *Public Dissemination*

The Title VI Coordinator is responsible for disseminating Title VI program information to MPO employees, sub-recipients, and beneficiaries, as well as, to the general public. Public dissemination will include the posting of materials on the Central Lane MPO website.

#### *Annual Reports*

The Title VI Coordinator is responsible for monitoring and compiling the accomplishment data for ODOT and FHWA to review. ODOT may request an accomplishment report from the Central Lane MPO incorporating all the data collected, Central Lane MPO Non-discrimination Agreement [or Title VI Plan], as well as the MPO work plan and accomplishments.

### **Strategies for Integrating Title VI Responsibilities into Central Lane MPO General Program Administration**

#### *Data Collection Procedures*

The following procedures are hereby established for data collection:

- The Central Lane MPO shall continue to update the summary of staffing composition of those involved in MPO activities and plans. The report shall include job classification, race, and gender.
- The Central Lane MPO shall establish a reporting mechanism that includes a member composition for its policy and advisory committees, including the MPC and TPC. The report shall include job classification (if applicable), race, and gender.
- Central Lane MPO staff shall strive to collect demographic information on public participants. This shall be accomplished by summarizing results from comment/feedback forms which request demographic information from participants at public meetings and workshops and public opinion polls. The submittal of demographic information will be voluntary.

- The Central Lane MPO shall continue to maintain a demographic profile of the MPO planning area using the most current and appropriate statistical information available on race, income, and other pertinent data. As new information becomes available, staff shall update the Demographic Profile of the Central Lane MPO planning area in order to provide an up-to-date baseline report documenting populations of concern for environmental justice analysis.
- Staff shall periodically, not to exceed four years, evaluate the public participation program in order to determine whether the outreach plan has been successful in recruiting participation among Title VI protected populations.

#### *Complaint Processing*

- The Central Lane MPO complaint procedure is available to the public on the Central Lane MPO [website](#). An information sheet is available for distribution to the public that describes the Central Lane MPO Title VI policy and complaint process.
- The Central Lane MPO shall maintain records of complaints that it receives, as well as materials related to the investigation, final determination, and corrective actions, if any, that have been taken.
- In cases where the complaint is against one of Central Lane MPO sub-recipients of federal funds, the Title VI Coordinator for the Central Lane MPO shall decide whether to assume jurisdiction and investigate and adjudicate the case or whether to forward such complaints to ODOT for prompt investigation. In cases where the Title VI Coordinator does assume the investigation, ODOT may continue to review and monitor these investigations.
- The Central Lane MPO will submit investigated reports to ODOT's Office of Civil Rights no later than 60 calendar days after the complaint was filed. If a sub-recipient is found to not be in compliance with Title VI, LCOG will work with the contracts staff and sub-recipient to resolve the deficiency status and write a remedial action if necessary.
- The Central Lane MPO will also forward Title VI complaints directly against the Central Lane MPO to ODOT's Office of Civil Rights.

#### *Contracts and Intergovernmental Agreements*

- As part of intergovernmental agreements or contracts with any sub-contracting entities, the Central Lane MPO will include language that requires compliance with the regulations relative to non-discrimination and environmental justice.
- For those subcontractors that it does use, the Central Lane MPO will monitor and report which contracts have been provided to minorities and women owned firms in the annual report.

### *Training Program*

- Employees and, in particular, Central Lane MPO program area managers will participate in ODOT sponsored Title VI training and other training opportunities that become available. It is intended that training be available that will provide comprehensive information on Title VI provisions, application to program operations, and identification of Title VI issues and resolution of complaints.
- A summary of the training conducted will be reported in the annual update.

### *Public Dissemination*

- The Central Lane MPO has prepared an information [sheet](#) for distribution to the public that describes the Central Lane MPO Title VI program.

### *Annual Reports*

- An annual executive summary will be submitted to the Executive Director and Metropolitan Policy Committee reviewing Title VI accomplishments achieved during the year. The Title VI Coordinator will be responsible for coordination and preparation of the report.
- A Title VI annual report will be submitted to the ODOT Regional Local Agency Liaison by September 30<sup>th</sup> of each year; the report will then be forwarded on to ODOT's Office of Civil Rights for review and approval. The update will report on accomplishments and changes occurring during the preceding year, and will also include goals and objectives for the following year.

### **Title VI Coordinator's Responsibilities**

The Title VI Coordinator is responsible for evaluating and monitoring compliance with Title VI requirements in all aspects of the agency's administration. As part of this responsibility, the Title VI Coordinator or designee will:

- Ensure all Central Lane MPO program administration is in compliance with Title VI.
- Monitor progress, implementation, and compliance issues.
- Collect data supporting the Central Lane MPO non-discrimination activities that are relevant to the MPO Title VI goals and objectives, including statistical data (e.g., race, color, gender, age, disability, and language proficiency) for use in planning and monitoring.
- Disseminate Title VI program information to MPO employees, sub-recipients, and beneficiaries as well as to the general public.
- Include Title VI language in contracts and intergovernmental agreements.
- For any consultants under direct contract with the Central Lane MPO, monitor and submit annual reports on Disadvantaged Business Enterprise (DBE) participation in the Title VI annual report and update.

- Conduct training programs on Title VI and other related statutes.
- Identify, investigate, and eliminate discrimination when found to exist in connection with Central Lane MPO program areas.
- Process, investigate, and attempt to resolve Title VI complaints regarding Central Lane MPO and its sub-recipients, consultants, or contractors that are received by the Central Lane MPO.
- Prepare a yearly report of Title VI accomplishments and goals. Review the annual Title VI report to determine the effectiveness of the Title VI program and related efforts.

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## **Section IX PUBLIC PARTICIPATION**

The goal of Central Lane MPO’s public participation program is to “establish widespread understanding and support for regional transportation programs through development of an environment in which citizens, agencies, and other interested parties in the metropolitan area are actively involved in meaningful and effective dialogue.” Central Lane MPO is committed to early and continuing public participation in transportation planning, programming, and implementation. In seeking public comment and review, the Central Lane MPO makes a concerted effort to reach all segments of the population, including Title VI protected populations. The Central Lane MPO Public Participation Plan (PPP) also notes that “an effective public involvement process also will ensure that no one group of citizens is adversely affected.”

### **Legal/Operational Guidelines**

- On November 15, 2021, President Biden signed the Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58, also known as the “Bipartisan Infrastructure Law”) into law. The Bipartisan Infrastructure Law provides \$550 billion over fiscal years 2022 through 2026 in new Federal investment in infrastructure, including in roads, bridges, and mass transit, water infrastructure, resilience, and broadband. FHWA is in the process of issuing guidance and regulations to implement legislative changes and new programs.
- Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) transportation bill enacted by the U.S. Congress in 2012 requires Central Lane MPO to publish, for public review, an annual listing of projects for which federal funds have been obligated (49 USC Chapter 53, Section 5303). This provision is intended to increase the transparency of government spending on transportation projects and strategies in the MPO area to state and local officials and to the public at large. It also helps to ensure that the public will have an accurate understanding of how federal funds are actually being spent on transportation projects. MAP-21 replaced the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).
- Central Lane MPO Public Participation Plan, which describes how the MPO will let the public know about opportunities to get involved with regional transportation planning

### **Elements of Central Lane MPO Communications and Public Involvement Program**

**Website**—LCOG maintains an extensive website, [www.thempo.org](http://www.thempo.org), which is updated regularly. The site includes information on the Central Lane MPO responsibilities, programs, key products, meeting calendars, agendas and minutes; contact information for staff; a search function; the Title VI Plan, complaint procedures, and complaint form; and a sign-up form for e-mail notifications.

There is also a “Get Involved” page that provides information and a link to a pamphlet that serves as a citizen’s guide to transportation planning, information on attending meetings, public comment periods, and tips for participating in public hearings, as well as other information.

LCOG consistently reviews the website to identify areas for improvement, including content organization and accessibility and removal of complex terminology in favor of information that is easy to read and designed for a broad audience.

LCOG is also planning to establish a central clearinghouse (titled Keep Us Involved) for information on all public involvement opportunities for transportation-related activities, plans, projects, and programs in this area being conducted by local, state, federal, and MPO entities.

### **Social Media**

The Metropolitan Planning Organization established social media accounts in 2020 to reach more community members.

Facebook <https://www.facebook.com/CentralLaneMPO>

Twitter <https://mobile.twitter.com/centrallanempo>

**Publications**—Each year, LCOG issues a multitude of publications, reports, and maps as part of the agency’s work program, and responds to and processes a large number of data requests. The information can be accessed by the public through the website.

**Press releases**—Press releases are routinely sent to approximately 20 media outlets – daily and weekly newspapers, TV stations, and radio stations.

**Meetings open to the public** – Central Lane MPO board and committee meetings are open to the public. Meetings are organized in ways to encourage opportunities for the public to participate. The MPC and TPC meet monthly at different times (morning, midday, and evening) to maximize attendance. Time for citizen comments is reserved at the start of all meetings. Meeting dates and times are posted well in advance on the agency’s website, as well as mailed to members of the MPO media list. Meetings are televised and webcast by MetroTV. Meetings are currently still being held remotely due to Covid19 pandemic. When held in person, the meeting locations are located in close proximity to transit service, is wheelchair accessible (WCA) and interpretation services can be provided when requested or need is anticipated.

**Opportunities for public comment**—LCOG provides opportunities for comment on adoption of amendments to transportation plans or programs. Comments are accepted by phone, fax, e-mail, U.S. mail, and in person at any of the meetings. Public comment periods are advertised through e-mail notices, website notices, and newspaper advertisements.

**Staff is accessible**—Contact information for all staff is provided on the agency’s website, on project fact sheets and brochures, as well as on meeting agendas. Staff attends public meetings and are available to answer questions and take comments.

**Mailings**—LCOG routinely uses e-mail to keep the public informed of the agency’s programs, public comment periods, meetings, and publications. LCOG maintains an extensive e-mail list, including many community and religious organizations, senior, youth minority, low-income, and other groups.

**Events**—Events such as workshops, open houses, and forums may be held, is needed.

### **Strategies for Engaging Title VI Protected Groups**

The Central Lane MPO is committed to actively engaging traditionally underrepresented populations, and can use a variety of techniques to design and evaluate public involvement tools, including:

- LCOG will continue to maintain distribution lists which contain community organizations, leaders, and religious organizations that are engaged in issues affecting Title VI protected populations. Community organizations and their leaders are invaluable in building communication between agencies and underrepresented groups. Community groups also provide access to individuals and can serve as forums for participation. Often, community organizations reflect community-wide concerns and can advise an agency on useful strategies for interaction.
- LCOG will send news releases to and place advertisements in minority newspapers and news outlets, as needed, as well as in free publications and other media outlets that may be accessed by Title VI protected population.
- LCOG developed, and will continue to enhance, a new online public engagement platform called LaneVoices, in efforts to expand outreach to the general public through creative and alternative approaches.
- LCOG will evaluate its meeting times and locations to assure opportunities for a broad audience to attend. This would include, but not be limited to, assuring that the locations of public meetings are close to transit lines, and are accessible to the disabled, as well as held in a variety of times to provide the widest opportunity for involvement.
- LCOG will create fact sheets to describe Title VI issues for use on the website and in other outreach. In order to expand notification of the Title VI program, advertisements, public notices, and press releases will include an abbreviated notice of Title VI and the complaint process, as follows: The Central Lane MPO fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations. These provisions require the fair treatment and meaningful involvement of all people—regardless of race, color, national origin, disability,

age, gender, or income status. For more information, or to obtain a Title VI Complaint Form, see <http://www.thempo.org/> or call (541) 682-4405.

- LCOG will annually evaluate the effectiveness of all communications and public involvement efforts and make appropriate adjustments to its public involvement strategy. As part of this effort, LCOG will make efforts to reach out to different parties and determine whether any revisions are needed to assure better outreach.
- LCOG will provide key technical information in formats and at places and times conducive to review by populations that may be traditionally underrepresented or underserved by existing transportation systems. This may include provision of information to sight-impaired persons, non-English speakers, or to persons without extensive formal schooling.

### **Strategies for Engaging Individuals with Limited English Proficiency (LEP)**

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

LCOG has used information from the 2010 Census to determine the extent of the need for translation services of its materials. The results of the analysis showed that 1.48 percent of MPO residents reported that they spoke English either “not well” or “not at all.”

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

1. The number or proportion of LEP persons eligible to be served or likely to be encountered by a program, activity, or service of the recipient or grantee.
2. The frequency with which LEP individuals come in contact with the program.
3. The nature and importance of the program, activity, or service provided by the recipient to people’s lives.
4. The resources available to the recipient and costs.

Given this four factor analysis, Central Lane MPO need for translation of a broad number of products is limited. Targeted translation is necessary for key public involvement products and Title VI materials, such as for key documents including the Title VI complaint form.

LCOG will maintain a list of staff members who speak a second language. LCOG will also establish a list of nearby court certified Interpreters and businesses that can provide translation services when the need arises. On its website, LCOG will also provide links to the translation service used on the State of Oregon’s website or other suitable service as a means of providing translations of basic information in different languages. In addition, the Central Lane MPO will provide resources to facilitate participation for



those whose primary language is Spanish, including evaluating different key public involvement products and outreach materials for translation.

### **Title VI Coordinator's Responsibilities**

The Title VI Coordinator is responsible for evaluating and monitoring compliance with Title VI requirements in all aspects of the agency's public involvement process. The Title VI Coordinator or designee will:

1. Assess communication and public involvement strategies to ensure adequate participation of impacted Title VI protected populations and address language needs as appropriate.
2. Ensure all communications and public involvement efforts of the MPO comply with Title VI.
3. Develop and distribute information on Title VI and MPO functions and plans to the general public. Provide information in languages other than English, as needed.
4. Disseminate information to individuals and organizations that may represent Title VI protected groups, to help ensure all interest groups in the region are represented in the MPO planning process.
5. Include an abbreviated Title VI notice to the public in press releases, mailings, and on the Central Lane MPO website.
6. Notify affected Title VI protected populations of public hearings regarding proposed actions of the MPO, and make the hearings accessible to all residents. This includes the use of interpreters when requested, or when a strong need for their use has been identified.
7. Design performance measures to evaluate public involvement and participation strategies to ensure adequate participation of impacted Title VI protected populations.

## **Section X PROGRAM DEVELOPMENT AND PLANNING**

The Central Lane MPO is involved in developing long- and short-range transportation plans to provide efficient transportation services to the Eugene/Springfield urbanized area. In this role, the Central Lane MPO is responsible for preparation of the regional transportation plan. As part of this work, the Central Lane MPO performs a number of different planning functions, including:

- Establishing an annual work program for regional transportation planning tasks to be completed.
- Performing strategic analyses and technical modeling of the transportation system.
- Establishing a fair and impartial setting for regional decision-making that includes federal, state, and local agencies dealing with transportation issues.
- Prioritizing transportation projects and developing a Metropolitan Transportation Improvement Program.
- Allocating state and federal funds for both capital and operating needs; and
- Preparing financial analysis and project programming.

The major area of impact by plans and programs is through decisions which identify one or more planned improvements over other options. This consequence may result from procedures and processes that shut a group out of the process, or from the failure to consider the impacts of various transportation system alternatives and programs of projects on one or more identified groups.

### **Legal/Operational Guidelines**

Primary guidance is provided by:

- The Metropolitan Planning Organization (MPO) Regulations 23 CFR 450
- Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21)/ Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58, also known as the “Bipartisan Infrastructure Law”)
- Oregon Transportation Planning Rule

### **Key Planning and Programming Activities**

The following describes some of the key planning and programming activities undertaken by the Central Lane MPO:

**Unified Planning Work Program** (bi-annual work plan). The Unified Planning Work Program (UPWP) is the Central Lane MPO’s annual transportation planning work program. The UPWP identifies the planning budget and the scope of planning activities that may be undertaken during the program year. The Central Lane MPO develops the UPWP in cooperation with federal, state, and local jurisdictions and transportation providers. This document includes a description

of planning tasks and an estimated budget for each task to be undertaken by the agencies participating in the Central Lane MPO metropolitan planning process. The UPWP also serves as a budgeting reference for planning tasks funded by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) to meet MAP-21 requirements.

**Metropolitan Transportation Improvement Program (short-range).** The Metropolitan Transportation Improvement Program (MTIP) is a staged multi-year program of transportation improvements to be implemented during a four year period. The MTIP is required by the U.S. Department of Transportation as a prerequisite for federal funding for street, transit, and bike and pedestrian projects. In addition to satisfying federal requirements, the MTIP serves as a comprehensive source for information on all regionally significant transportation related projects planned by local jurisdictions and reflected by the Central Lane MPO.

**Regional Transportation Plan (long-range).** The Central Lane MPO is required to develop and regularly update a long-range transportation plan for the Central Lane region. This plan must:

- Include a financial plan that demonstrates how the adopted plan can be implemented.
- Not contribute to violations of the National Ambient Air Quality Standards.
- Have at least a twenty-year planning horizon; and
- Be updated every four years.

**Transportation Air Quality Conformity.** In response to the Clean Air Act, the Environmental Protection Agency has established health-based National Ambient Air Quality Standards (NAAQS). Transportation conformity is a way to ensure that Federal funding and approval goes to those transportation activities that are consistent with the NAAQS. In the Central Lane MPO, air quality conformity must be demonstrated for the pollutant carbon monoxide (CO). The Central Lane MPO must demonstrate conformity for the RTP and the MTIP for CO.

**Transportation Options.** Transportation demand management (TDM) - or more recently called Transportation Options (TO) in Oregon - is a set of strategies, plans, and programs that influence traveler behavior for the purpose of reducing or redistributing the demand on the transportation system. The primary purpose of TDM/TO is to reduce the number and distance of vehicle trips while providing a wide variety of mobility options. There are many ways the Central Lane MPO contributes to and coordinates regional TDM/TO projects and programs. A primary coordination effort includes a partnership with local agencies to deploy the region's TDM/TO program, which the MPO partially funds annually.

**Statewide Transportation Improvement Program (STIP).** The Statewide Transportation Improvement Program, known as the STIP, is Oregon’s four-year transportation capital improvement program. It is the document that identifies the funding for, and scheduling of, transportation projects and programs throughout the state. It includes projects on the federal, state, city, and county transportation systems, multimodal projects (highway, passenger rail, freight, public transit, bicycle and pedestrian), and projects in the national parks, national forests, and Indian tribal lands. The MTIP is included in the STIP.

### **Strategies for Addressing Environmental Justice (EJ) in Planning Efforts**

The Central Lane MPO is committed to ensuring that these programs and plans meet the needs of all people to the maximum extent possible and avoid disproportionately high and adverse human health or environmental effects, including social and economic effects, on Title VI protected populations. Though it is recognized that much of the specific evaluation for environmental justice issues will occur at the specific project-level planning phase (which is the responsibility of the project proponent) rather than the overall transportation planning phase, the Central Lane MPO can use a variety of techniques to identify the risk of discrimination so that positive corrective action can be taken and to serve as a building block in subsequent decision-making and analysis. These measures include:

1. The Central Lane MPO will document information used in identifying potential environmental justice issues as part of the Regional Transportation Plan Environmental Coordination effort or similar document. The analysis should include an evaluation and discussion of the following:
  - a. Identification of those areas within the Central Lane MPO that contain higher than average concentrations of socio-economic groups, including low-income and minority populations as covered by the Executive Order on Environmental Justice (EJ) and Title VI provisions, when compared to the Central Lane MPO area as a whole. To aid in this effort, the Central Lane MPO has prepared a demographic profile of the metropolitan planning area using census data to identify any block group with greater than the regional average of minority or low income households (see Appendix D).
  - b. Analysis of any disproportional impacts to different socio-economic groups. This can be done by comparing the plan impacts on the minority, low-income, senior, disabled, and other populations with respect to the impacts on the overall population within the Central Lane MPO. GIS mapping can be used to overlay the locations of the transportation projects upon the EJ neighborhood map so that comparisons could be made between the distributions of projects across the two community types (EJ vs. non-EJ).

- c. Evaluation of mitigation measures that could be considered to address adverse impacts, including avoidance, minimization, and opportunities to enhance communities and neighborhoods.
    - d. Overview of the public participation process and efforts made to ensure that all groups within the MPO have been involved in the decision-making or project information process through an effective and thorough public participation effort.
  2. The Central Lane MPO will solicit and consider input from all groups and citizens concerned with, interested in, and/or affected by MPO transportation plans or programs, in particular the needs of those that may traditionally underserved by transportation systems. The previous Public Participation section (Section IX) describes more particularly the steps that will be taken to solicit input.
  3. The Central Lane MPO shall document what changes have occurred as a result of public involvement, specifically involvement of Title VI protected populations.
  4. The Central Lane MPO will include evaluation criteria that address issues of environmental justice when awarding funds to local agencies for projects to include in the Metropolitan Transportation Improvement Program (MTIP) and Regional Transportation Plan. Potential criteria could include: impact on accessibility and/or travel times to jobs or other activities, transit service provision, and the distribution of transportation funding and activities.
  5. In support of this effort, the MPO will work to enhance its analytical capabilities to evaluate the long-range transportation plan and the transportation improvement program impact on Title VI protected populations. Projects could include:
    - a. Using modeling capabilities to evaluate accessibility by travel mode for various trip purposes.
    - b. Evaluating the distribution of transportation projects or funds.
  6. The Central Lane MPO will function in its role as a regional coordinator to work with other agencies, if requested, in addressing environmental justice issues that may occur as part of MPO funded project development activities.

#### **Title VI Coordinator's Responsibilities**

The Title VI Coordinator is responsible for evaluating and monitoring compliance with Title VI requirements in all aspects of the agency's planning process. As part of this responsibility, the Title VI Coordinator or designee will:

1. Ensure all aspects of the planning and programming process operation comply with Title VI.
2. Solicit and consider input from all groups and citizens concerned with, interested in, and/or affected by MPO transportation plans or programs, in particular the needs of those that may be traditionally underserved by transportation systems.

3. Use information from the Demographic Profile to inform planning decisions and assess the potential for any disproportional impacts to Title VI protected populations.
4. Develop a process for assessing the effects of transportation investments as part of actions on plan and programming documents. This would include:
  - a. Analysis of the population affected by the action,
  - b. Analysis of program impacts on Title VI protected populations, and
  - c. Determination of whether there will be a disproportionately high and adverse impact on Title VI protected populations.
5. Disseminate information to the public on the processes used and findings of the analysis, in accordance with all agency public involvement procedures.
6. Participate in regional coordination efforts to address issues of environmental justice during MPO funded project development activities, as necessary.

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**Section XI IMPLEMENTATION STEPS**

Strategy	Process	Timing
<b>Data Collection</b>		
Collect statistical data (e.g., race, color, gender, age, disability, and language proficiency) for use in planning and monitoring.	Use available information from the American Community Survey, Census 2020, the latest Population Estimates, and other relevant information.	On-going.
Establish a reporting mechanism that includes a staffing composition (e.g., job classification, race, and gender) of those involved in MPO activities and plans.	Work with Human Resources to integrate into LCOG Affirmative Action Policy (Section G.2).  Conduct a survey of Central Lane MPO staff to compare the existing composition with the general population of the MPO planning area.	On-going / currently using annual survey.
Establish a reporting mechanism that includes a member composition (e.g., job classification, race and gender) for the MPC and TPC.	Conduct a survey of Central Lane MPO committee members to compare the existing composition with the general population of the MPO planning area.	On-going / currently using annual survey.
Establish a reporting mechanism that includes information on race, ethnicity, and gender of public participants.	Develop procedures to gauge attendance of public participants, based on meeting format (e.g., include as part of Comment Form or survey, tally based on staff observations, etc.).  Develop standard language to be included in Comment Forms.	On-going

Strategy	Process	Timing
<b>Complaint Processing</b>		
Revise Procedures Manual to include complaint process information for Title VI complaints made to the Central Lane MPO.	Work with Human Resources to integrate into LCOG Procedures Manual (Section 4.02).	On-going
Establish log for tracking Title VI complaints.	Work with Central Lane MPO staff to determine appropriate place and format to track any Title VI complaints.	On-going
<b>Contracts and Intergovernmental Agreements</b>		
Revise contract and intergovernmental agreements to include Title VI language.	Work with Fiscal Services to revise contract and intergovernmental agreement language. Initiate discussions with partners engaged in intergovernmental agreements about Title VI issues.	On-going
Monitor and report on consultant contracts.	Identify which contracts have been provided to minorities and women owned firms in the annual report.	On-going
<b>Training</b>		



Strategy	Process	Timing
<p>Conduct training programs on Title VI and other related statutes.</p>	<p>Work with Human Resources to integrate into LCOG Affirmative Action Policy.</p> <p>Coordinate with ODOT’s Title VI Officer to identify training opportunities.</p> <p>Investigate potential to co-sponsor FHWA or ODOT-led training seminars.</p> <p>Include costs associated with training in budget.</p>	<p>On-going and as part of budgetary cycle.</p>
<b>Public Dissemination</b>		
<p>Develop Title VI information for dissemination to the general public.</p>	<p>Maintain information sheet describing Central Lane MPO Title VI policy.</p> <p>Create page on Central Lane MPO website for general information as well as information on how to file complaints.</p> <p>Revise standard press release language to include notification about Title VI issues.</p>	<p>On-going</p>
<p>Provide the Title VI complaint procedure on the Central Lane MPO website.</p>	<p>Post complaint form as well as translated version to Central Lane MPO website.</p>	<p>On-going</p>
<p>Translate key materials to engage individuals with Limited English Proficiency.</p>	<p>Identify or develop key summary materials for translation.</p> <p>Work to translate materials into one or more languages.</p> <p>Investigate potential of involving the target community in the review of translated materials to eliminate inappropriate word choice and increase the effectiveness of the messages.</p>	<p>On-going</p>

Strategy	Process	Timing
Revise website to include links to on-line translation software.	Investigate connecting with State’s translation software or software used by LCOG Senior and Disability Services Division.  Place notice on Central Lane MPO front page about the availability of translation services and contact phone number for more information.	On-going
<b>Evaluation Tools</b>		
Design evaluation criteria to assess long-range transportation plan and the transportation improvement program impacts on Title VI protected populations.	Work with TPC and MPC to design criteria.	On-going
<b>Annual Reports</b>		
Monitor progress, implementation, and compliance issues.	Convene Central Lane MPO staff to discuss progress.	On-going.
Prepare a yearly report of Title VI accomplishments and goals.	Use statewide template for Annual Report.  Work with Central Lane MPO staff to determine appropriate place and format to track information to be compiled for annual reports.	On-going.
<b>Public Participation</b>		

Strategy	Process	Timing
<p>Enhance public notices and meetings to broaden participation by Title VI populations.</p>	<p>Review press release distribution lists to determine whether additional media outlets should be added.</p> <p>Review and update Central Lane MPO environmental justice mailing list, as needed. Include elected officials, neighborhood associations, clergy, faith-based groups, minority chambers of commerce, neighborhood business associations, community development corporations, local advocacy groups, and homeowners associations.</p> <p>Evaluate meeting times and locations to assure opportunities for a broad audience to attend.</p> <p>Investigate co-sponsoring events with social service providers in the area and provide interpreters and child care to increase turnout.</p>	<p>On-going</p>
<p>Investigate a range of techniques that more specifically target minority and low-income communities and make it easier for people to express their opinions within the transportation planning process.</p>	<p>Initiate dialogue with environmental justice groups to get their direct input on what types of outreach activities the communities would like to see.</p> <p>Continue to enhance use of announcements or articles in community or ethnic newspapers, flyers at local destinations/activity centers, announcements on local radio stations, and “tabling” at community fairs or events.</p> <p>Consider sending information through schools for children to take home to their parents or developing a class project around the transportation project.</p>	<p>On-going.</p>

Strategy	Process	Timing
Include a person having language translation skills in key public meetings.	Use of on-call interpretation services and/or adapt Senior and Disability Services Division Procedure 6.6 addressing Interpreter Services for Central Lane MPO.	On-going/ as needed.
<b>Program Development and Planning</b>		
Include evaluation criteria that include issues of environmental justice when selecting projects to include in the Metropolitan Transportation Improvement Program (MTIP) and Regional Transportation Plan (RTP).	Place items in work program that devote staff time to assessing and developing environmental justice approaches.	
Assess the regional benefits and burdens of transportation system investments for different socio-economic groups when updating the Metropolitan Transportation Improvement Program (MTIP) and Regional Transportation Plan (RTP).	Develop and apply tests for disproportionate distributions of impacts.	

## Section XII GLOSSARY/ACRONYM LIST

**Adverse Effects** - The totality of significant individual or cumulative human health or environmental effects, including interrelated social and economic *effects*, which may include, but are not limited to: bodily impairment, infirmity, illness or death; air, noise, and water pollution and soil contamination; destruction or disruption of man-made or natural resources; destruction or diminution of aesthetic values; destruction or disruption of community cohesion or a community's economic vitality; destruction or disruption of the availability of public and private facilities and services; vibration; adverse employment effects; displacement of persons, businesses, farms, or nonprofit organizations; increased traffic congestion, isolation, exclusion or separation of minority or low-income individuals within a given community or from the broader community; and the denial of, reduction in, or significant delay in the receipt of, benefits of DOT programs, policies, or activities.

**Americans with Disabilities Act (ADA)** - Federal civil rights legislation for persons with disabilities, signed into law in 1990, that prohibits discrimination specifically in the areas of employment, public accommodation, public services, telecommunications, and transportation. Transportation requirements include the provision of "comparable paratransit service" that is equivalent to general public fixed-route service for persons who are unable to use regular bus service due to a disability.

**Assurances** - Every application for U.S. DOT financial assistance must include assurances that the applicant will comply with the U.S. DOT's Title VI regulations.

**Certification** - Every application by a state agency (e.g., a state DOT) to carry out a program involving continuing federal assistance must include a statement that the program is being carried out in accordance with the Title VI regulations.

**Citizens Advisory Committee (CAC)** - Representative stakeholders that meet regularly to discuss issues of common concern, such as transportation, and to advise sponsoring agency officials. These groups effectively interact between citizens and their government.

**Department of Transportation (DOT)** - When used alone, indicates U.S. Department of Transportation. In conjunction with a place name, indicates state, city, or county transportation agency (e.g., Oregon Department of Transportation is ODOT).

**Discrimination** – Any act or inaction, whether intentional or unintentional, in any program or activity of a Federal aid recipient, sub-recipient, or contractor that results in disparate treatment, disparate impact, or perpetuating the effects of prior discrimination based on race, color, or national origin.

**Disparate Impact** – Facially neutral policies or practices that have the effect of disproportionately excluding or adversely affecting members of a group protected under Title VI, and the recipient's policy or practice lacks a substantial legitimate

justification.

**Disparate Treatment** - Actions that result in circumstances where similarly situated persons are treated differently (i.e., less favorably) than others because of their race, color, or national origin.

**Disproportionate** - Appreciably exceeds or is likely to appreciably exceed those on the general population or other appropriate comparison group.

**Disproportionately High and Adverse Effect on Minority and Low-income Populations** - An adverse effect that:

- (1) is predominately borne by a minority population and/or a low-income population, or
- (2) will be suffered by the minority population and/or low-income population and is appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the non-minority population and/or non-low-income population.

**Environmental Justice (EJ)** - Environmental justice assures that services and benefits allow for meaningful participation and are fairly distributed to avoid discrimination.

**Environmental Justice Activity** - An action taken by DOT, FTA, or a recipient or sub-recipient of FTA funding to identify and address adverse and disproportionate effects of its policies, programs, or activities on minority and/or low-income populations, consistent with Executive Order 12898 and the DOT Order 5610.2 on Environmental Justice.

**Federal financial assistance** – Includes:

- (1) grants and loans of Federal funds;
- (2) the grant or donation of Federal property and interests in property;
- (3) the detail of Federal personnel;
- (4) the sale and lease of, and the permission to use (on other than a casual or transient basis), Federal property or any interest in such property without consideration or at a nominal consideration, or at a consideration which is reduced for the purpose of assisting the recipient, or in recognition of the public interest to be served by such sale or lease to the recipient; and
- (5) any Federal agreement, arrangement, or other contract that has as one of its purposes the provision of assistance.

**Federal Highway Administration (FHWA)** - A branch of the US Department of Transportation that administers the federal-aid Highway Program, providing financial assistance to states to construct and improve highways, urban and rural roads, and bridges. The FHWA also administers the Federal Lands Highway Program,

including survey, design, and construction of forest highway system roads, parkways and park roads, Indian reservation roads, defense access roads, and other Federal lands roads.

**Federal Transit Administration (FTA)** - A branch of the US Department of Transportation that is the principal source of federal financial assistance to America's communities for planning, development, and improvement of public or mass transportation systems. FTA provides leadership, technical assistance, and financial resources for safe, technologically advanced public transportation to enhance mobility and accessibility, to improve the Nation's communities and natural environment, and to strengthen the national economy.

**Geographic Information System (GIS)** - Computerized data management system designed to capture, store, retrieve, analyze, and display geographically referenced information.

**Lane Council of Governments (LCOG)** - LCOG is a voluntary association of local governments in Lane County, Oregon. Dedicated to solving area-wide problems, LCOG helps area cities, Lane County, educational districts, and special-purpose districts reach their common goals. LCOG serves as the MPO for Central Lane County as designated by the Governor in 1974.

**Limited English Proficient (LEP) Persons** - Persons for whom English is not their primary language and who have a limited ability to speak, understand, read, or write English. It includes people who reported to the U.S. Census that they do not speak English well or do not speak English at all.

**Low-Income** - A low-income person is a person with a household income at or below the Federal Department of Health and Human Services poverty guidelines.

**Low-Income Populations** - A low-income population means any readily identifiable group of low-income persons who live in geographic proximity, and, if circumstances warrant, geographically dispersed/transient persons (such as migrant workers or Native Americans) who would be similarly affected by a proposed FHWA program, policy, or activity.

**Moving Ahead for Progress in the 21st Century (MAP-21)** - Moving Ahead for Progress in the 21st Century Act (MAP-21) was signed into law by President Obama in 2012 and is the first long-term highway authorization enacted since 2005.

**Metropolitan Policy Committee (MPC)** - An intergovernmental policy group that comprises representatives from Eugene and Springfield Council, Coburg, Lane County Board of Commissioners, the Lane Transit District Board of Directors, and the Oregon Department of Transportation. MPC has been delegated certain responsibilities by the Lane Council of Governments Board of Directors to provide policy guidance on the transportation planning process in the Metro area.

**Metropolitan Planning Organization (MPO)** – A federally designated regional policy body, required in urbanized areas with populations over 50,000, and designated by

local officials and the governor of the state. Responsible in cooperation with the state and other transportation providers for carrying out the metropolitan transportation planning requirements of federal highway and transit legislation. Lane Council of Governments serves as the MPO in the central Lane area as designated by the Governor in 1974. An MPO does not have land use authority.

**Minority** - A minority is any individual who is an American Indian or Alaskan Native; Asian or Pacific Islander; Black, not of Hispanic origin; and Hispanic.

**Minority Population** - A minority population means any readily identifiable groups of minority persons who live in geographic proximity, and if circumstances warrant, geographically dispersed/transient persons (such as migrant workers or Native Americans) who will be similarly affected by a proposed FHWA program, policy, or activity.

**Mitigation** - To avoid, minimize, rectify, or reduce an impact, and in some cases, to compensate for an impact.

**National Origin** - The particular nation in which a person was born, or where the person's parents or ancestors were born.

**Oregon Department of Transportation (ODOT)** - The State agency that manages the highway system within Oregon. ODOT's mission is to provide a safe, efficient transportation system that supports economic opportunity and livable communities for Oregonians. ODOT is the administrative agency that responds to policy set by the Oregon Transportation Commission (OTC).

**Project Development** - The phase a proposed project undergoes once it has been through the planning process. The project development phase includes a more detailed analysis of a proposed project's social, economic, and environmental impacts and various project alternatives. What comes from the project development phase is a decision reached through negotiation among all affected parties, including the public. After a proposal has successfully passed the project development phase, it may move to preliminary engineering, design, and construction.

**Public Meeting** - A formal or informal event designed for a specific issue or community group where information is presented and input from community residents is received

**Public Participation** - The active and meaningful involvement of the public in the development of transportation plans and programs.

**Recipient** - Any State, political subdivision, instrumentality, or any public or private agency, institution, department or other organizational unit receiving financial assistance from the Federal government.

**Regional Transportation Plan (RTP)** - A document resulting from regional or statewide collaboration and consensus on a region or state's transportation system, and serving as the defining vision for the region's or state's transportation systems and services. In metropolitan areas, the plan indicates all of the transportation



improvements scheduled for funding over a minimum of the next 20 years.

**The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)** - Bill that governs United States federal surface transportation spending.

**Sub-recipient** - Any entity that receives Federal financial assistance as a pass-through from another entity.

**Title VI** - Title VI of the Civil Rights Act of 1964. Prohibits discrimination in any program receiving federal assistance.

**Title VI Protected Populations** – A population specifically identified in Title VI and related statutes, including race, color, national origin, disability, age, gender, or income status.

**Transportation Improvement Program (TIP)** - A staged, multiyear (four to five years) listing of surface transportation projects proposed for federal, state, and local funding within a metropolitan area. MPOs are required to prepare a TIP as a short-range programming document to complement its long-range transportation plan. TIPs contain projects with committed or reasonably certain funds. Also known as a Metropolitan Transportation Improvement Program (MTIP) in MPO areas.

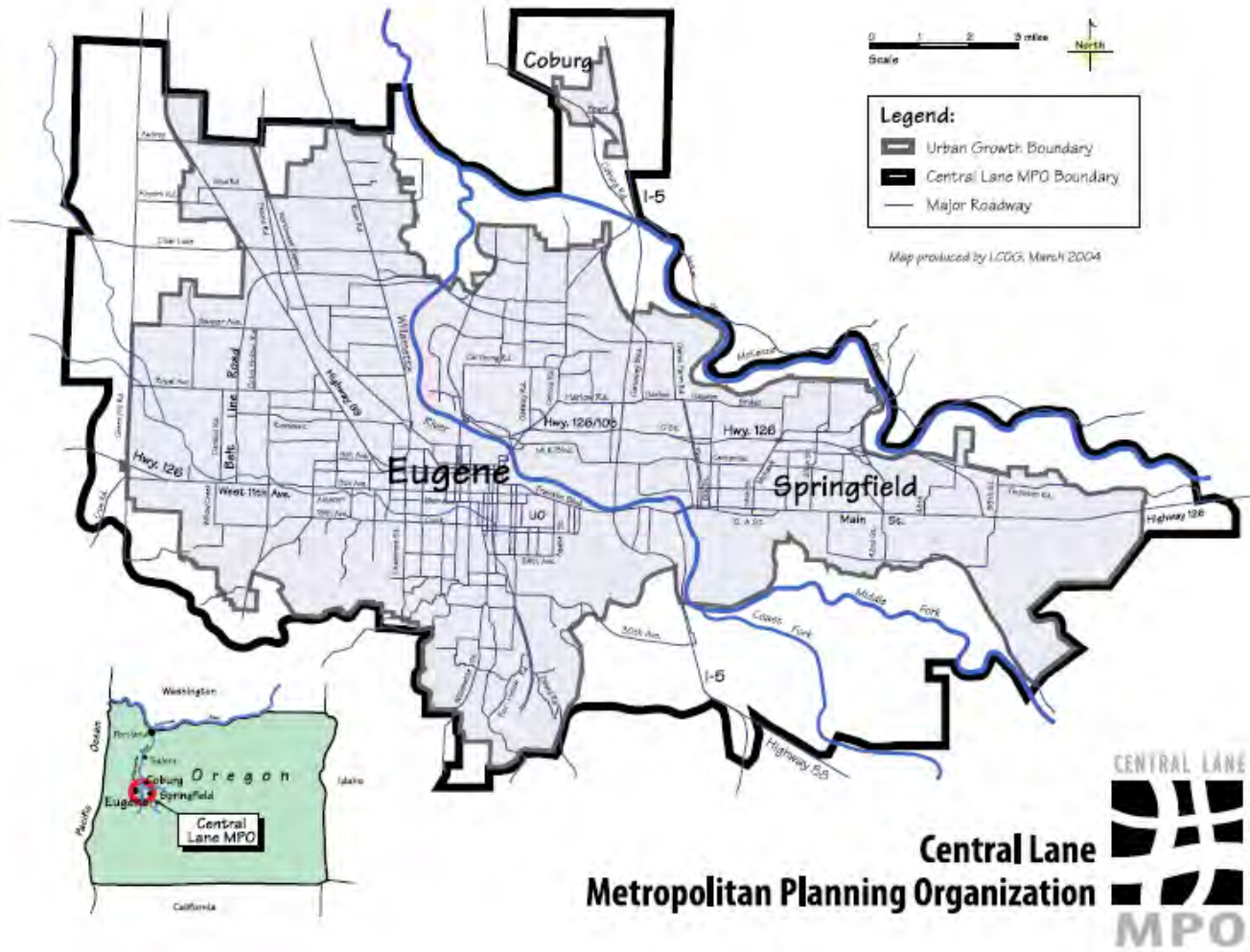
**Transportation Planning** - A collaborative process of examining demographic characteristics and travel patterns for a given area. This process shows how these characteristics will change over a given period of time and evaluates alternatives for the transportation system of the area and the most expeditious use of local, state, and federal transportation funding. Long-range planning is typically done over a period of 20 years; short-range programming of specific projects usually covers a period of 4 to 5 years.

**Transportation Planning Committee (TPC)** - A Central Lane MPO committee of technical staff from the public works and planning departments of Eugene, Springfield, Coburg, Lane County, LTD, LCOG and ODOT. Provides technical expertise and recommendations to the policy board, MPC.

**Transportation Planning Rule (TPR)** - A state planning administrative rule, adopted by the Land Conservation and Development Commission in 1991 to implement state land use planning Goal 12, Transportation. The TPR requires metropolitan areas to show measurable progress towards reducing dependence on automobiles.

**Unified Planning Work Program (UPWP)** - The management plan for the (metropolitan) planning program. Its purpose is to coordinate the planning activities of all participants in the planning process.

FIGURE







## APPENDICES



## APPENDIX A

A copy of the Public Participation Plan can be accessed via the following link:

<http://thempo.org/649/Public-Participation-Plan>





## APPENDIX B

### Central Lane MPO DISCRIMINATION COMPLAINT PROCEDURE

#### **Introduction**

The Central Lane MPO discrimination complaint procedures are intended to provide aggrieved persons an avenue to raise complaints of discrimination regarding the Central Lane Metropolitan Planning Organization (MPO) programs, activities and services as required by statute.

#### **Purpose**

These procedures apply to all complaints filed under Title VI of the Civil Rights Act of 1964, Section 504 of the Rehabilitation Act of 1973, the Civil Rights Restoration Act of 1987, and the Americans with Disabilities Act of 1990.

Any person who feels that he or she has been excluded from participation in, denied benefits of, or been subjected to discrimination in any of Central Lane MPO's programs, services, or activities, on the basis of race, color, national origin, disability, age, gender, or income status has the right to file a complaint.

Complaints shall be directed to:

Central Lane Metropolitan Planning Organization  
Program Manager  
859 Willamette, Suite 500  
Eugene, OR 97401  
(541) 682-4405  
pthompson@lcog.org

Intimidation or retaliation of any kind is prohibited by law.

Any person who would like to file a complaint should follow the procedure described below. These procedures do not deny the right of the complainant to file formal complaints with other state or federal agencies, or to seek private counsel for complaints alleging discrimination. These procedures are part of an administrative process that does not provide for remedies that include punitive damages or compensatory remuneration for the complainant.

Every effort will be made to obtain early resolution of complaints at the lowest level possible. The option of informal mediation meeting(s) between the affected parties and the Title VI Coordinator may be utilized for resolution, at any stage of the process. The Title VI Coordinator will make every effort to pursue a resolution to the complaint. Initial interviews with the complainant and the respondent will request information regarding specifically requested relief and settlement opportunities.

#### **Roles and Responsibilities**

- The Program Manager for the Central Lane MPO has overall responsibility for the discrimination complaint process and procedures.
- The Program Manager for the Central Lane MPO is responsible for conducting an impartial and objective investigation, collecting factual information and preparing a fact-finding report based upon the information obtained from the investigation.

### **Applicability**

The complaint procedures apply to the beneficiaries of the Central Lane MPO's programs, activities, and services, including but not limited to the public and other sub-recipients of Federal and State funds.

### **Eligibility**

Any person who believes that he/she has been excluded from participation in, denied benefits or services of any program or activity administered by the Central Lane MPO or its sub-recipients, consultants, and contractors on the basis of race, color, national origin, disability, age, gender, or income status may bring forth a complaint of discrimination under Title VI and related statutes.

### **Time Limitations**

Complaints must be filed no later than 180 days after:

- The date of the alleged act of discrimination; or
- The date when the person(s) became aware of the alleged discrimination; or
- Where there has been a continuing course of conduct, the date on which the conduct was discontinued.

### **Receipt of Complaints**

Allegations received by fax or e-mail will be acknowledged and processed, once the identity(ies) of the complainant(s) and the intent to proceed with the complaint have been established. For this, the complainant is required to mail a signed, original copy of the fax or e-mail transmittal for Central Lane MPO to be able to process it.

Allegations received by telephone will be reduced to writing and provided to the complainant for confirmation or revision before processing. A complaint form will be forwarded to the complainant for him/her to complete, sign, and return to Central Lane MPO for processing.

### **Type of Complaints**

All Title VI and related statute complaints are considered formal as there is no informal process. Complaints must be in writing and signed by the complainant. Complaints must include the complainant's name, address and phone number and shall be sufficiently detailed to specify all issues and circumstances of the alleged discrimination.

## **Complaint Basis**

Allegations must be based on issues involving race, color, national origin, disability, age, gender, or income status. The term “basis” refers to the complainant’s protected group status.

<b>Protected Group Categories</b>	<b>Definition</b>	<b>Examples</b>
Race	An individual belonging to one of the accepted anthropological racial groups; or the perception, based on physical characteristics that a person is a member of a racial group.	Black, White, Hispanic, Asian, Native American Indian, Filipino, or Pacific Islander
Color	Color of skin, including shade of skin within a racial group.	Black, white, light brown, dark brown, etc.
National Origin	National birth site. Citizenship is not a factor. Discrimination based on language or a persons accent is covered by national origin.	Mexican, Cuban, Japanese, Vietnamese, Chinese
Sex	Gender	Women and men
Age	Persons of any age	21 year old person
Disability	Physical or mental impairment, permanent or temporary, or perceived.	Blind, deaf, mobility limitations, etc.

## **Complaint Processing**

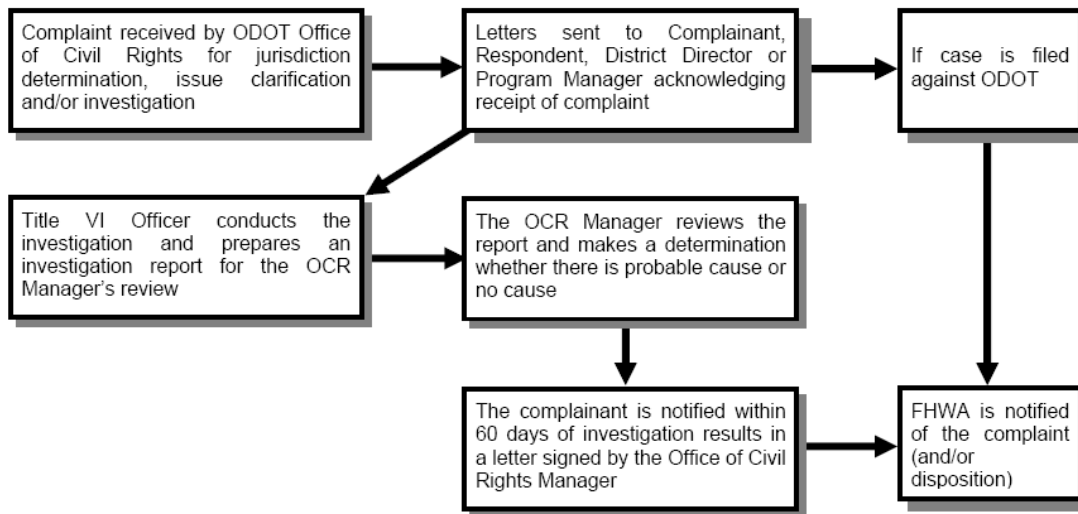
1. A complaint should be filed in writing, contain the name, address, and signature of the person filing it, and a description of the alleged discriminatory event or practice, including:
  - a. The date of the alleged act of discrimination (date when the complainant(s) became aware of the alleged discrimination; or the date on which that conduct was discontinued or the latest instance of the conduct).
  - b. A detailed description of the issues, including names and job titles of those individuals perceived as parties in the complained-of incident.

- c. In cases where the complainant is unable or incapable of providing a written statement, the complainant will be assisted in converting the verbal complaint into a written complaint. All complaints however must be signed by the complainant.
2. In order to be accepted, a complaint must meet the following criteria:
  - a. A complaint must be filed within 180 days of the alleged discriminatory event or practice.
  - b. The allegation(s) must involve a covered basis such as race, color, national origin, disability, age, gender, income status, or retaliation.
  - c. The allegation(s) must involve a program or activity of a Federal-aid recipient, sub-recipient, or contractor, or, in the case of ADA allegations, an entity open to the public.
3. Upon receipt of the complaint, the Title VI Coordinator will determine its jurisdiction, acceptability, and need for additional information, as well as investigate the merit of the complaint. The complaint shall be investigated unless:
  - a. The complaint is withdrawn.
  - b. The complainant fails to provide required information after numerous requests.
  - c. The complaint is not filed timely (within 180 days).
  - d. Any issues that do not involve discrimination or are not based on a protected basis will be directed to the appropriate entity. Under no circumstance is the complainant discouraged from filing a complaint.
4. The following process shall be used for investigating complaints against one of Central Lane MPO's sub-recipients:
  - a. Once received, the complaint will receive a case number and will then be logged in the Central Lane MPO's records identifying the name and address of the person filing the complaint; the date of the complaint; the basis of the complaint; the disposition of the complaint; and the status of the complaint.
  - b. In cases where the complaint is against one of Central Lane MPO's sub-recipients of federal funds, the Title VI Coordinator for the Central Lane MPO shall decide whether to assume jurisdiction and investigate and adjudicate the case or whether to forward such complaints to ODOT for prompt investigation. In cases where the Title VI Coordinator does assume the investigation, ODOT may continue to review and monitor these investigations.
  - c. Once the Central Lane MPO decides to accept the complaint for investigation, the complainant and the respondent will be sent a letter,

acknowledging receipt of the complaint, the name of the investigator, and is provided with his/her rights under Title VI and related statutes.

- d. The Title VI Coordinator will provide the respondent with the opportunity to respond to the allegations in writing. The respondent will have 10 calendar days from the date of Central Lane MPO's written notification of acceptance of the complaint to furnish his/her response to the allegations.
  - e. Within sixty (60) calendar days, the Central Lane MPO Title VI Coordinator will evaluate the information and prepare a written report that includes a description of the allegation, a summary of the investigation, relevant facts and findings, and supporting documents. The Title VI Coordinator may consult with the Central Lane MPO's legal counsel as needed.
  - f. The Title VI Coordinator will notify the complainant, the respondent and appropriate managers in writing of the results of the investigation. The notification will advise the complainant of his/her right to file a formal complaint with another agency, if they are dissatisfied with the final decision rendered by the Central Lane MPO.
  - g. Central Lane MPO's final investigative report and a copy of the complaint will be forwarded to ODOT's District Title VI Coordinator within 60 calendar days of the acceptance of the complaint. ODOT's District Title VI Coordinator is responsible for sharing the report with FHWA and FTA as part of its Annual Title VI Update and Accomplishment Report.
5. In order to ensure that there is no conflict of interest, all complaints against the Central Lane MPO shall be forwarded to ODOT for review. The following process shall be used for investigating complaints against Central Lane MPO:
- a. Once received, the complaint will receive a case number and will then be logged in the Central Lane MPO's records identifying the name and address of the person filing the complaint; the date of the complaint; the basis of the complaint; the disposition of the complaint; and the status of the complaint.
  - b. The Title VI Coordinator shall forward the complaint to ODOT for prompt investigation. The following information will be included in every notification to the ODOT District Title VI Coordinator:
    - (a) Name, address, and phone number of the Complainant.
    - (b) Name(s) and address (es) of alleged discriminating official.
    - (c) Basis of complaint (i.e., race, color, national origin, disability, age, gender, or income status, etc.).
    - (d) Date of alleged discriminatory act(s).

- (e) Date of complaint received by the Central Lane MPO.
  - (f) A statement of the complaint.
  - (g) Other agencies (State, local or Federal) where the complaint has been filed.
  - (h) An explanation of the actions the Central Lane MPO has taken or proposed to resolve the allegation(s) raised in the complaint.
- c. The procedure that the Office of Civil Rights will use to investigate such complaints can be found at ODOT's Office of Civil Right's website and are included in ODOT's Title VI Plan. A general outline of the process is provided as follows:



**Annual Log of Complaints**

The Central Lane MPO Title VI Coordinator will maintain a log of all complaints received. The log will include the following information:

- a. Name of Complainant.
- b. Name of alleged discriminating official or situation.
- c. Basis of Complaint (i.e., race, color, national origin, disability, age, gender, or income status).
- d. Date complaint was received by the Central Lane MPO.
- e. Date the Central Lane MPO Title VI Coordinator notified the ODOT's District Title VI Coordinator of the complaint.
- f. Explanation of the actions the Central Lane MPO has taken or proposed to resolve the allegation(s) raised in the complaint(s).
- g. The final disposition of the complaint.

h. The date in which the complainant, respondent, and ODOT's District Title VI Coordinator was notified of the disposition.

**TITLE VI PROGRAM AND RELATED STATUTES  
COMPLAINT FORM**

Note: We are asking for the following information to assist in processing your complaint.  
**If you need help in completing this form, please let us know.**

**Section I**

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Telephone Numbers:

(Home) \_\_\_\_\_ (Work) \_\_\_\_\_

Electronic Mail Address: \_\_\_\_\_

Accessible Format Requirements?

Large Print \_\_\_\_\_ Audio tape \_\_\_\_\_

TDD \_\_\_\_\_ Other \_\_\_\_\_

**Section II**

Are you filing this complaint on your own behalf?

Yes \_\_\_\_ No \_\_\_\_

[If you answered "yes" to this question, go to Section III.]

If not, please supply the name and relationship of the person for whom you are complaining: \_\_\_\_\_

Please explain why you have filed for a third party. \_\_\_\_\_

\_\_\_\_\_  
Please confirm that you have obtained the permission of the aggrieved party if you are filing on behalf of a third party.

Yes \_\_\_\_ No \_\_\_\_

**Section III**

Have you previously filed a Title VI complaint with this agency? Yes \_\_\_\_ No \_\_\_\_

**Section IV**

Date of Alleged Incident: \_\_\_\_\_

(Note: Complaints must be filed within 180 days of the alleged act of discrimination.)

Which of the following best describes the reason you believe the discrimination took place?

- |                               |                                     |  |                                 |
|-------------------------------|-------------------------------------|--|---------------------------------|
| <input type="checkbox"/> Race | <input type="checkbox"/> Color      | <input type="checkbox"/> National Origin | <input type="checkbox"/> Gender |
| <input type="checkbox"/> Age  | <input type="checkbox"/> Disability | <input type="checkbox"/> Income Status   |                                 |



Name of agency complaint is against:

\_\_\_\_\_

Contact person: \_\_\_\_\_ Title: \_\_\_\_\_

Telephone number: \_\_\_\_\_

On separate sheets, please describe your complaint. Explain as briefly and clearly as possible what happened and how you were discriminated against. You should include specific details such as names, dates, times, route numbers, witnesses, and any other information that would assist us in our investigation of your allegations. Also attach any written material, photographs, etc. pertaining to your case and provide any other documentation that is relevant to this complaint. Please include the basis of the complaint; race, color, national origin, disability, age, gender, or income status.

**Section VII**

How can this complaint be resolved? How can the problem be corrected?

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Please sign here: \_\_\_\_\_

Date: \_\_\_\_\_

[Note - We cannot accept your complaint without a signature.]

\_\_\_\_\_

Please mail your completed form to:

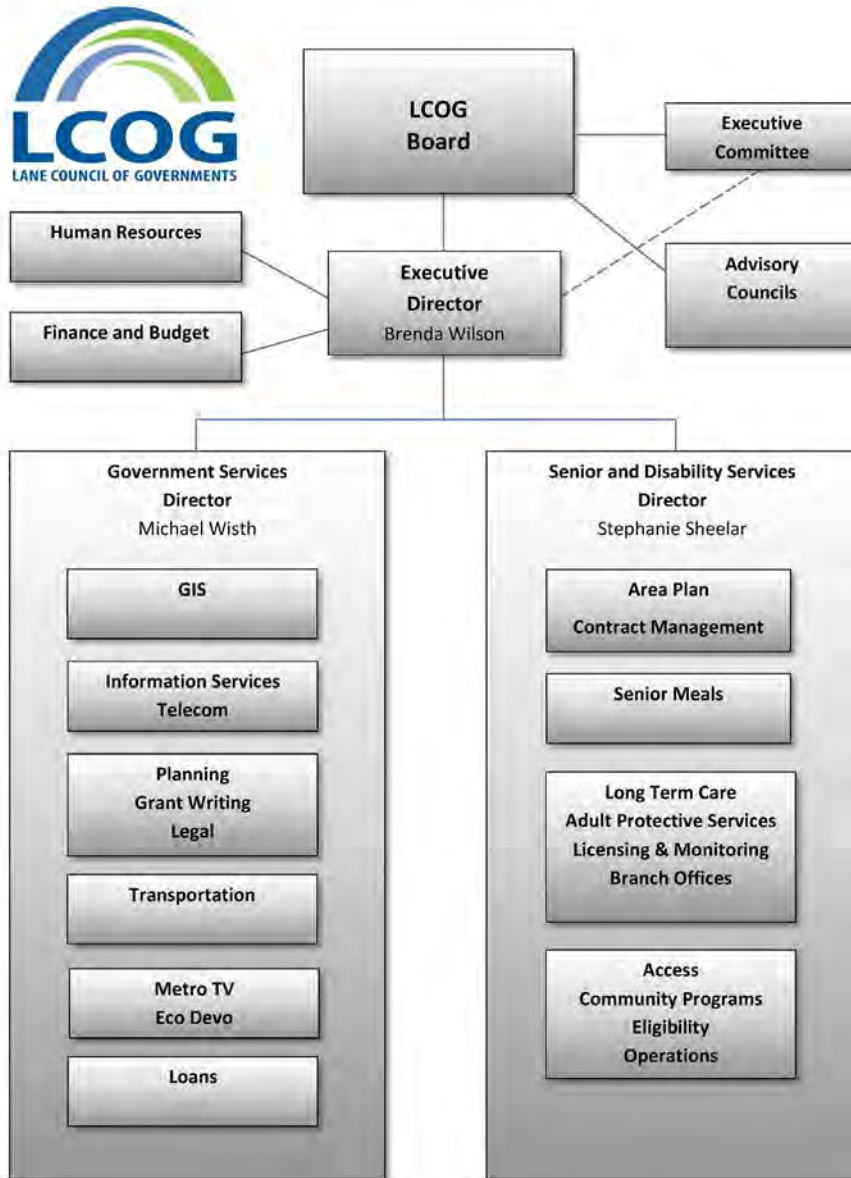
Central Lane Metropolitan Planning Organization

Title VI Coordinator

859 Willamette, Suite 500

Eugene, OR 97401

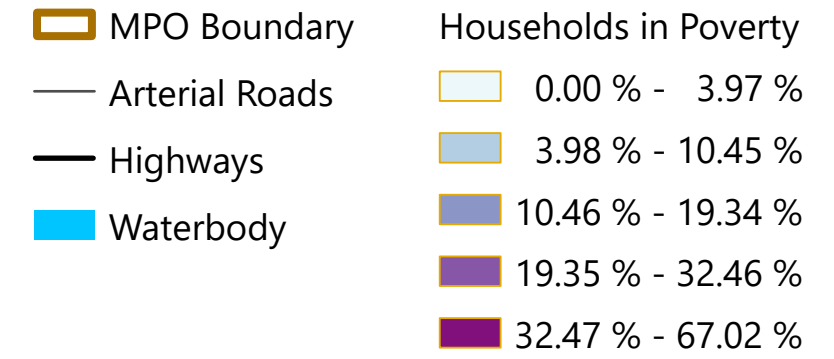
**APPENDIX C**  
**LCOG Organizational Chart 2022**





**APPENDIX D: Maps**

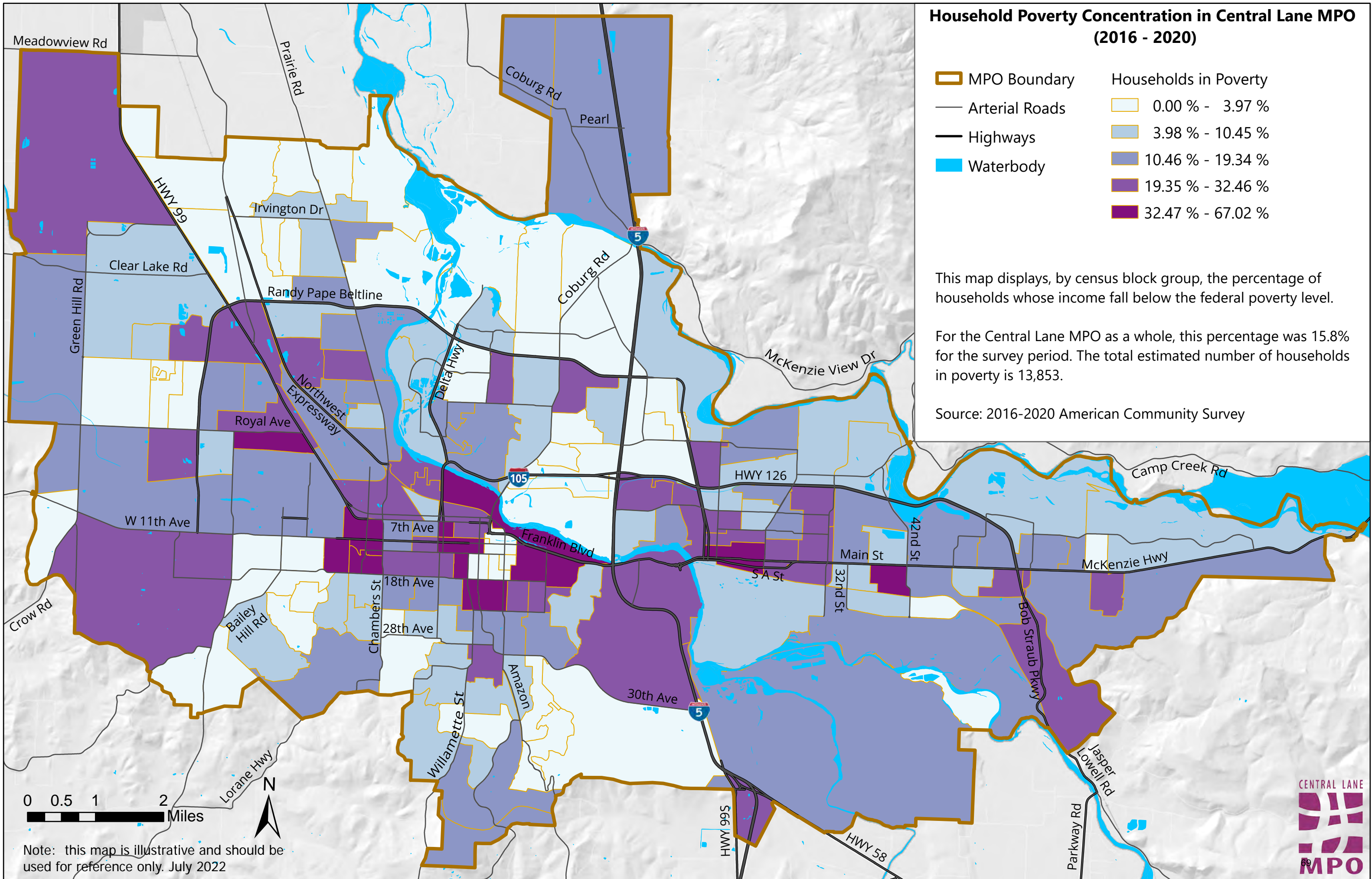
## Household Poverty Concentration in Central Lane MPO (2016 - 2020)



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

For the Central Lane MPO as a whole, this percentage was 15.8% for the survey period. The total estimated number of households in poverty is 13,853.

Source: 2016-2020 American Community Survey



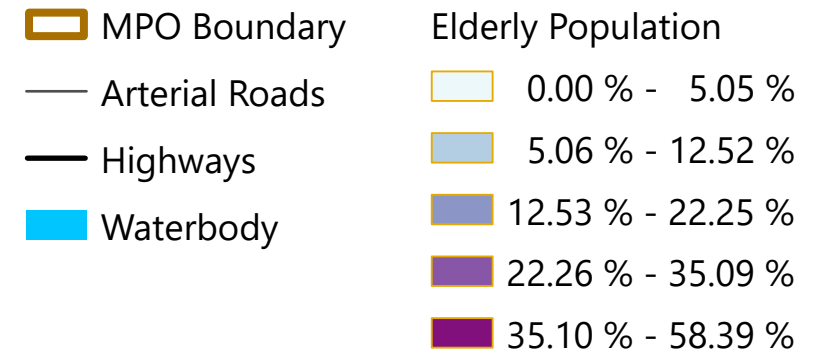
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Note: this map is illustrative and should be used for reference only. July 2022



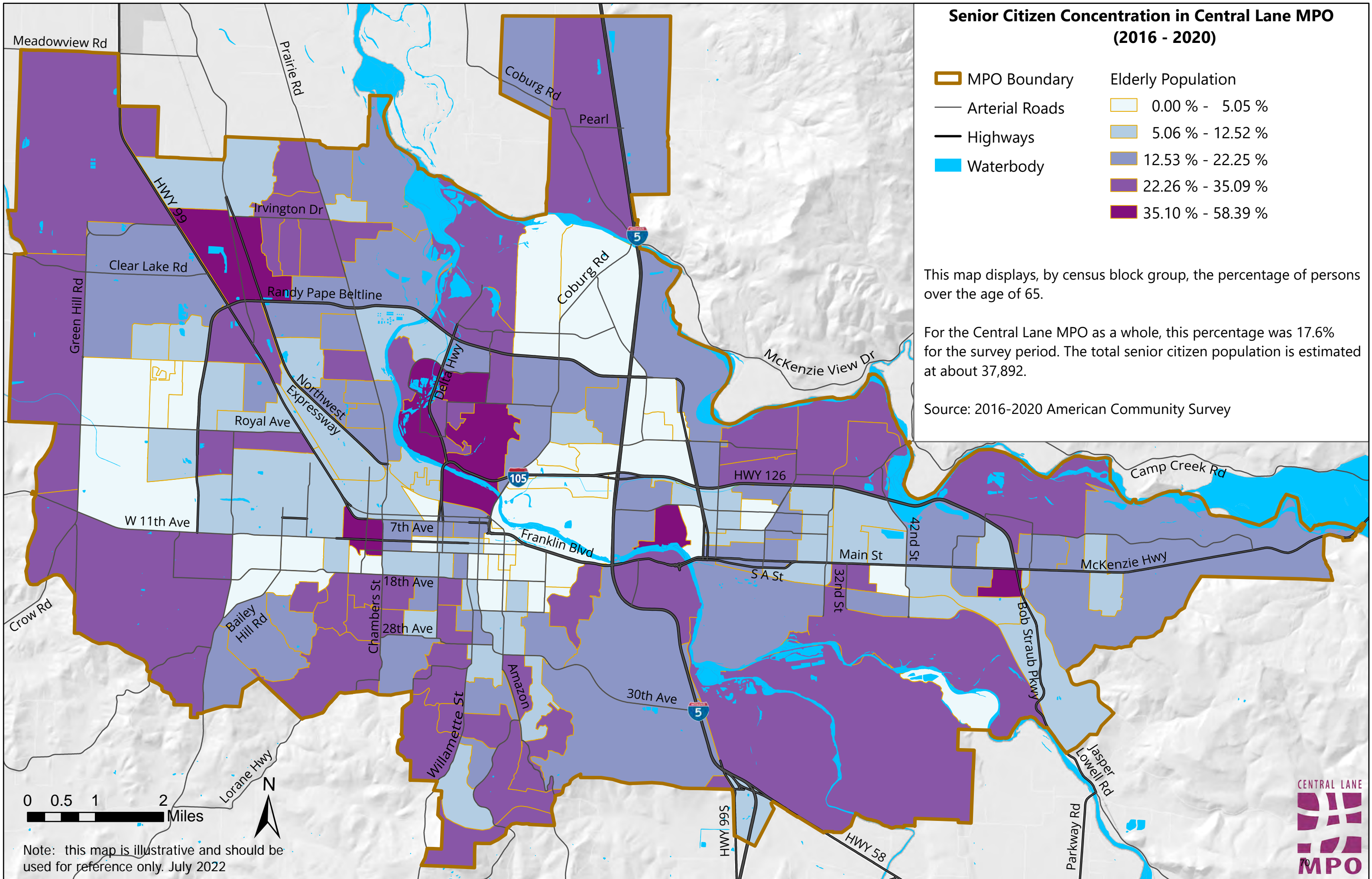
## Senior Citizen Concentration in Central Lane MPO (2016 - 2020)



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

For the Central Lane MPO as a whole, this percentage was 17.6% for the survey period. The total senior citizen population is estimated at about 37,892.

Source: 2016-2020 American Community Survey

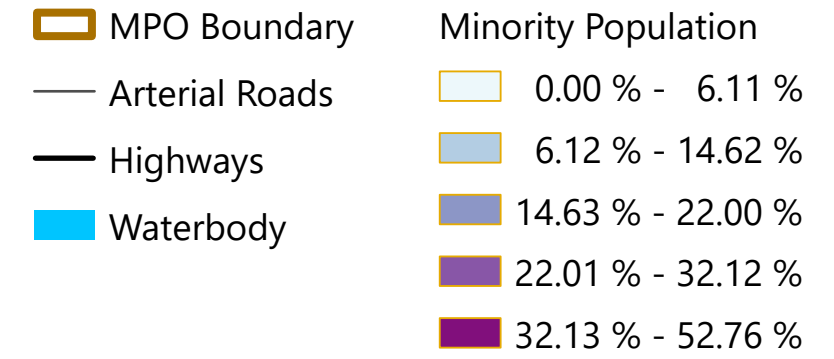


Note: this map is illustrative and should be used for reference only. July 2022





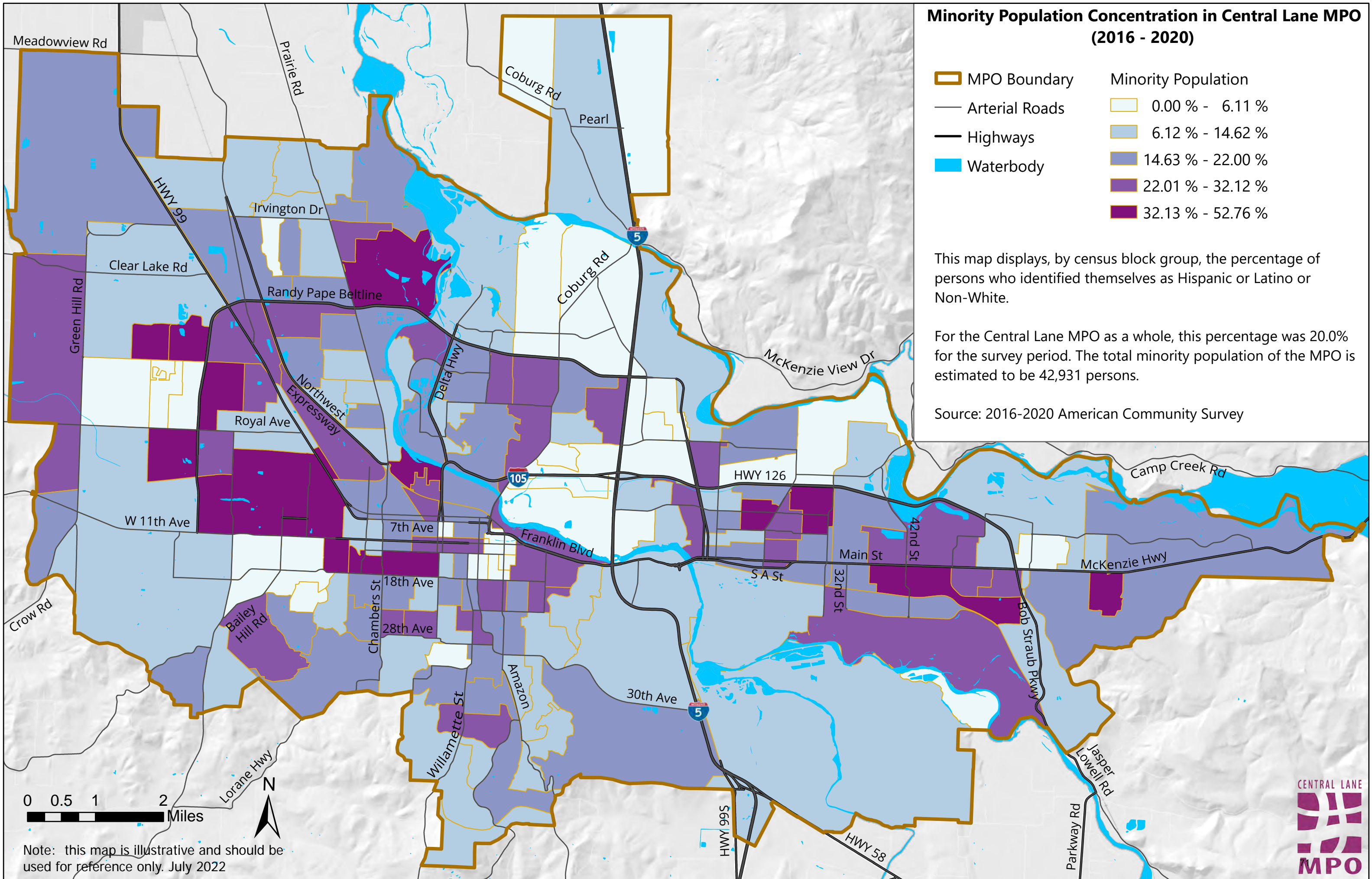
# Minority Population Concentration in Central Lane MPO (2016 - 2020)



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

For the Central Lane MPO as a whole, this percentage was 20.0% for the survey period. The total minority population of the MPO is estimated to be 42,931 persons.

Source: 2016-2020 American Community Survey



0 0.5 1 2 Miles

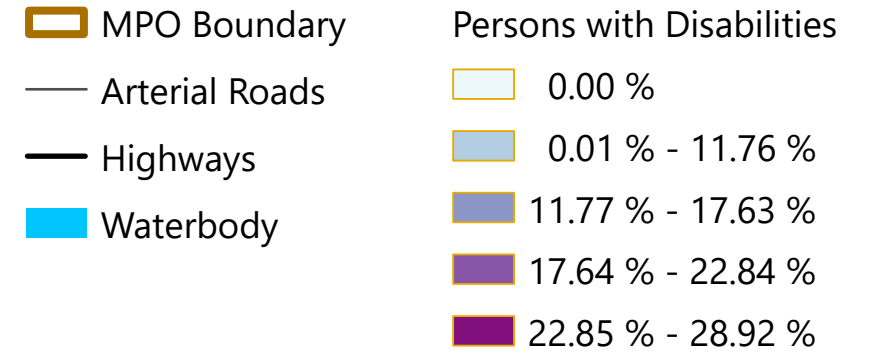


Note: this map is illustrative and should be used for reference only. July 2022





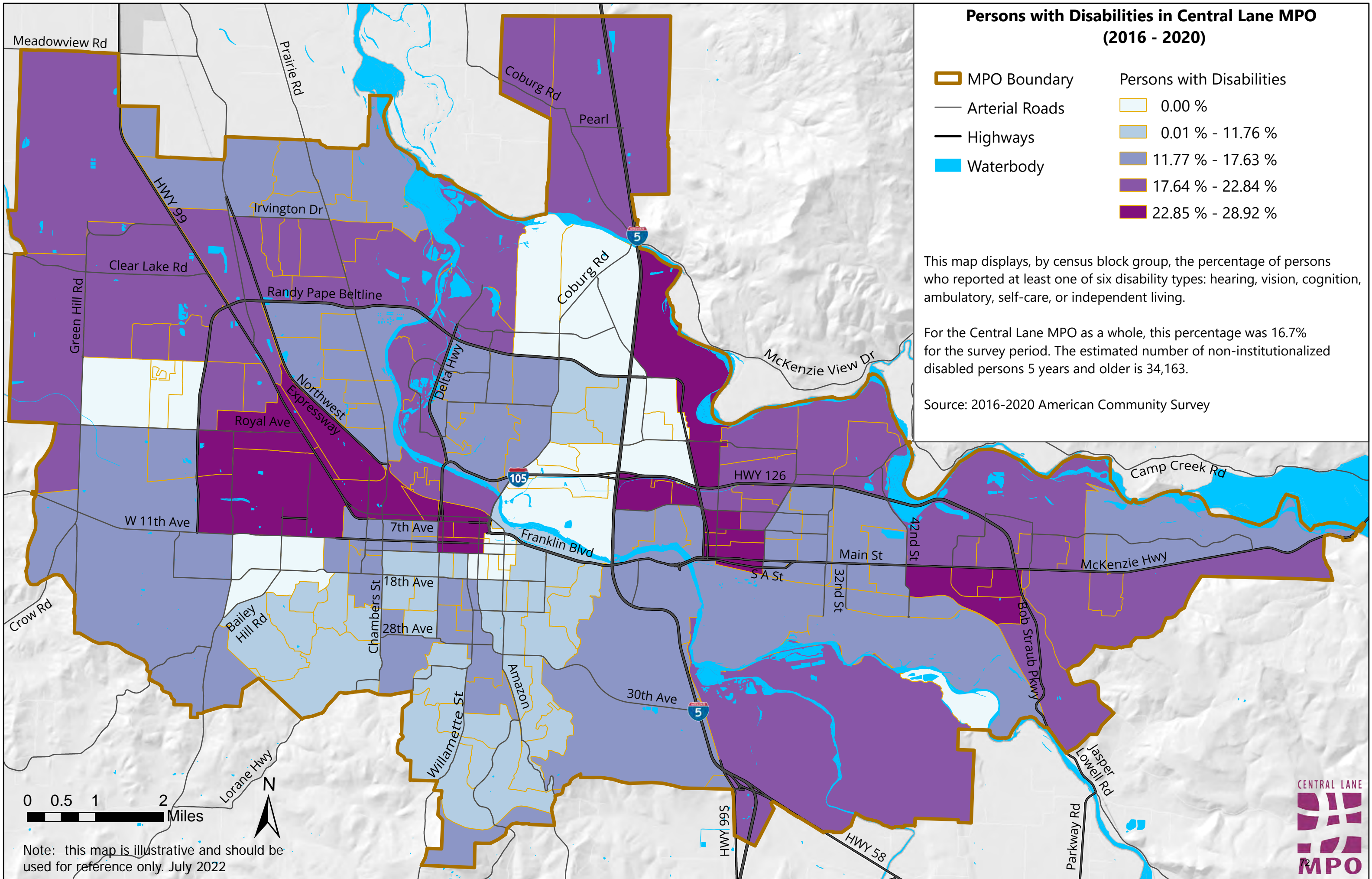
## Persons with Disabilities in Central Lane MPO (2016 - 2020)



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

For the Central Lane MPO as a whole, this percentage was 16.7% for the survey period. The estimated number of non-institutionalized disabled persons 5 years and older is 34,163.

Source: 2016-2020 American Community Survey



0 0.5 1 2 Miles



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





# Minority, Elderly, Low Income, Disabled Populations in Central Lane MPO, 2016 - 2020

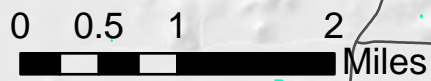
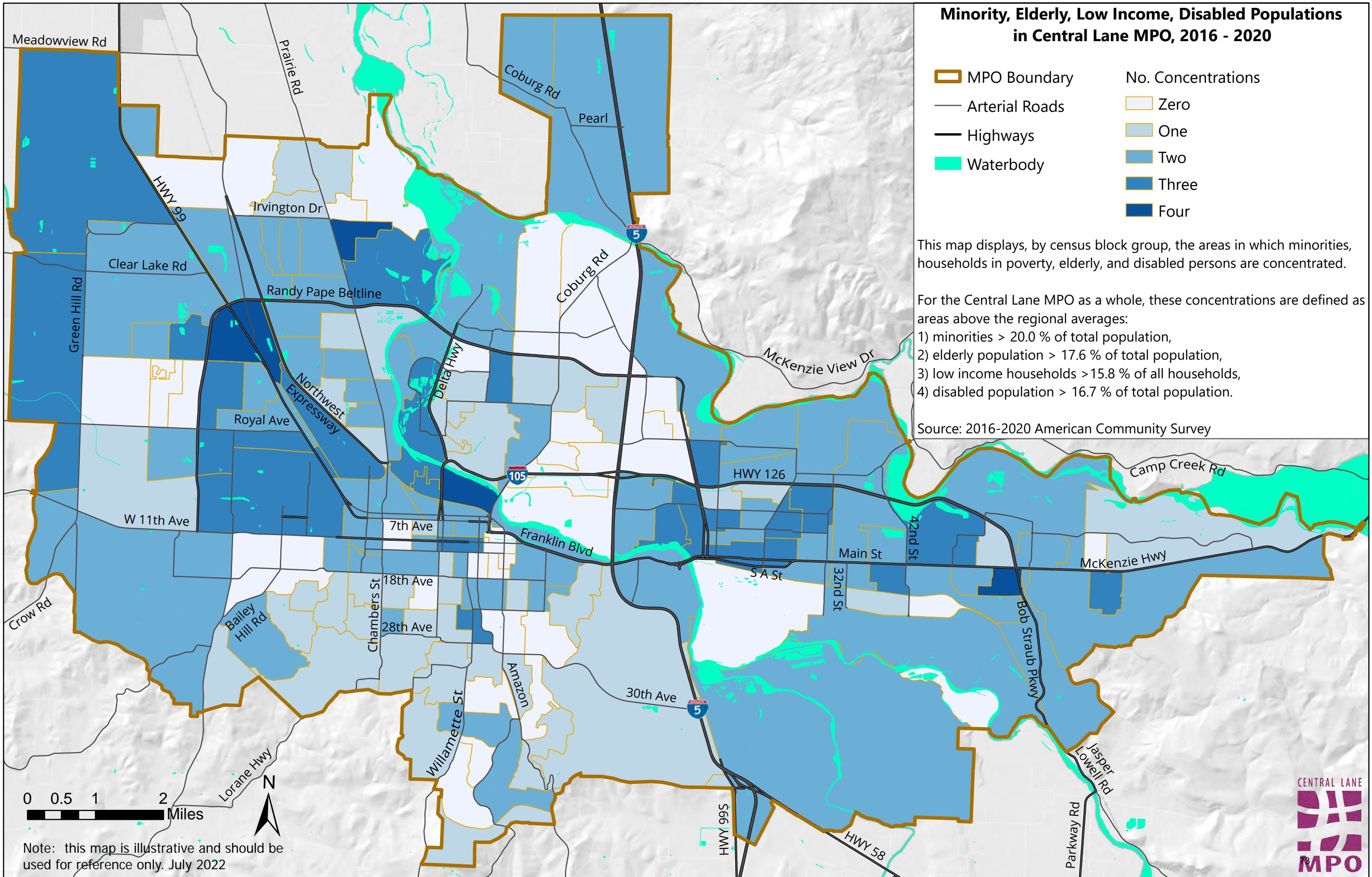


This map displays, by census block group, the areas in which minorities, households in poverty, elderly, and disabled persons are concentrated.

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

- 1) minorities > 20.0 % of total population,
- 2) elderly population > 17.6 % of total population,
- 3) low income households > 15.8 % of all households,
- 4) disabled population > 16.7 % of total population.

Source: 2016-2020 American Community Survey

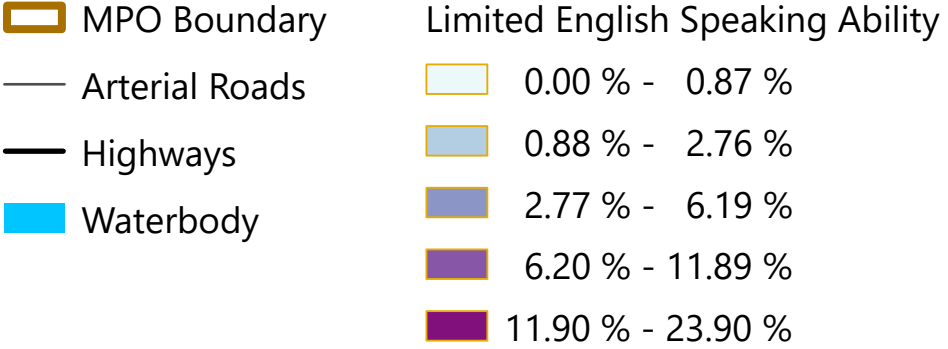


Note: this map is illustrative and should be used for reference only. July 2022





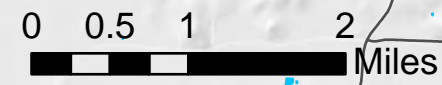
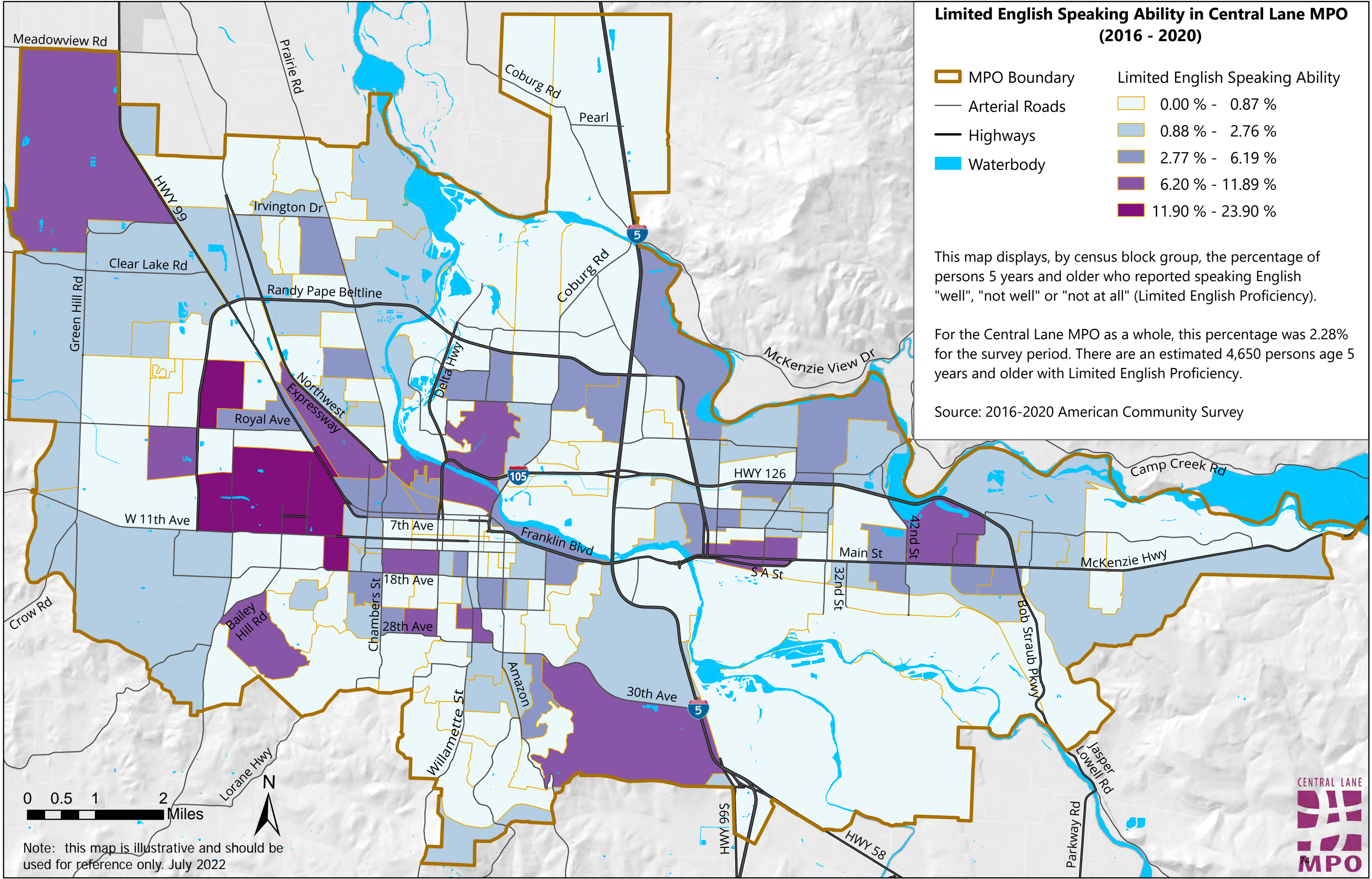
# Limited English Speaking Ability in Central Lane MPO (2016 - 2020)



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

For the Central Lane MPO as a whole, this percentage was 2.28% for the survey period. There are an estimated 4,650 persons age 5 years and older with Limited English Proficiency.

Source: 2016-2020 American Community Survey

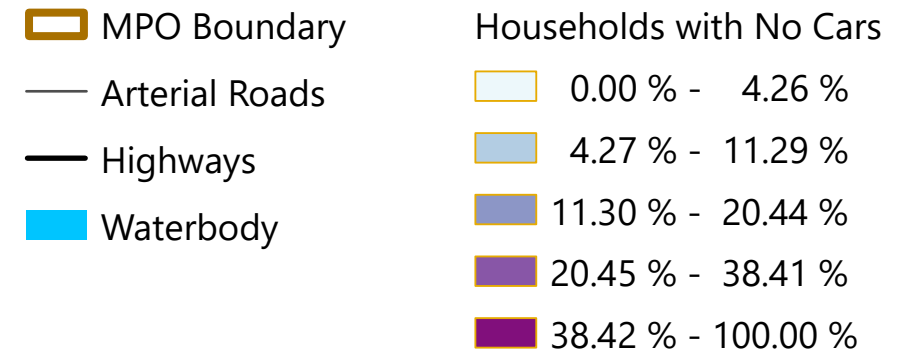


Note: this map is illustrative and should be used for reference only. July 2022





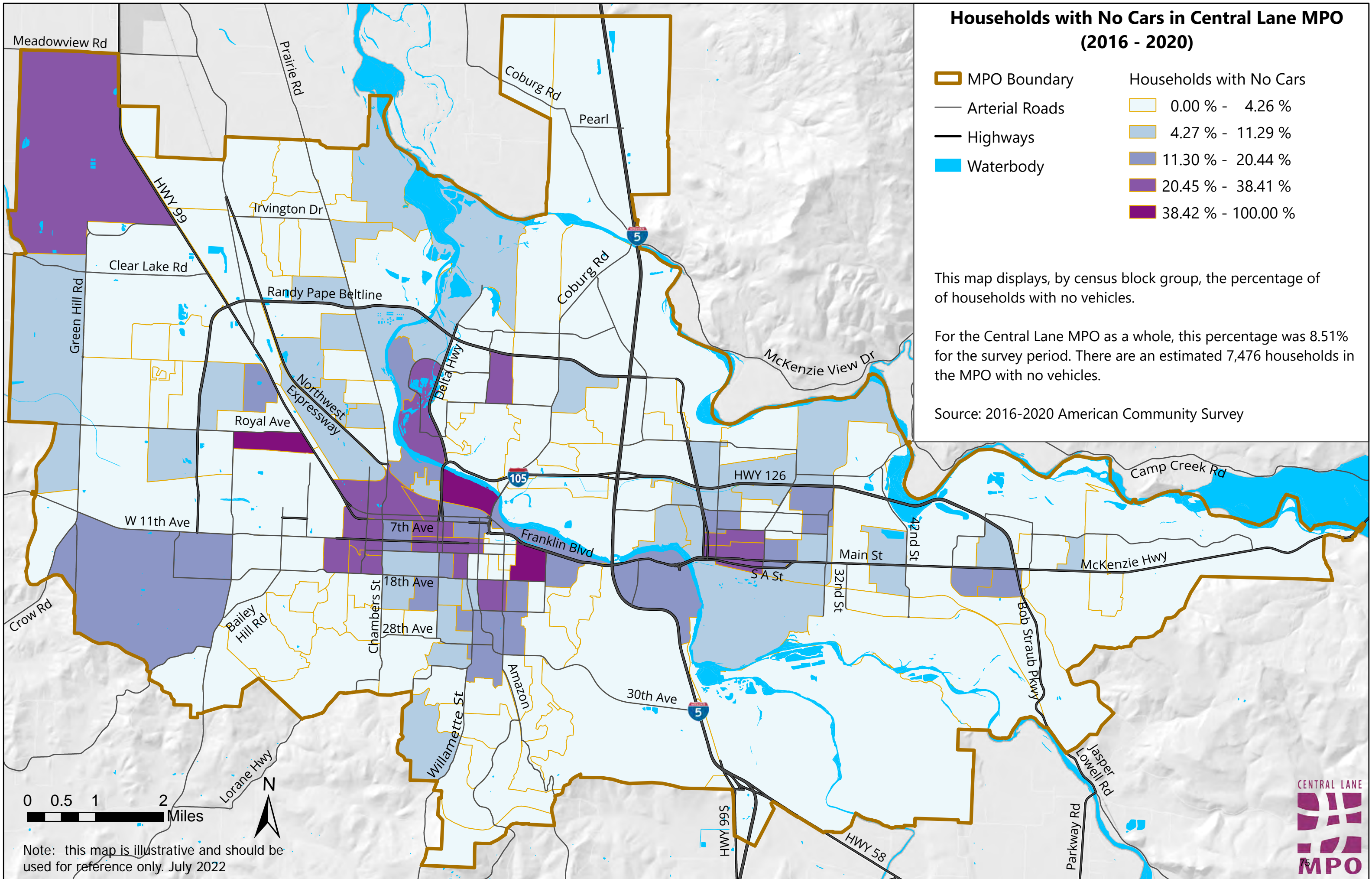
# Households with No Cars in Central Lane MPO (2016 - 2020)



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

For the Central Lane MPO as a whole, this percentage was 8.51% for the survey period. There are an estimated 7,476 households in the MPO with no vehicles.

Source: 2016-2020 American Community Survey

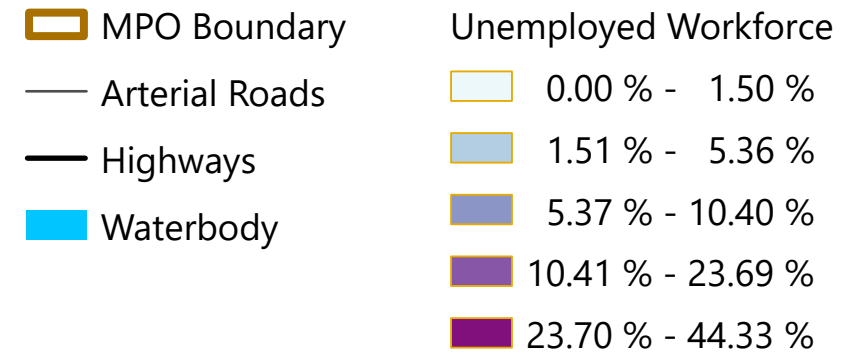


Note: this map is illustrative and should be used for reference only. July 2022





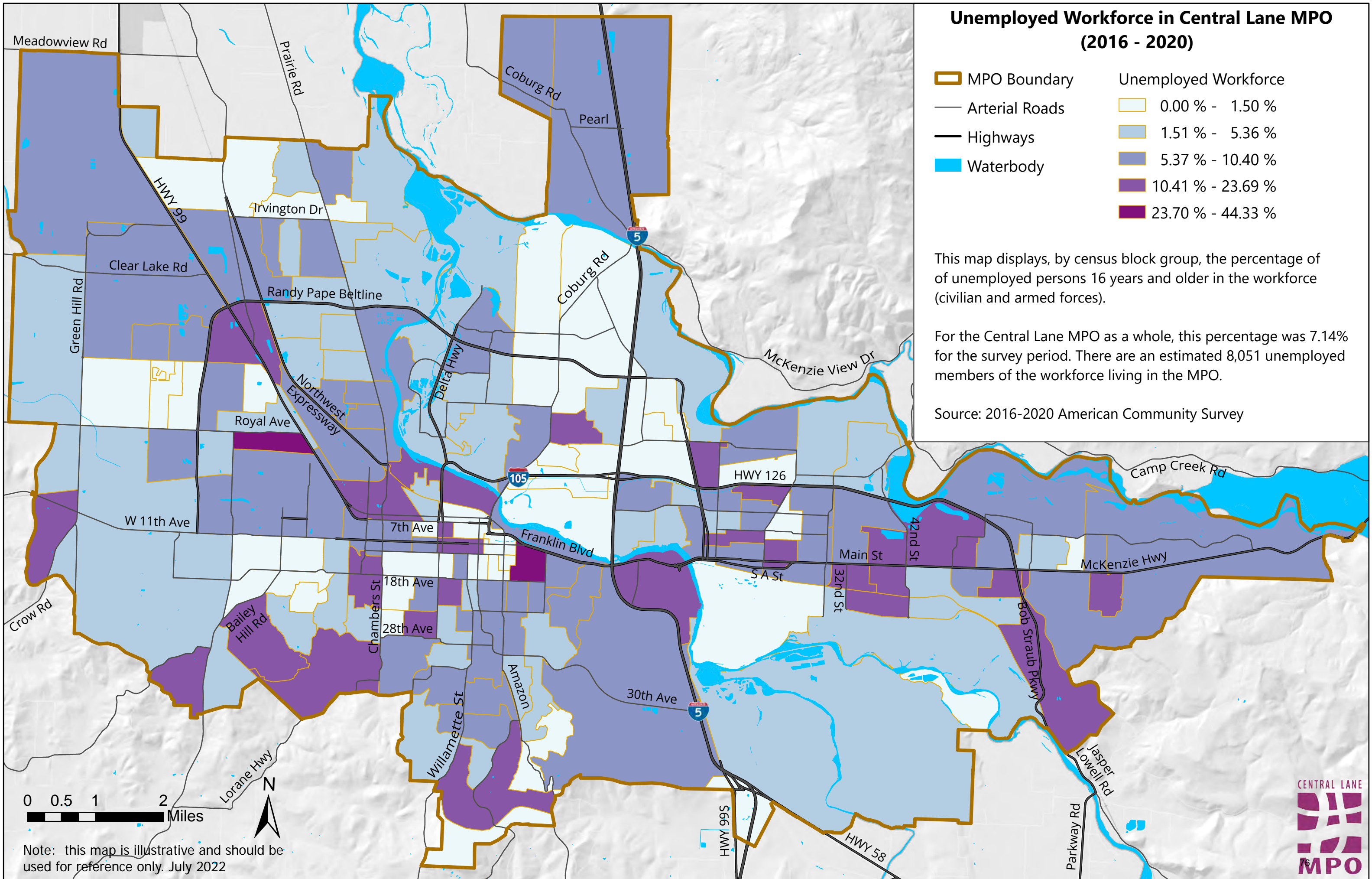
## Unemployed Workforce in Central Lane MPO (2016 - 2020)



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

For the Central Lane MPO as a whole, this percentage was 7.14% for the survey period. There are an estimated 8,051 unemployed members of the workforce living in the MPO.

Source: 2016-2020 American Community Survey



0 0.5 1 2 Miles





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





## Appendix E

### Title VI Demographic Survey

This short survey helps the Central Lane Metropolitan Planning Organization understand the demographic make up of the boards and staff that support the work of the MPO. Your participation is voluntary.

1. Which race/ethnicity best describes you?  

- American Indian or Alaskan Native
- Asian / Pacific Islander
- Black and/or African American
- Multiple ethnicity/Other (please specify)
- Hispanic
- White / Caucasian
- Prefer not to say

2. What is your gender?  

- Female
- Male
- Non-binary
- Not listed
- Transgender Female
- Transgender Male
- Prefer not to say

3. Which committee do you participate in within the MPO?  

- Metropolitan Policy Committee member
- Transportation Planning Committee member
- MPO/LCOG Staff member



October 26, 2022

To: Metropolitan Policy Committee  
From: Kelly Clarke; Principal Transportation Planner, Central Lane MPO  
Subject: MPC 6.b: Oregon Metropolitan Planning Organization Consortium (OMPOC) Report

**Action Recommended:** Information and Discussion

## **Background**

OMPOC is a forum for Metropolitan Planning Organizations (MPOs) to work together on matters of mutual interest and statewide significance including:

- The growing complexity of transportation planning in Oregon's rapidly growing metropolitan regions.
- The evolving role of the State of Oregon in making transportation investments in metropolitan areas.
- The connection between land use and transportation that drives investment in our metropolitan regions.
- Innovative approaches for meeting the increasing demands of a modern, multimodal transportation system.

Oregon currently has eight MPOs: Portland Metro, Salem-Keizer, Corvallis Area, Central Lane, Bend Area, Albany Area, Middle Rogue (Grants Pass area), and Rogue Valley (Medford area). Each MPO has two OMPOC representatives.

## **Discussion**

The purpose of this agenda item is to present a report of the October 28<sup>th</sup> OMPOC meeting. The meeting agenda is attached for reference.

---

## OMPOC BOARD MEETING AGENDA October 28, 2022

Join Zoom Meeting:

<https://us06web.zoom.us/j/89779474442?pwd=K0tTWUMyMzVqT2NGbWpaaUg2bnl0QT09>

Meeting ID: 897 7947 4442

Passcode: 211014

### **8:45am**

Zoom meeting will open and be available to test technology and access

### **9:00am to 9:10am**

Call the Meeting to Order:

- Introductions
- Comments from the public

### **9:10am to 9:40am**

*Working with Rail*

Amy Ramsdell will provide an update of the working with rail issue and the conversations ODOT has been a part of nationally.

Presenter: Amy Ramsdell, Administrator; ODOT Commerce and Compliance Division

### **9:40am to 10:25am**

*OMPOC 2023 Legislative Priorities*

This agenda item is to begin the discussion of establishing OMPOC's 2023 legislative session priorities. Legislative priorities of the League of Oregon Cities and Association of Counties are attached for reference.

Presenter: OMPOC Discussion

### **10:25am to 10:45am**

*ODOT Update*

Erik Havig will provide an update of current ODOT activities.

Presenter: Erik Havig, ODOT Planning Section Manger

### **10:45am to 10:55am**

*Break*

### **10:55am to 11:05am**

*Upcoming OMPOC Chair and Vice Chair Elections*

OMPOC bylaws require elections of the Chair and Vice Chair at the first meeting of each calendar year. They also establish an alphabetical rotation of MPO members who are filling the Chair and Vice Chair positions. The Albany MPO is filling this year's Chair position and the Bend MPO is filling the Vice Chair position. The upcoming Chair and Vice Chair will ideally be filled by the Bend MPO and Central Lane MPO respectively. This agenda item is a reminder of the upcoming elections.

Presenter: OMPOC Chair Darrin Lane

**11:05am to 11:20pm**

*ODOT 2023 Legislative Priorities*

Kayla Hootsmans will present ODOT’s 2023 legislative priorities.

Presenter: Kayla Hootsmans, Legislative Coordinator; ODOT

**11:20am to 12:30pm**

*Roundtable update from each MPO.*

Presenter: All

**12:30pm**

Adjourn

<b>OMPOC Member</b>	<b>MPO</b>
Darrin Lane	Albany Area
Walt Perry	Albany Area
Barbara Campbell	Bend
Phil Chang	Bend
Patrick Malone	Corvallis Area
Matt Lehman	Corvallis Area
Steve Moe	Central Lane
Caitlin Vargas	Central Lane
Shirley Craddick	Metro
Lynn Peterson	Metro
Valarie Lovelace	Middle Rogue
Rick Riker	Middle Rogue
Mike Quilty	Rogue Valley
Jim Lewis	Rogue Valley
Cathy Clark	Salem-Keizer
Sadie Carney	Salem-Keizer
<b>OMPOC Staff</b>	<b>MPO</b>
Jenny Glass	Albany Area
Nick Meltzer	Albany Area and Corvallis Area
Tyler Deke	Bend
Paul Thompson	Central Lane
Kelly Clarke	Central Lane
Steve Dobrinich	Corvallis Area
Tom Kloster	Metro
Karl Welzenbach	Middle Rogue and Rogue Valley
Mike Jaffe	Salem-Keizer





October 26, 2022

To: Metropolitan Policy Committee  
From: Kelly Clarke; Principal Transportation Planner, Central Lane MPO  
Subject: MPC 6.c: Oregon Metropolitan Planning Organization Consortium (OMPOC) 2023 Legislative Priorities

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

### **Background**

OMPOC is a forum for Metropolitan Planning Organizations (MPOs) to work together on matters of mutual interest and statewide significance including:

- The growing complexity of transportation planning in Oregon's rapidly growing metropolitan regions.
- The evolving role of the State of Oregon in making transportation investments in metropolitan areas.
- The connection between land use and transportation that drives investment in our metropolitan regions.
- Innovative approaches for meeting the increasing demands of a modern, multimodal transportation system.

Oregon currently has eight MPOs: Portland Metro, Salem-Keizer, Corvallis Area, Central Lane, Bend Area, Albany Area, Middle Rogue (Grants Pass area), and Rogue Valley (Medford area). Each MPO has two OMPOC representatives.

### **Discussion**

OMPOC is preparing its legislative priorities for the state's 2023 legislative session. OMPOC uses its priorities to advocate for action on issues of mutual metropolitan area interest and concern. The purpose of this agenda item is to present the priorities OMPOC collectively discussed during its October 28<sup>th</sup> meeting and seek MPC direction on supporting the priorities. Since the MPC packet is distributed prior to the OMPOC October 28<sup>th</sup> meeting, staff will present OMPOC's draft priorities at the MPC meeting.

The following are attached for reference and as a resource:

- 2021 OMPOC legislative priorities
- 2023 League of Oregon Cities legislative priorities
- 2023 Association of Oregon Counties legislative priorities

## **OREGON METROPOLITAN PLANNING ORGANIZATION CONSORTIUM: 2021 TRANSPORTATION PRIORITIES**

The Oregon MPO Consortium (OMPOC) is a partnership of Oregon's eight Metropolitan Planning Organizations (MPOs), working together on matters of mutual interest and statewide significance and representing approximately 70% of Oregon's population. OMPOC has long advocated for increased investment in active transportation and transit; a safe transportation system for all Oregonians; and lowering transportation related greenhouse gas emissions.

OMPOC supports congressional leaders and the Biden Administration's bold transportation and infrastructure bill and the clear acknowledgment that these types of investments can put people back to work, rebuild our economy, help reduce greenhouse gas emissions, and improve the quality of life for all Americans, particularly those harmed by previous policies and investments.

OMPOC feels that not only is the need obviously great, but that the time is right to turn many of the themes already reflected in the Moving Forward Act and President Biden's Build Back Better proposal from principles into policy and action. Themes aligning with OMPOC's transportation priorities are:

1. Robustly fund multimodal transportation projects and transportation planning
2. Use transportation investments to reduce greenhouse gas emissions from the transportation sector, improve safety on our roads, and improve the resiliency of our transportation system
3. Ensure that transportation investments prioritize diversity, equity, and inclusion by identifying and addressing systemic barriers to ensure improved outcomes for everyone, particularly people of color, who have historically been underinvested in or harmed by transportation funding and policy.
4. Invest locally and support local engagement, direction, and planning of the transportation system
5. Improve transit access, impact, and help build more transit projects across the country
6. Ensure smaller MPO needs are included in policy and programming decisions

OMPOC encourages the policies and actions below to address each priority.

### **1.) Robustly fund multimodal transportation projects and planning**

Oregon's MPOs demonstrate the power of transportation investment to help nurture, grow, and support communities and economic development and we have long supported efforts to increase transportation funding. Now, more than ever, those efforts are needed to help put people back to work, building a more efficient, affordable, greener, transportation system that helps everyone access the transportation system they need. We support all proposals on the table to increase transportation funding.

In particular, OMPOC supports policies that will:

- Implement increased long-term, stable funding that supports maintaining and upgrading the federal highway and transit system
- Fund multi-modal transportation projects, through formula funding and competitive grant programs such as RAISE and INFRA. Increase the maximum award amount allowable per grant.
- Simplify applications for discretionary grant programs by creating an online application and benefit-cost analysis (BCA) process so that small, rural and limited-capacity agencies can more easily access federal funds

- Provide dedicated funding for complex, multi-modal, hard to finance bridge projects such as the proposed Projects of National and Regional Significance grant program
- Incorporate innovative financing mechanisms, including Build America Bonds and the TIFIA program, recognizing that these provisions are helpful adjuncts to, but do not replace the need for, robust federal funding
- Support state and local efforts to pilot and implement innovative funding mechanisms such as congestion pricing and mileage-based user fees and federal transition away from the gas tax
- Increase the federal share of funding on transit projects and roadway projects in order to jumpstart building back better and put people back to work
- Dedicate funding to support the facilitation and transfer of orphan highways<sup>1</sup> to local ownership and to ensure that the condition of and infrastructure on these roads reflects their current use

**2.) Use transportation investments to reduce greenhouse gas emissions from the transportation sector, improve safety on our roads, and increase the resiliency of our transportation system**

Oregon's MPOs are focused on making our transportation system safer, more affordable, and more accessible. At the federal level, there are key areas where federal help is needed in order to reduce greenhouse gas emissions, increase the resiliency of our transportation system, and improve safety.

**Reduce Greenhouse Gas Emissions**

In the US and in Oregon, the transportation sector is the largest greenhouse gas contributor. Any meaningful action on climate change must involve the transportation system.

There are many meaningful policy actions that will help address climate change through transportation policy. In particular we support policies, and additional funding, to:

- Reinstate performance metrics that require the tracking of greenhouse gas emissions, as outlined in the Moving Forward Act, and develop new metrics to track vehicle miles travelled as key indicators of state progress in tackling climate change
- Increase investments that will reduce transportation related greenhouse gas emissions through alternative fuels and electrification of the transportation system including electric vehicles, micro mobility options, and zero emissions transit vehicle infrastructure
- Update Buy America, consistent with local, federal and state goals to streamline the purchase process and enable the purchase of cleaner transportation equipment while supporting good paying American jobs.<sup>2</sup>

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<sup>1</sup> "Orphan highways" are roads that were once farm-to-market highways and state highways that connected population centers, but now serve as roadways that include businesses, transit, neighborhood centers, and main streets. As a result they are no longer safe for the day-to-day use they have, becoming a place with higher conflict between cars and active transportation users. Creating a new fund to prioritize making the roads better reflect their current, urban uses is vital to meeting climate, safety, and economic development.

<sup>2</sup> Currently meeting Buy America is unattainable because there are no manufacturers that meet the required thresholds for various low greenhouse gas emissions purchases including cleaner fuel school buses, street sweepers, bicycles for bike share systems, and school bike safety education fleets.

Based on Metro's Climate Smart Strategy, we know that the most important thing we can do to reduce greenhouse gas emissions created by our transportation system is to encourage more people to take transit and walk or bike, rather than drive. Those systems are only viable options for people when they are affordable, efficient, and available. Decades of underfunding our transit system and our active transportation system have made it difficult for many people to choose to walk, bike, or take transit. We urge Congress to work to increase the funding available for transit capital, transit operations and service, and walking and biking projects, in order to give people true climate-friendly options.

### **Increase the Resiliency of Our Transportation System**

The last year has made it clear how vulnerable our state and local transportation system is to natural disasters. As the understanding and concern of a possible Cascadia subduction zone earthquake increases, we must prepare our system for withstanding and supporting recovery post-earthquake. We also need to fund and support responses to wildfires, landslides, flooding, and other natural disasters, and planning to increase our resiliency and improve recovery. There are many ways the federal system interacts with bridges, roadways and other infrastructure that are critical lifelines in case of natural disasters and other emergencies. We ask Congress to advance resiliency as a key outcome in federal grant programs, dedicate funding to support capital projects to improve resiliency, and acknowledge that resiliency needs differ across the country, from flooding and coastal degradation, to earthquake preparedness, to fire safety.

Last year our region experienced unprecedented wildfires within close proximity to our urban areas. We recognized failures within our transportation system in the midst of the crisis as our notifications systems and evacuation routes were bombarded with desperate users. Research and experience also demonstrate that climate change and natural hazards have a disproportionate effect on historically marginalized communities, including Black, Indigenous and people of color (BIPOC), people with limited English proficiency, people with low income, youth, seniors, and people with disabilities, who typically have fewer resources and more exposure to environmental hazards, and are, therefore, the most vulnerable to displacement, adverse health effects, job loss, property damage and other effects.

We need dedicated funds for planning, interagency coordination, maintenance and capital improvements to strengthen current emergency routes and identified lifelines. This type of coordinated, multi-jurisdictional planning is complicated, expensive, and valuable because it helps jurisdictions identify and prioritize needs. Identified needs include the reconstruction of critical bridges, and shoring up critical connections across the region to help provide emergency medical treatment, food, water and services after natural disasters. These are big projects that emerge from multi-disciplinary collaboration of emergency management with transportation planning, engineering, operations, transit, port, and public works staff. Local jurisdictions and emergency management agencies need to integrate community resilience building into their planning efforts, which often requires funding beyond what is available. This also means including all communities in this work to ensure that a broad cross section of community voices are represented and provided meaningful opportunities to shape the outcomes.

We encourage the federal government to support these types of planning projects with resiliency planning grants, and to help fund the projects that are prioritized through these coordinated planning efforts to make our region's transportation system more resilient. Investing now will also help accelerate response and recovery times within the region and help ensure equitable outcomes.

## **Improve Safety**

The last ten years have seen a significant increase in the number of people being hit or killed on our roadways. We believe that the federal government should be a partner to local, regional, and state governments that are working to protect lives. OMPOC supports the American Jobs Plan investment of \$20 billion to improve road safety for all users, including increases to existing safety programs and a new Safe Streets for All program to fund state and local 'vision zero' and 'towards vision zero' plans and other improvements to reduce crashes and fatalities, especially for people walking and biking. With the number of people killed while walking or using mobility-assistive devices skyrocketing — increasing by 45 percent over the past decade — we must ensure adequate funding to address long standing need. In addition, we also support:

- An increase in Highway Safety Improvement Program (HSIP) dollars so that jurisdictions can undertake complex, multi-modal safety improvements
- Sub-allocation to local jurisdictions of Highway Safety Improvement Program dollars, to enable local jurisdictions to address safety needs, particularly as the rate of fatal and life-changing crashes on local roads continues to increase
- An update of the Manual on Uniform Traffic Control Devices to prioritize and reflect the safety and mobility needs of multimodal users on US roadways and streets

### **3.) Ensure that transportation investments support improved outcomes for everyone, particularly people of color and low income populations, who have historically been underinvested in or harmed by transportation funding and policy**

There is a growing awareness of the negative impacts of past transportation investments toward the BIPOC community and low income populations. The Moving Forward Act incorporates several concrete steps that the federal government can take to help transportation agencies consider the impact of projects on people of color and low income populations, and to create better understanding of the impact that decades of underinvestment and harmful investments have had on communities of color and low income populations. We support the policies in the Moving Forward Act that will:

- Require racial justice analysis in tolling/pricing, grant applications, and the national freight and highway system. This analysis should include both wealth development opportunities resulting from contracting and property ownership as well as how investments improve outcomes for the system user.
- Increase apprenticeship funding and workforce training for the construction, maintenance, and operations of transportation systems
- Require grant applications to discuss alignment with needs of BIPOC communities; and
- Propose incentives in the Capital Investment Grant program for increased density and a range of affordable housing options near transit stations, in order to increase the availability of high quality, transit-accessible affordable housing
- Provide support for local anti-displacement efforts that, in tandem with Capital Investment Grant projects, address the impact of transit investment of households and minority-owned businesses.

The region also supports the American Job Plan proposal to allocate \$20 billion for a new program that will reconnect neighborhoods cut off by historic investments and ensure new projects increase opportunity, advance racial equity, and environmental justice, and promote affordable access.

#### **4.) Invest locally and support local engagement, direction, and planning of the transportation system**

Cities, counties and regional agencies are often uniquely suited to develop, engage with, or identify the transportation needs of the people they serve. Recent transportation authorization bills have acknowledged that a one-size fits all policy does not work across a country as vast and diverse as the United States, and that local funding with appropriate accountability is likely to result in transportation investments that are tailored to local needs and challenges.

We ask that any transportation authorization bill:

- Increase the proportion of sub-allocated formula funds to local and regional jurisdictions, including Congestion Mitigation Air Quality (CMAQ), Transportation Alternatives Program and some portion of Surface Transportation Block Grant Program (STBG) funds
- Support local and state flexibility in developing, piloting and implementing projects
- Provide federal financial assistance in bringing orphan highways up to a state of good repair and transferring ownership to support better safety, transit, and economic development outcomes
- Require local and regional support for proposed changes or designations to the National Highway System
- Increase CMAQ funding amounts while maintaining support for attainment areas to ensure their attainment status is continually met.

#### **5.) Improve transit access, impact, and help build more transit projects**

As our metropolitan areas grow, we are more dependent on efficient, reliable, convenient ways for people to move. Increasing the accessibility, frequency, reliability, and speed of transit systems is a key priority as we work to expand the reach and access of transit as a viable option statewide. In addition, we know that increasing transit ridership is critical to reducing our dependence on fossil fuels and reducing transportation related greenhouse gas emissions. Transit is also an economic and social lifeline for many people of color, who are disproportionately likely to be dependent on transit and also have inadequate transit access. We call on Congress to make the following legislative changes to support a more comprehensive approach to improving transit systems, and ensure that federal funding keeps up with current need:

- Increase the maximum federal contribution to Small Starts projects, and expand Small Starts project eligibility to include systems improvements, rather than just specific bus lines
- Recognize the past performance of agencies in delivering Conservation Innovation Grants projects on time and on or under budget when making risk assessments and setting contingency levels for New and Small Starts projects
- Support multimodal projects that combine transit system improvements alongside significant safety and access improvements
- Support driver recruitment, training and retention
- Accelerate the transition away from diesel buses to upgrade facilities and infrastructure necessary to purchase, accommodate and maintain zero emission bus fleets
- Advance the future of mobility by leveraging innovative, transferable and technology agnostic solutions for extended payment, an improved travel experience for all customers, and data frameworks for assessing impacts, improvements and efficiencies in transportation

- Provide funding to support the development of affordable intercity and intercommunity public transportation options to allow greater access to good, services, and employment opportunities that are too often lacking in smaller communities

### **Tax Incentives and Transportation**

People make decisions based on convenience, safety, accessibility, and affordability. While the tax code itself often unfairly impacts people of color, tax incentives, particularly those applied at the employer level, can help make accessing different transportation options more affordable for everyone. OMPOC supports efforts to:

- Create parity between the employer-tax benefit for transit and parking
- Increase the current limit for the Bicycle Commuter Act, to better reflect the costs of bike commuting
- Make it more affordable for individuals to electrify their commute, whether that commute is by vehicle or by bike

OMPOC deeply thanks the Oregon delegation for their work on behalf of the state of Oregon and we look forward to supporting you as best we can in our joint efforts for a more sustainable, more equitable, and more accessible transportation system.



## **Association of Oregon Counties 2023 Legislative Session Priorities**

### **Transportation**

Advocate for fair and sustainable funding to effectively and efficiently manage counties large and diverse road systems by preserving the State Fund Exchange Program and creating the statutory authority for counties to charge cost-recovery fees for permits issued to utilities for work in the county road right of way.

### **Governance & Revenue**

Support adequate funding of county assessment and taxation services

### **Natural Resources**

Enhance County role across the Natural Resources – Protect and enhance county funding and flexibility to support management policies and locally focused policy making processes for wildfire resiliency efforts, place-based planning efforts and drought resiliency, as well as sound land management.

### **Public Safety**

Increase state investments in district attorney salaries and address the widening pay gap between elected district attorneys.

Strengthen tools the justice system can use to fight illegal drug sales and motivate people cited for possessing illegal substances to comply with legal obligations and seek addiction treatment.

### **Community Development**

Systemic Solutions to Statewide Housing Shortages – Advocate for state investments that boost local government permit processing staff and capacity, and a fast-track process for limited UGB expansions that significantly increase affordable and workforce housing in all communities experiencing shortages of buildable land.

### **Health & Human Services**

End liability risk shift to counties and local system providers for mandated populations (aid assist, civil commitment, and guilty except for insanity).





## League of Oregon Cities 2023-24 Legislative Priorities

### **1. *Infrastructure Financing and Resilience and Funding for Critical Infrastructure for Needed Housing***

Legislative Recommendation:

This priority combines the top-ranked issue of Infrastructure Finance and Resilience with Infrastructure Funding for Needed Housing, which was ranked in the third position by member cities. The LOC will advocate for an increase in the state's investment in key infrastructure funding sources, including, but not limited to, the Special Public Works Fund (SPWF), the Brownfield Redevelopment Fund, the Regionally Significant Industrial Site program, and set asides through the SPWF for seismic resilience planning and related infrastructure improvements to make Oregon water and wastewater systems more resilient. In addition, the LOC will advocate for funding of critical infrastructure that provides incentives for needed housing so there are more affordable housing options available.

Background:

Infrastructure Finance and Resilience – A key issue that most cities are facing is how to fund infrastructure improvements (to maintain current and to build new). Increasing state resources in programs that provide access to lower rate loans and grants will assist cities in investing in vital infrastructure. An LOC survey of cities in 2016 identified a need of \$7.6 billion over the next 20 years to cover water and wastewater infrastructure projects for the 120 responding cities. This indicates that a significant reinvestment in the Special Public Works Fund (SPWF) is needed to help meet the needs of local governments.

### **2. *Local Funding to Address Homelessness***

Legislative Recommendation:

The LOC will seek funding to support coordinated, local responses to addressing homelessness.

Background:

The LOC recognizes that to end homelessness, a statewide and community-based coordination approach to delivering services, housing, and programs is needed. Addressing homelessness will look different and involve different service provider partners from one city to the next, but one thing is consistent: addressing the crisis requires significant financial resources. While cities across Oregon have developed programs, expanded service efforts, built regional partnerships, and significantly invested both their local general fund and federal CARES Act and American Rescue Plan

Act dollars into programs to address the homelessness crisis in their respective communities, the crisis continues. The homelessness crisis exceeds each city's individual capacity – necessitating the need for meaningful fiscal support from the state.

### **3. *Address Measure 110 Shortcomings***

Legislative Recommendation:

Restore criminal justice incentives for seeking treatment for addiction while ensuring a path for expungement when a treatment program is completed successfully.

Background:

Oregon voters passed Measure 110 in 2020, which eliminated criminal sanctions for simple possession of most narcotic drugs and replaced them with a waivable \$100 ticket. A citation cannot be issued if a person seeks treatment by calling a treatment referral service. The measure also re-dedicated local marijuana revenue to harm reductions services. Those funds are now pooled and distributed by an oversight and accountability committee. Oregon's overdose deaths continue to increase, and funds that should have been distributed in January of 2021 have still not been delivered. Additionally, problems related to drug abuse such as property crime have increased.

### **4. *Economic Development Incentives***

Legislative Recommendation:

The LOC will support legislation to preserve and strengthen discretionary local economic development incentives, including the Enterprise Zone (EZ) Program, the Long Term Rural Enterprise Zone (LTREZ) Program and the Strategic Investment Program (SIP).

Background:

The EZ and LTREZ programs provide local governments the option to offer a temporary full exemption from property taxes for qualified new property of a business (3 to 5 years for the standard EZ, and 7 to 15 years for the rural EZ). The SIP program allows local governments to offer a 15-year partial exemption on the value of new property that exceeds a certain investment threshold (\$25 million to \$100 million depending on location and total project value). Recent studies by Business Oregon confirmed what city economic development professionals know: these incentive programs are crucial for Oregon to remain competitive nationally and show massive benefits to Oregon in terms of jobs, enhanced economic activity, and tax revenues. The EZ and LTREZ programs sunset in 2025 without action by the Legislature, and "gain share" provisions of the SIP program transferring a portion of income taxes resulting from qualified projects to local governments will sunset in 2026. The LOC will advocate for sunset extensions and for changes that will improve the programs, and advocate against any changes that will reduce local control or devalue the incentives.

## **5. Community Resiliency and Wildfire Planning**

### Legislative Recommendation:

The LOC will support investments for climate and wildfire resiliency planning, as well as infrastructure upgrades, to fill existing gaps and assist cities in planning for extreme weather events and wildfire.

### Background:

Oregon communities are increasingly looking for help in planning for climate change impacts, including infrastructure upgrades, to handle extreme weather events. Cities of all sizes, especially small to mid-sized cities, need technical assistance and additional capacity to better plan for and recover from climate events and wildfire. Investments in infrastructure upgrades, repairs, and resiliency will: help rebuild communities; better ensure equity and access to critical services; protect public health and the environment; improve community resiliency; and promote economic recovery.

## **6. Transportation Safety Enhancement**

### Legislative Recommendation:

The LOC supports legislation that improves the overall safety of the statewide transportation network in local communities. The LOC will achieve this outcome by: expanding authority for establishing fixed photo radar to all cities, increasing flexibility for local speed setting authority; increasing investment in the “safe routes to schools” program; and expanding the “great streets” programs.

### Background:

The city of Portland has demonstrated improved safety outcomes in neighborhoods through the addition of fixed photo radar along high-crash corridors. The LOC’s efforts to expand the use of fixed photo radar to additional cities failed during the 2021 session. (HB 2019) - High Crash Corridor for City of Unity) and (HB 2530) -Extending Fixed Photo Radar) were supported by the LOC, but lacked sufficient support from legislators to advance.

During the 2019 session, the LOC supported SB 558, which would have authorized a city to designate speed for a highway under the city’s jurisdiction that is 5 mph lower than statutory speed when the highway is in a residential district and not an arterial highway. During the 2021 session, passage of HB 3055 (Sect 81 (5)(g)) extended speed setting authority to highways within the jurisdictional boundaries of cities and Multnomah & Clackamas counties.

## **7. Full Funding and Alignment for State Land Use Initiatives**

### Legislative Recommendation:

The LOC will support legislation to streamline and fully fund local implementation of any recently adopted or proposed state land use planning requirements, including administrative rulemaking.

**Background:**

Recent legislation and executive orders have made significant changes to the state's land use planning process, including increasing burdens for local government. While the LOC shares the state's policy goals, these updates have resulted in extensive, continuous, and sometimes conflicting rulemaking efforts that are not supported by adequate state funding. Cities simply do not have the staff capacity or resources needed to implement current requirements. Existing planning updates should be streamlined to enable simpler, less costly implementation and any new proposals should be aligned with existing requirements.

**8. Lodging Tax Flexibility****Legislative Recommendation:**

The LOC will advocate for legislation to enhance flexibility in cities' use of transient lodging tax revenues. The goal is to help cities better serve visitors and improve local conditions that support the tourism industry.

**Background:**

The Legislature created the state lodging tax in 2003, and with it a new requirement that 70% of net revenues from new or increased local lodging taxes must be used for "tourism promotion" or "tourism related facilities." Cities acknowledge and appreciate the economic development benefits that tourism brings to their local economies, but often struggle to support the industry in areas like public safety, infrastructure, workforce housing, and homeless services. Enhanced flexibility and clarification of allowed use of funds will benefit both visitors and business owners alike.

Transportation Improvement Program (TIP) Project Changes  
Transportation Planning Committee (TPC) – Central Lane MPO  
October 20, 2022

*The following proposals require TPC action. These items will be forwarded to MPC for action as well:*

[none]

*The following proposals require TPC approval (pending completion of the public review period) and will be forwarded to MPC for their information only:*

**Project Name:** LTD 5310 Formula Funds (FY21-24)

**Applicant:** Lane Transit District

**STIP Key Number:** 22273

**Description:** General formula funds to be used for projects at LTD's discretion. This program supports transportation services planned, designed, and carried out to meet the special transportation needs of seniors and individuals with disabilities.

**Funding:** \$ 1,085,964 (FTA Section 5310)

**Project Changes:** Increase 5310 funds to \$2,152,505.

**Notes on Changes:** This amount is increased based upon the new Federal Infrastructure Investment and Jobs Act (IIJA) effective 10/1/21 which provided significant funding increases.

**Action:** These changes are requested by Lane Transit District. The TIP must accurately reflect federal funding anticipated within the designated timeframe, whether or not specific projects have been identified for use of those funds. These funds will be used at LTD's discretion for eligible projects which will be amended into the TIP pending necessary approvals.

**Public review period:** October 5 to October 19, 2022

**Project Name:** Central city corridor preservation

**Applicant:** City of Coburg

**STIP Key Number:** 22340

**Description:** Preservation of central city roadway corridor to extend its useful life

**Funding:** \$ 833,999.78 (Urban Surface Transportation Block Grant)

**Project Changes:** Slip 2023 engineering phase to 2024; slip 2024 construction to 2025, which will require canceling the phase in the current 2021-2024 TIP.

**Notes on Changes:** The project phases must be delivered by a certified agency and no certified agencies have capacity to deliver these phases within the currently programmed schedule.

**Action:** These changes are requested by City of Coburg. MPO approved the use of these federal funds for the original project scope. Any changes must be approved at the discretion of the MPO upon consideration of the federal requirements of [Title 23 U.S.C. 450.326](#) as well as the potential effects of these changes on the MPO's obligation targets and the penalties associated with slipping MPO-funded projects.

**Public review period:** October 14 to October 28, 2022

*The following proposals were approved by MPO staff, or will be approved upon completion of the public review period (as necessary):*

**Project Name:** Coburg Loop- N. Coburg Industrial Way

**Applicant:** Coburg

**STIP Key Number:** 21327

**Description:** Construct a shared-use path to promote the use of alternative forms of transportation.

**Funding:** \$701,877 (Urban Surface Transportation Block Grant)

**Project Changes:** Cancel the 2022 construction phase in the current 2021-2024 Transportation Improvement Program.

**Notes on Changes:** Upon MPO approval of additional funding for construction of this project, the construction phase will need to be reprogrammed for federal fiscal year 2025, when those funds become available. Since FFY 2025 is beyond the timeframe of the current TIP, this requires an administrative cancellation of the current 2022 construction phase. Adding the additional MPO funding is part of another process which will be finalized through the adoption and approval of the 2024-2027 TIP.

**Action:** These changes are requested by City of Coburg. MPO approved the use of these federal funds for the original project scope. Any changes must be approved at the discretion of the MPO upon consideration of the federal requirements of [Title 23 U.S.C. 450.326](#) as well as the potential effects of these changes on the MPO's obligation targets and the penalties associated with slipping MPO-funded projects.

**Public review period:** September 16 to September 30, 2022

**Project Name:** Mill Street: S. A Street to Centennial Boulevard (Springfield)

**Applicant:** Springfield

**STIP Key Number:** 21393

**Description:** Repave roadway to create a smoother driving surface and make ADA upgrades.

**Funding:** \$9,101,000 (Local, Urban Surface Transportation Block Grant)

**Project Changes:** Add \$150,000 of local funding to right of way phase; Slip construction from 2023 to 2024 for delivery; Update project description to read "Repave roadway to create a smoother driving surface and make ADA upgrades. Complete reconstruction from Main St to Centennial Blvd. Decorative lighting from Main St to A St, replacement of sanitary sewer line, lateral lining, complete replacement of storm water line, adding bicycle facilities, adding traffic calming measures."

**Notes on Changes:** Right of way estimate came in above the budgeted amount.

**Action:** These changes are requested by City of Springfield. MPO approved the use of these federal funds for the original project scope. Any changes must be approved at the discretion of the MPO upon consideration of the federal requirements of [Title 23 U.S.C. 450.326](#) as well as the potential effects of these changes on the MPO's obligation targets and the penalties associated with slipping MPO-funded projects.

**Public review period:** not required

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**Comments received:**

[none]