



# MEETING NOTICE

**MEETING:** METROPOLITAN POLICY COMMITTEE  
**DATE:** Thursday, June 1, 2023  
**TIME:** 11:30 AM - 1:30 PM  
**LOCATION:** **VIRTUAL:** <https://us06web.zoom.us/j/84980580451?pwd=Smh3S0o3eFBuWHppRTk3Y0wyNmdzQT09>  
Passcode: 663728  
**One tap mobile:** +17207072699,,84980580451#,,,,\*663728#  
**Telephone:** 1-720-707-2699 **Webinar ID:** 849 8058 0451 **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 May 4, 2023 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. AMENDMENT TO METROPOLITAN POLICY COMMITTEE BYLAWS (10 min)  
Staff Contact & Presenter: Paul Thompson, LCOG  
*Action Requested:* Information & notice; provide direction to staff.
7. METROPOLITAN PLANNING ORGANIZATION (MPO) ISSUES
  - a. Central Lane MPO Regional Transportation Plan (RTP): Overview of Contents, Implementation, and Update Schedule (20 min)  
Staff Contact & Presenter: Kelly Clarke, LCOG  
*Action Requested:* Information and discussion; provide direction to staff.  
*(Note – no packet materials. Please refer to the current RTP available here <https://www.lcog.org/thempo/page/regional-transportation-plan>)*
  - b. Public Participation Plan (PPP) Update (20 min)  
Staff Contacts & Presenters: Dan Callister, LCOG  
*Action Requested:* Information and discussion; provide direction to staff.

**-OVER-**

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

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c. 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:**

July 6 Virtual (Including Metropolitan Cable Commission meeting)

August 3 Virtual (Recess?)

**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

May 4, 2023  
11:30 a.m.

**PRESENT:** Steve Moe, Chair; Sean VanGordon (City of Springfield); Lucy Vinis, Randy Groves (City of Eugene); David Loveall, Pat Farr (Lane County); Nancy Bell (City of Coburg); Kelly Sutherland (Lane Transit District); Vidal Francis (Oregon Department of Transportation), members; Tom Schwetz for Jameson Auten (Lane Transit District), *ex officio* member.

Paul Thompson, Brenda Wilson, Dan Callister, Ellen Currier, Kelly Clarke, Michael Wisth, Delaney Thompson (Lane Council of Governments); Rob Inerfeld (City of Eugene); Sandy Belson (City of Springfield); John Marshall (City of Coburg), Bill Johnston (Oregon Department of Transportation), Sasha Vartanian (Lane County); Andrew Martin (Lane Transit District); Neil Moyer (Metro TV), Rob Zako (Better Eugene-Springfield Transportation).

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

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

## **APPROVE April 6, 2023, MPC MEETING MINUTES**

Mr. Loveall, seconded by Mr. Groves, moved to approve the April 6, 2023, meeting minutes as submitted. The motion passed unanimously, 9:0.

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

Ms. Vinis reported that the launch of the MoveEUG initiative had received great feedback and a good level of engagement from the community regarding street improvements and active transportation infrastructure.

## **COMMENTS FROM THE AUDIENCE**

**Rob Zako**, Better Eugene-Springfield Transportation (BEST), spoke to the Climate Friendly Equitable Communities (CFEC) initiative to reduce vehicle use. He said BEST supported the initiative, although the specific rules had caused concerns. Speaking as a member of the Oregon Climate Action Coalition, he said the coalition also was concerned about the rules, but supported having rules from the state instead of waiting for local jurisdictions to formulate their own. He noted that Governor Kotek did not propose any CFEC funding in the budget. He said it should not take a lot of detailed rules to do what needed to be done and provide people with transportation options and invited MPC members to decide what they would like to do in their communities and share that with OCAC so it could align with the Central Lane Metropolitan Planning Organization to lobby for changes to the rules.

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

### **2024-2027 Metropolitan Transportation Improvement Program (MTIP) and Air Quality Conformity Determination (AQCD)**

Mr. Callister stated a draft of the MTIP and AQCD were presented at the MPC's April 6 meeting and a public hearing was held. Comments received from the public were now included in the document and agenda packet. He briefly summarized the comments and said they had been useful in identifying where

the MPO's processes could be strengthened and made more transparent. The Transportation Planning Committee (TPC) had reviewed the comments and recommended approval of the resolutions to adopt. He noted that there were not funding decisions related to the recommended action. One procedural change that would take effect with approval was to delegate the TPC to approve initial programming of “off-cycle” funds to projects or scopes already in the Transportation Improvement Program.

Ms. Vinis, seconded by Ms. Bell, moved to approve Resolutions 2023-02 and 2023-03 Adopting the AQCD and 2024-2027 MTIP respectively. The motion passed unanimously, 9:0.

#### **FY24/25 Unified Planning Work Program (UPWP)**

Ms. Currier stated that the FY24/25 UPWP, containing key planning and programming products the MPO would work on, had been presented at the MPC's April 6 meeting and a public hearing was held. The TPC had voted to recommend adoption of the UPWP at its April meeting. She noted there had been two minor changes to the draft document: updates to the special projects category and an updated funding table based on new information received from the Oregon Department of Transportation (ODOT). Mr. Thompson added that after adoption there might be a need to further adjust the funding table as ODOT occasionally provided modifications to the budget during the fiscal year.

In response to a question from Ms. Vinis, Mr. Thompson said the budget table contained the four main operational funding sources for the MPO. Over the past four months ODOT and USDOT had worked to better understand and implement the formulas that distributed those funds to the MPO. The corrections were not substantive. Ms. Currier said the funding table was on page 36 of the document.

Ms. Bell asked how the exponentially increasing costs for projects were impacting the allocated budget funds. Mr. Thompson said the UPWP contained funding for the planning activities of MPO staff and partner jurisdictions and those had not been impacted by inflation to the same extent as construction activities. He said jurisdictions were consulted annually about where adjustments were needed to the amount of planning funds that were passed through to them from the MPO.

Ms. Bell commented that the City of Coburg had recently found out that the Coburg Loop Path Phase 4 and Coburg Industrial Way Pavement Preservation projects were \$300,000 over budget for both projects. The City was trying to determine if changes could be made to the Coburg Loop Path project that would reduce the cost as the City had no other funding for the projects.

Ms. Vinis, seconded by Mr. Loveall, moved approval of Resolution 2023-04 adopting the Unified Planning Work Program for fiscal years 2024 and 2025. The motion passed unanimously, 9:0.

#### **Climate Friendly Equitable Communities (CFEC) Implementation**

Ms. Clarke provided an overview of the CFEC program, which contained new requirements for land use and transportation plans focused on changing development standards to reduce emissions. Jurisdictions in the MPOs area are required to implement the Central Lane MPO scenario plan. The MPC identified the preferred scenario plan in 2015 and among tasks to be completed is formal adoption of the preferred scenario, development of a scenario plan work program and establishment of a governance structure. The MPC recommended amending its bylaws to identify the MPC as the governance structure. Current MPC bylaws did not include Coburg as a voting member on matters pertaining to metropolitan transportation matters; options were to include Coburg as a voting member on metropolitan transportation issues or include Coburg as a voting member only on CFEC-specific matters. She requested direction to staff on the amendment of bylaws options.

Mr. VanGordon agreed with using the MPC as the scenario planning governance body. He pointed out the CFEC was a very complicated initiative and there would be more rule-making activities during the year. He asked how staff was monitoring and participating in the ongoing rule-making process. Mr. Thompson replied that the initial rule-making process was lengthy and time-consuming and the Department of Land Conservation and Development (DLCD) was calling for a new committee to further modify the rules and staff was monitoring the process closely. The new committee would be responsible for four desired outcomes and 29 areas of clarification or correction. That would impact the CFEC work program and the ability to develop targets pending clarification.

Mr. VanGordon urged that DLCD be made aware of the cost of the ongoing rule-making and clarification process to regions.

Ms. Vinis agreed with Mr. VanGordon's comments and also supported designating the MPC as the CFEC governance body.

Mr. Groves, seconded by Mr. Farr, moved to approve MPC as the proposed governance structure for the Scenario Planning Work Program and direct staff to include Coburg in the governance structure via amendments to the MPC bylaws. The motion passed unanimously, 9:0.

### **May is Bike Month**

Ms. Currier reviewed the schedule of events for Bike Month. She said this was the eighth year of collaboration among many regional agencies to promote bike use. She said that the local bike share program was free during the month of May.

### **MPO Youth Council**

Ms. Currier explained the Youth Council was established for the purpose of engaging youth from the Eugene 4J, Bethel, Springfield, Pleasant Hill and Siuslaw school districts on transportation issues. The council had expressed interest in interacting with the MPC and elected officials and staff was in the process of determining what that would look like. The Safe Routes to Schools (SRTS) program was also involved with the council and there had been speakers from partner agencies throughout the region. Current Youth Council interests included identifying transportation improvements in communities, working with schools and students to learn how to ride the transit system, creating walk audits, working with elected officials on policies and project identification for Quick Build projects. She asked for feedback from the MPC on ways to engage with the Youth Council.

Mr. Farr said he was intrigued and excited about the Youth Council. He said there were a number of youth groups engaged in other issues and suggested that interaction among those groups could consolidate the efforts of youth in the region and bring a powerful voice to the table.

Mr. VanGordon supported the idea of a Youth Council and was interested in learning more, particularly about how to engage advisory groups in local government in a meaningful way.

Mr. Groves also supported a Youth Council. He asked how students were recruited for the council and educated about the transportation system. Ms. Currier said staff began in February with a small group and adoption of bylaws was on the agenda for the next council meeting; part of that was defining the role of the council and the activities it would focus on.

Mr. Groves said educating the council about the complicated transportation system was an important consideration and encouraged collaboration among youth groups in the region and suggested mapping the youth groups that existed.

Ms. Vinis described the Eugene Mayor's Youth Advisory Council with representatives from every grade in every school in 4J, plus Marist. She said social studies, school councilors and others in the schools helped recruit members. The council was formed in 2019 and now that meetings could be conducted in person it was energized and engaged. She said the council was student-led, created its own bylaws and a University of Oregon intern provided staff support for the group. She said the council had not identified transportation as an area of interest and suggested that representatives from LCOG's Youth Council speak to Eugene's group on the subject. She said there was an annual Youth Summit with youth councils from around the state participating and she would share that information with Ms. Currier.

Mr. Francis supported youth councils and said the experience participants gained would translate to their resumes and applications. He suggested reaching out to youth in non-traditional locations such as foster homes, churches and other venues. He offered to make a presentation to the council on ODOT's programs.

Mr. Farr provided a link to the Lane County's Youth Homelessness Demonstration Project and information about its formation and how members were recruited.

### **Legislative Update**

Mr. Thompson said that the list of bills had been narrowed and provided the following status report on legislative items of interest:

- HB 2095 - photo radar/speed limits authority for local jurisdictions - passed both House and Senate and was awaiting the governor's signature
- HB 3133 - Great Streets providing funding for safety and active transportation improvements on state highways serving as community main streets - technically still alive, but after an April 6 hearing had not been scheduled for further action
- A bill to suspend implementation of CFEC rule-making did not appear to be moving and was unlikely to proceed through the session
- A bill to continue to fund zero emissions incentives - still moving forward
- Several Interstate 5 bridge replacement bills - the governor had suspended tolling projects until 2026 at the earliest
- Bills related to collecting electric vehicles revenue were not moving forward

Mr. Moe noted that the MPC and Oregon MPO Consortium had both supported HB 2095 and HB 3133.

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

- **ODOT Update**—Mr. Francis announced that the public comment period for the 2024-27 State Transportation Improvement Program (STIP) had closed and the Oregon Transportation Commission (OTC) would take action on it at its July 2023 meeting. He said the 2027-30 STIP engagement process would begin soon. He reminded the MPC that construction season would begin soon and there were two notable projects in the area: one on Beltline from I-5 to Coburg Road and another on I-105 from the Springfield side of I-5 to Delta Highway. He said ODOT would make every effort to minimize traffic delays.
- **Transportation Improvement Program (TIP) Project Changes**—There were no questions.

- **Next Meeting/Agenda Build** June 1 - Virtual meeting - July 6, Virtual meeting - August 3

Mr. Thompson stated that two members of the OTC (Chair Bob Van Brocklin and Marcilynn Burke) had resigned and the Governor had nominated two replacements: Alicia Chapman from Portland and Jeff Baker from Lake Oswego. The Senate would consider the nominations next week. A majority of OTC members would now be new to their positions. He said OMPOC was meeting on May 5 and briefly reviewed the agenda topics.

Mr. Moe adjourned the meeting at 12:52 p.m.

(Recorded by Lynn Taylor)



May 24, 2023

To: Metropolitan Policy Committee

From: Paul Thompson

Subject: MPC 6: Proposed Amendment to MPC Bylaws

**Action Recommended:** Information & notice; provide direction to staff

### **Background and Discussion**

As presented and discussed at the May 2023 MPC meeting, the Oregon Land Conservation and Development Commission's Climate-Friendly and Equitable Communities (CFEC) rules require jurisdictions in the Eugene-Springfield metropolitan area to implement the existing [Central Lane Scenario Plan](#) (CLSP) developed in 2015 by the Central Lane MPO, and jointly develop regional performance measures and targets to measure and track progress towards implementation of the preferred scenario and meeting the region's Greenhouse Gas (GHG) reduction target that is in the state's Administrative Rules. CFEC rulemaking requires this metropolitan area to submit a work program for implementing the preferred scenario. The work program is due to DLCD by June 30, 2023 and must include a proposed Governance Structure, Scope of Work, Community Engagement Plan, Funding Estimate, and Schedule.

MPC unanimously approved a motion "to approve MPC as the proposed governance structure for the Scenario Planning Work Program and direct staff to include Coburg in the governance structure via amendments to the MPC bylaws."

To amend the MPC Bylaws, the current Bylaws state:

These bylaws may be amended or repealed, or new bylaws may be adopted, by an affirmative vote of the majority of the members of the Committee present at any meeting called for that purpose at which a quorum is present. Written notice of such proposed amendment and the nature thereof shall have been given to the membership of the Committee and the Councils and Board of Commissioners at least 30 days prior to the date of the meeting at which the amendments are to be considered. Distribution of proposed bylaw changes to the Chief Administrative Officers of members [sic] agencies shall be in addition to notice to Councils and Boards. Any Council or Board objections to the proposed amendments shall be forwarded to MPC within 30 days of receipt.



Note that for the purposes of considering and voting on amendments to the Bylaws, only the MPC members from Eugene, Springfield, and Lane County constitute the MPC membership.

Staff is proposing one simple amendment to the Bylaws (included with the redlined amendment as Attachment 1) to add the same sentence currently in the Bylaws that adds Coburg to the MPO function of MPC:

- “The City of Coburg shall appoint an elected or appointed official from that jurisdiction to serve as a voting member.”

Under the proposed amendment, that sentence would be added to Section 3.B of the Bylaws governing membership on MPC “for consideration of metropolitan transportation matters.”

As noted earlier, amending the MPC Bylaws requires advance notice. This agenda item serves as notice to MPC (and the public) of the proposed amendment. If so directed, staff will then issue the required written notices to “the Councils and Board of Commissioners” and to “the Chief Administrative Officers of members agencies,” and formal consideration of the proposed amendments will be scheduled for the next MPC meeting.

### **Requested Actions**

- Information & notice; provide direction to staff

### **Attachments**

1. MPC Bylaws, Redlined with proposed amendment

**BYLAWS  
METROPOLITAN POLICY COMMITTEE**

**ARTICLE I: NAME**

This Committee, being duly and officially established by joint resolution of the Cities of Springfield and Eugene and Lane County, Oregon, shall be known as the Metropolitan Policy Committee (MPC).

**ARTICLE II: PURPOSES AND FUNCTIONS**

The MPC is an intergovernmental committee created to promote problem solving and to resolve intergovernmental disagreements among the two cities and the county.

A. Purpose: MPC's purposes are as follows:

1. To develop and negotiate solutions to intergovernmental problems.
2. To serve as a forum for developing recommendations for resolving intergovernmental disputes.
3. To identify a long-term agenda for intergovernmental efforts.
4. To promote intergovernmental cooperation and coordination between and among local governments.

B. Functions: MPC's functions are as follows:

1. To fulfill the functions of MPC, as outlined in the Eugene-Springfield Metropolitan Area General Plan, and to resolve intergovernmental land use issues.
2. To fulfill the intergovernmental policy committee functions associated with the metropolitan cable television system, as required of the Metropolitan Cable Television Commission under the franchise ordinances.
3. To fulfill the metropolitan transportation planning responsibilities as delegated by the Lane Council of Governments Board of Directors, the designated Metropolitan Planning Organization for the metropolitan region including, but not limited to:
  - 3.1. Providing policy guidance related to the conduct of the transportation planning process,
  - 3.2. Adoption of the Regional Transportation Plan meeting federal requirements,
  - 3.3. Adoption of the annual Unified Planning Work Program,
  - 3.4. Adoption of the Transportation Improvement Program meeting federal requirements,
  - 3.5. Conducting the Air Quality Conformity determination,
  - 3.6. Adoption of a Congestion Management Plan, and
  - 3.7. Other responsibilities of a Metropolitan Planning Organization/Transportation Management Area as set forth by federal or State statute or rule

- 3.8. Providing a report to the LCOG Board of Directors at least annually on performance of its Metropolitan Planning Organization duties, including the results of any federal certification review
4. To fulfill the policy committee functions associated with the urban services transition process.
5. To fulfill the intergovernmental policy committee functions associated with the oversight of the Regional Parks and Open Space Study.
6. To fulfill other intergovernmental functions as recommended by one or more of the three elected bodies and formally accepted by MPC.

### ARTICLE III: MEMBERSHIP

#### Section 1: General Membership

The MPC shall consist of six voting members and three non-voting ex-officio members from Eugene, Springfield, and Lane County.

#### Section 2: Special Membership

When MPC is considering transportation matters related to the MPO, the MPC shall consist of ten voting members and six non-voting ex-officio members.

When MPC is considering matters involving the Regional Parks and Open Space Study, the MPC shall consist of eight voting members and four non-voting ex-officio members.

#### Section 3: Appointment

The members of the MPC shall be appointed in the following manner:

- A. For all matters before MPC, Eugene, Springfield, and Lane County shall each select two elected officials from their respective jurisdictions as voting members.
- B. For consideration of metropolitan transportation matters, the Board of the Lane Transit District shall appoint two of its members to serve as voting members. The City of Coburg shall appoint an elected or appointed official from that jurisdiction to serve as a voting member.
- C. For consideration of transportation matters which are related to the MPO, the Director of ODOT shall appoint a senior staff representative (and one or more alternates) to serve as a voting member. The City of Coburg shall appoint an elected or appointed official from that jurisdiction to serve as a voting member.
- D. For consideration of regional parks and open space study matters, the Board of the Willamalane Park and Recreation District shall appoint two of its members to serve as voting members.
- E. The City Managers of Eugene and Springfield and the Lane County Administrator shall serve as non-voting ex-officio members on all matters before MPC.

- F. When MPC is considering metropolitan transportation matters, the General Manager of Lane Transit District or his/her designee shall serve as a non-voting ex-officio member.
- G. For consideration of transportation matters which are related to the MPO, the Director of ODOT or his/her designee, and the City Administrator of Coburg or his/her designee shall serve as non-voting ex-officio members.
- H. When MPC is considering regional parks and open space study matters, the Superintendent of Willamalane Park and Recreation District shall serve as a non-voting ex-officio member.

Section 4: Alternates

The Councils and Board of Commissioners may appoint an elected official alternate. The District Boards may appoint one of their members as an alternate. The ODOT Director may appoint senior staff as alternates. The City of Coburg may appoint an elected or appointed official alternate. Each non-voting ex-officio member may designate an alternate.

Section 5: Tenure

The voting committee members shall serve at the pleasure of their respective Council, Board of Commissioners, District Board, or the ODOT Director.

Section 6: Vacancies

If a vacancy occurs, the respective Council, Board of Commissioners, District Board, or the ODOT Director shall select a new member.

**ARTICLE IV: MEETINGS**

Section 1: Regular Meetings

The Committee shall establish the time and place for the holding of regular monthly meetings. Special meetings may be held as necessary.

Section 2: Special Meetings

- A. Special meetings of the Committee may be called by the Chairperson, Vice-Chairperson, or a majority of the voting MPC membership from Eugene, Springfield, and Lane County.
- B. The person(s) calling such meetings shall fix the time and place for the holding of such meetings.

Section 3: Notice of Meetings

Notice of all meetings shall be given to all members and ex-officio members at least three days prior to such meetings.

Section 4: Conduct of Meeting

- A. Five voting members, including at least one representative from Eugene, Springfield, Lane County, and the Lane Transit District, shall constitute a quorum when the MPC is considering metropolitan transportation.
- B. Five voting members, including at least one representative Eugene, Springfield, Lane County, and the Willamalane Park and Recreation District, shall constitute a quorum when the MPC is considering regional parks and open space study matters.
- C. Otherwise, four voting members from Eugene, Springfield, and Lane County, including at least one elected representative from each of these jurisdictions, shall constitute a quorum of the MPC.
- D. All formal actions shall require the vote of at least a simple majority of the quorum present and the affirmative vote of at least one elected representative from Eugene, Springfield, and Lane County. In the case of a tie vote, the issue shall be considered unresolved and may be voted upon again.
- E. All meetings shall be conducted in accordance with "Roberts's Rules of Order, Newly Revised," and the Oregon Open Meetings Law (ORS 192.610 to 199.710).
- F. Ex-officio members can participate in all discussions and deliberations of the MPC. The ex-officio members shall have no vote and shall not make or second motions.

**ARTICLE V: OFFICERS AND DUTIES**

Section 1: Officers

- A. The officers of the Committee shall be a Chairperson and Vice-Chairperson elected by the voting membership for a one-year term. Officers shall be drawn from Eugene, Springfield, or Lane County voting members.
- B. In the event an officer is not able to complete his or her duties, the Committee shall elect a new officer.

Section 2: Duties

- A. The Chairperson shall preside at all meetings and is entitled to vote on all issues.
- B. The Vice-Chairperson shall perform all duties of the Chairperson when the Chairperson is absent; the Vice-Chairperson is entitled to vote on all issues.
- C. In the absence of the Chairperson and Vice-Chairperson, the Committee shall elect a Chairperson Pro Tem for the particular meeting in question.

## ARTICLE VI: ADOPTION AND AMENDMENTS TO BYLAWS

Immediately following adoption of the original MPC bylaws, the bylaws shall be submitted to the two Councils and the Board of Commissioners for review. Any Council or Board objections to the original MPC bylaws shall be forwarded to MPC within 14 days of MPC action.

These bylaws may be amended or repealed, or new bylaws may be adopted, by an affirmative vote of the majority of the members of the Committee present at any meeting called for that purpose at which a quorum is present. Written notice of such proposed amendment and the nature thereof shall have been given to the membership of the Committee and the Councils and Board of Commissioners at least 30 days prior to the date of the meeting at which the amendments are to be considered. Distribution of proposed bylaw changes to the Chief Administrative Officers of members agencies shall be in addition to notice to Councils and Boards. Any Council or Board objections to the proposed amendments shall be forwarded to MPC within 30 days of receipt.

Approved by MPC: 5/7/87  
Amended by MPC: 11/14/91  
Amended by MPC: 2/8/01  
Amended by MPC: 8/15/02  
Amended by MPC: 2/13/03  
Amended by MPC: 10/7/21



May 22, 2023

To: Metropolitan Policy Committee  
From: Daniel Callister  
Subject: MPC 7.b: Public Participation Plan Update

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

### **Issue Statement**

The Central Lane Metropolitan Planning Organization's (CLMPO) current Public Participation Plan (PPP) was adopted in 2015. A full review and update to this plan is currently underway.

### **Background**

Federal regulation stipulates that MPOs shall develop and use a documented participation plan that defines a process for providing interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process. The current plan directs that the effectiveness of the procedures and strategies contained in the PPP be reviewed periodically as directed by MPC. The purpose of this agenda item is to present a very quick overview of the MPO's 2015 PPP (available here <https://www.lcog.org/thempopage/central-lane-mpo-public-participation-plan>) and to solicit any direction from MPC regarding an update for 2023. The plan, aside from the introduction and appendices, consists of three main content sections:

### Goal, Objectives, and Policies

The goal of the PPP is articulated as "Citizen involvement in regional transportation issues", with the following objectives:

Objective 1: Provide citizens with information to increase their awareness of transportation issues, encourage their involvement in resolving the issues, and assist them in making informed transportation choices.

Objective 2: Ensure that the decisions made in the MPO transportation planning programs are consultative and are clearly explained and documented in a manner accessible to all interested public.

Objective 3: Ensure that the public involvement process provides full and open access to MPO decision-making.

Each objective is accompanied by a number of policies. This section serves as a critical foundation for the PPP and has remained intact through previous updates, with only minor additions.

### Providing Input

The PPP describes the primary public participation opportunities and the MPO's core public involvement tools. It includes an explanation of the process for developing a public participation strategy for each of the MPO's key products including the Regional Transportation Plan, the Unified Planning Work Program, the Transportation Improvement Program and others. Much of this information is summarized in Summary Table of Public Involvement (See Attachment 1).

### Evaluation of the PPP

The plan identifies measures to assess how well the public outreach and participation tools meet the objectives. Some of these measures include number of comments received, number of changes in draft documents resulting from public input, number of testifiers at public hearings, staff time that went to outreach efforts, etc. Also included in this section are several methods for meeting the objectives.

### **Discussion**

While the 2015 plan, at its core, is solid in its scope and objectives, it is in need of an update. Some updates, such as references to revised federal or state laws or to outdated documents or products, require little discussion. Review of the PPP however, also provides an excellent opportunity to reassess the tools, strategies, policies, and procedures contained therein.

Much has changed in the world since this plan was adopted. How people communicate and interact with each other, and the tools they use for that, has evolved faster in the last few years than anyone could have anticipated in 2015. MPO staff have begun a 2023 update to the PPP that will identify the most appropriate outreach tools and strategies for public involvement in the Eugene-Springfield metro area. Staff welcomes any discussion and direction at this time from MPC.

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

### **Attachment:**

1 – Summary Table of Public Involvement



	MPO Work Product	Description	Decision-Making Process	Basic Public Outreach and Participation Tools				
				Public Comment Period	MPC Public Hearing	Notice to Interested Parties	Web Notice	Speakers' Bureau
Key MPO Work Products	Air Quality Conformity Determination (AQCD)	Demonstration of conformity with national air quality standards	Required for Regional Transportation Plan (TPC) and Transportation Improvement Program (TIP) updates and significant amendments • Adopted by Metropolitan Policy Committee (MPC)	✓	✓	✓	✓	Varies
	Metropolitan Transportation Improvement Program (MTIP) and Amendments	4 to 5 year schedule of projects	• Adopted every 2 years by MPC	✓	✓	✓	✓	✓
			• End of year report on obligated projects			✓	✓	
			• Amended 4 times a year by MPC		Varies	✓	✓	Varies
			• Amended administratively monthly by TPC			✓	✓	Varies
	Public Participation Plan (PPP)	Policy and procedure for MPO public involvement	• Adopted by MPC	✓	✓	✓	✓	✓
			• Amended as needed	Varies	Varies	✓	✓	Varies
	Regional Transportation Plan (RTP) and Amendments	20-year long range plans with policies and projects	• Adopted every 3 to 5 years by MPC	✓	✓	✓	✓	✓
			• Amended as needed	✓	✓	✓	✓	✓
	Surface Transportation Program (STP) - Urban Fund Allocation	Local process to assign federal dollars to local priority projects	• Typically adopted every two years by MPC and amended as needed	✓	✓	✓	✓	✓
	Title VI Plan	Addresses applicable provisions of Title VI of the Civil Rights Act of 1964 and is updated as needed	• Reviewed by TPC			✓	✓	
			• Adopted by MPC	✓	✓	✓	✓	✓
Unified Planning Work Program (UPWP)	Annual work program	• Adopted by MPC	✓		✓	✓	✓	
Other Work Products	Setting Priorities for Statewide Transportation Improvement Program and other state funding programs	MPO priorities for projects on state system	• Adopted by MPC as needed	✓	✓	✓	✓	✓
	Special Projects	Examples include review of state policies and plans, refinement plans, corridor studies, etc.	• MPO reviews and provides feedback to state agencies as needed	Varies	Varies	✓	✓	Varies

✓ Indicates required public involvement

Transportation Improvement Program (TIP) Project Changes  
Transportation Planning Committee (TPC) – Central Lane MPO  
May 18, 2023

*It is proposed that TPC recommend the following changes to the Metropolitan Policy Committee (MPC).*

[none]

*TPC is authorized to formally approve the following proposed changes. Approval is contingent upon completion of the public review period as specified in the individual descriptions. Changes approved by TPC will be forwarded to MPC for their information only.*

**Project Name:** Electronic Transportation Improvement Program Service FY22

**Applicant:** LCOG

**STIP Key Number:** 22674

**Description:** Funding to pay for electronic Transportation Improvement Program (eTIP) platform service including system implementation. The eTIP service will reduce errors and provide a useful online resource to the public for information regarding federally funded transportation projects in the Portland, Salem, and Eugene metropolitan areas.

**Funding:** \$224,549.21 (Urban Surface Transportation Block Grant)

**Proposed Changes:** Remove \$116,772.15 from current programmed amount and return this amount to CLMPO's bottom line to be reprogrammed at later time; New key number funding total will be \$687,096 with additional funding from Portland Metro, SKATS, and ODOT currently in process.

**Notes on Changes:** CLMPO approved the full original \$224,549.21 of CLMPO's discretionary funding to cover year one and implementation expenses for the eTIP platform, with Portland Metro, SKATS, and ODOT reimbursing CLMPO for their share of the expense. ODOT is now facilitating the process by combining each agency's respective funding responsibility for the eTIP over the full five-year period of the contract through this key number, which means CLMPO will not have to front the capital and seek reimbursement from the other agencies. The \$107,777.06 of CLMPO's Urban STBG funding to remain on this key number reflects LCOG's full financial responsibility for their share of the eTIP platform over the five-year contract period.

**Action:** These changes are requested by LCOG after consulting with Portland Metro, SKATS and ODOT representatives. CLMPO approved the original project scope for inclusion in the TIP. Any changes must be approved by the MPO upon consideration of the federal requirements of [Title 23 U.S.C. 450.326](#). MPO approval signifies that this project is consistent with the [goals and objectives](#) of the MPO's Regional Transportation Plan and meets the federal requirements for inclusion in the TIP.

**Public review period:** May 8 – May 22, 2023

**Project Name:** Lincoln St: 5th Ave. - 13th Ave. (Eugene)

**Applicant:** Eugene

**STIP Key Number:** 21567

**Description:** Construct protected two-way cycle-track; add bicycle specific signal heads and phasing to existing traffic signals various other intersection improvements to increase safety of motorists, cyclists and pedestrians.

**Funding:** \$1,288,139.05 (Highway Safety Improvement Program, Congestion Mitigation & Air Quality)

**Proposed Changes:** Cancel 2024 construction phase in the 2021-2024 TIP; update draft 2024-2027 TIP to reflect fully funded construction phase in 2025.

**Notes on Changes:** This amendment will not have an adverse effect on the MPO's obligation percentage for discretionary federal funds. Community engagement for Lincoln has been pushed to late 2023 because of more highly prioritized engagement work related to Eugene's recently passed street bond. Engagement needs related to the street bond were still unknown at the time the Lincoln project was

added to the STIP. Delaying Lincoln engagement until late 2023 means that preliminary engineering will likely span 2023 and 2024, and construction will begin in 2025.

**Action:** These changes are requested by City of Eugene. CLMPO approved the original project scope for inclusion in the TIP. Any changes must be approved by the MPO upon consideration of the federal requirements of [Title 23 U.S.C. 450.326](#). MPO approval signifies that this project is consistent with the [goals and objectives](#) of the MPO's Regional Transportation Plan and meets the federal requirements for inclusion in the TIP.

**Public review period:** May 17 – May 31, 2023

**Project Name:**

Safety and Amenity Treatments LTD 2024 (STIP Key 23113, Draft 2024-2027 TIP),  
Moving Ahead Design Refinement LTD (STIP Key 23060)

**Applicant:** Lane Transit District

**Description for 23113:** Project will upgrade safety features and passenger amenities along Lane Transit District's frequent transit network, which hosts highest ridership stops. Some investments include real time information infrastructure, shelter or station improvements, transit signal priority, wayfinding signage, bicycle lockers, ADA improvements, ticket vending machines, and enhanced lighting. These investments will enhance comfort and increase transit ridership.

**Funding for 23113:** \$1,800,000 (Urban Surface Transportation Block Grant)

**Description for 23060:** This project includes implementation planning, design refinement, and environmental review along key transit corridors. These are Highway 99, River Road, Coburg Road, and Martin Luther King Jr. Boulevard. Project may include elements such as enhanced crossings, protected bike lanes, roadway redesigns. This planning work will lead to increased safety and access to transit and services.

**Funding for 23060:** \$1,225,899.92 (Carbon Reduction Program)

**Proposed Changes:** Cancel Moving Ahead Design refinement (K23060) and cancel Safety and Amenity Treatments (K23113, in 2024-2027 TIP) and move all funding from both projects to a new Safety and Amenity Treatments project to be added to the 2021-2024 TIP (STIP Key 23464) with 2023 engineering phase (\$360,000) and 2023 construction phase (\$2,665,899.91); the new project's description and scope will replicate that of K23113.

**Notes on Changes:** As LTD's Moving Ahead Project has been temporarily suspended, the funds are being reprogrammed from the Moving Ahead Design Refinement project to LTD's Frequent Transit Network (FTN) Safety and Amenities Improvement project. The reprogramming of funds will enable LTD to continue critical safety upgrades for the EmX system, including restriping, new signage, and red paint in high conflict areas. A number of amenities will also be included in this project. Providing a safe environment to access the bus and passenger amenities is critical to LTD's operations, as well as attracting ridership to the system. In addition to the reprogrammed funds, the Safety & Amenities Improvement Project had been programmed to receive \$1.6M in STBG funds for the same activities. The amended Safety & Amenities project reflects a grand total which includes the original amount (\$1.6M/STBG) moved to FY 24 from FY 25; and the reprogrammed amount (\$1.1M/CRP) from the Moving Ahead project.

**Action:** These changes are requested by Lane Transit District. CLMPO approved the original project scope(s) for inclusion in the TIP. Any changes must be approved by the MPO upon consideration of the federal requirements of [Title 23 U.S.C. 450.326](#). MPO approval signifies that this project is consistent with the [goals and objectives](#) of the MPO's Regional Transportation Plan and meets the federal requirements for inclusion in the TIP.

**Public review period:** May 17 – May 31, 2023

*MPC has authorized MPO staff to approve certain types of project changes. The following proposals were approved by MPO staff, or will be approved upon completion of the public review period (as necessary):*

**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. 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.

**Funding:** \$17,006,740.32 (Urban Surface Transportation Block Grant, Local)

**Proposed Changes:** Move \$300,000 of local overmatch from right of way phase to construction phase; move \$300,000 of federal funding (including match) from construction phase to right of way.

**Notes on Changes:** These changes are necessary administratively to deliver the right of way phase as scheduled.

**Action:** These changes are requested by City of Springfield after consulting with the MPO and ODOT liaison. CLMPO approved the original project scope for inclusion in the TIP. Any changes must be approved by the MPO upon consideration of the federal requirements of [Title 23 U.S.C. 450.326](#). MPO approval signifies that this project is consistent with the [goals and objectives](#) of the MPO's Regional Transportation Plan and meets the federal requirements for inclusion in the TIP.

**Public review period:** not required

**Project Name:** Safety and Amenity Treatments LTD 2025

**Applicant:** Lane Transit District

**STIP Key Number:** 23113

**Description:** Project will upgrade safety features and passenger amenities along Lane Transit District's frequent transit network, which hosts highest ridership stops. Some investments include real time information infrastructure, shelter or station improvements, transit signal priority, wayfinding signage, bicycle lockers, ADA improvements, ticket vending machines, and enhanced lighting. These investments will enhance comfort and increase transit ridership.

**Funding:** \$1,800,000 (Urban Surface Transportation Block Grant)

**Proposed Changes:** Advance project from FY 2025 to FY 2024.

**Notes on Changes:**

**Action:** These changes are requested by Lane Transit District. CLMPO approved the original project scope(s) for inclusion in the TIP. Any changes must be approved by the MPO upon consideration of the federal requirements of [Title 23 U.S.C. 450.326](#). MPO approval signifies that this project is consistent with the [goals and objectives](#) of the MPO's Regional Transportation Plan and meets the federal requirements for inclusion in the TIP.

**Public review period:** not required

**Project Name:** Virginia/Daisy Ave.: 32nd St. to Bob Straub Parkway (Springfield)

**Applicant:** Springfield

**STIP Key Number:** 22696

**Description:** Design and install various pedestrian and bicycle treatments consistent with a bicycle boulevard on Virginia Avenue/Daisy Avenue. These treatments include improvements to pedestrian crossings, speed bumps and adding bike lane pavement markings.

**Funding:** \$1,681,853 (Highway Safety Improvement Program)

**Proposed Changes:** Add \$168,185.30 local funding; Reduce federal amount by \$168,185.30

**Notes on Changes:** Project was programmed originally as 100% federally funded, but this was an error and the project requires 10% local match.

**Action:** These changes are requested by City of Springfield. CLMPO approved the original project scope(s) for inclusion in the TIP. Any changes must be approved by the MPO upon consideration of the federal requirements of [Title 23 U.S.C. 450.326](#). MPO approval signifies that this project is consistent with the [goals and objectives](#) of the MPO's Regional Transportation Plan and meets the federal requirements for inclusion in the TIP.

**Public review period:** not required

**Project Name:** Walking and biking network improvements (Springfield)

**Applicant:** Springfield

**STIP Key Number:** 22351

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

**Funding:** \$4,358,968.02 (Highway Infrastructure Program, Transportation Alternatives, Carbon Reduction Program, Congestion Mitigation & Air Quality)

**Proposed Changes:** Slip right of way from 2024 to 2025; slip utility relocation from 2024 to 2026; slip construction from 2025 to 2026

**Notes on Changes:**

**Action:** These changes are requested by City of Springfield. CLMPO approved the original project scope(s) for inclusion in the TIP. Any changes must be approved by the MPO upon consideration of the federal requirements of [Title 23 U.S.C. 450.326](#). MPO approval signifies that this project is consistent with the [goals and objectives](#) of the MPO's Regional Transportation Plan and meets the federal requirements for inclusion in the TIP.

**Public review period:** not required

**Project Name:** Virginia/Daisy Ave.: 32nd St. to Bob Straub Parkway (Springfield)

**Applicant:** Springfield

**STIP Key Number:** 22696

**Description:** Design and install various pedestrian and bicycle treatments consistent with a bicycle boulevard on Virginia Avenue/Daisy Avenue. These treatments include improvements to pedestrian crossings, speed bumps and adding bike lane pavement markings.

**Funding:** \$1,681,853 (Highway Safety Improvement Program)

**Proposed Changes:** Slip preliminary engineering from 2024 to 2025; slip right of way from 2025 to 2026

**Notes on Changes:**

**Action:** These changes are requested by City of Springfield. CLMPO approved the original project scope(s) for inclusion in the TIP. Any changes must be approved by the MPO upon consideration of the federal requirements of [Title 23 U.S.C. 450.326](#). MPO approval signifies that this project is consistent with the [goals and objectives](#) of the MPO's Regional Transportation Plan and meets the federal requirements for inclusion in the TIP.

**Public review period:** not required

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**Comments received:**

[none]