



MEETING NOTICE

MEETING:	METROPOLITAN POLICY COMMITTEE
DATE:	Thursday, May 2, 2024
TIME:	11:30 AM - 1:30 PM
LOCATION:	VIRTUAL: https://us06web.zoom.us/j/81691138037?pwd=ID9T52FflhRtTYJzjT_IYJbDNmJz0w.6T50758AnJFunnP6 Passcode: 663728 One tap mobile: +12532158782,,81691138037#,,,,*663728# Telephone: +1-253-215-8782 Webinar ID: 816 9113 8037 Passcode: 663728 Webcast: http://metrotv.ompnetwork.org/
CONTACT PERSON:	Paul Thompson, 541-682-4405, pthompson@lco.org

A G E N D A

1. WELCOME & INTRODUCTIONS
2. CALL TO ORDER
3. ADJUSTMENTS TO THE AGENDA/ANNOUNCEMENTS FROM MPC MEMBERS
4. COMMENTS FROM THE AUDIENCE
5. APPROVE April 4, 2024 MPC MEETING MINUTES
6. METROPOLITAN PLANNING ORGANIZATION (MPO) ISSUES
 - a. Draft FY25 Unified Planning Work Program (UPWP) Addendum (10 min)
Staff Contacts & Presenters: Ellen Currier, Paul Thompson, LCOG
Action Requested: Approve Resolution 2024-02 adopting Addendum and programming funds.
 - b. Regional Transportation Plan (RTP) Update: (45 min)
Public Engagement Plan and INVEST Sustainability Recommendations
Staff Contact & Presenter: Kelly Clarke, LCOG
Action Requested: None, information & discussion only.
 - c. Other MPO Information (10 min)
 - 1) ODOT Update
 - 2) TIP Project Changes (information only, see attached)

NEXT STEPS/AGENDA BUILD

UPCOMING MEETINGS:

June 6th – Virtual July – Tentative August – Tentative

-OVER-

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

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

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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.



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

April 4, 2024
11:30 a.m.

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

Brenda Moore, Paul Thompson, Dan Callister, Ellen Currier, Kelly Clarke, Delaney Thompson, Rachel Dorfman, Kate Wilson (Lane Council of Governments); Rob Inerfeld (City of Eugene); Sandy Belson (City of Springfield); John Marshall, Megan Winner (City of Coburg); Cassidy Mills (Lane County); Tom Schwetz (Lane Transit District); Brian Hurley (Oregon Department of Transportation); Patrick Wingard, Cody Meyer (Department of Land Conservation and Development); Tracy Lunsford, Ryan Farncomb (Parametrix); Tim Garner (MetroTV); Rob Zako (Better Eugene-Springfield Transportation).

WELCOME, CALL TO ORDER AND INTRODUCTIONS

Mr. Loveall welcomed those present and called the meeting to order. A quorum was established.

ADJUSTMENTS TO THE AGENDA/ANNOUNCEMENTS FROM MPC MEMBERS

Mr. Thompson announced that the Governor had placed the Oregon Department of Transportation's (ODOT) tolling policy on hold and therefore it is not on the agenda for discussion. The new federal greenhouse gas performance measures issued by the Federal Highways Administration (FHWA) in December, which required states and MPOs to establish targets and measures on a quick timeline had been vacated by federal judges in response to challenges by ~23 states. Staff was awaiting further word before proceeding further with work on the matter.

COMMENTS FROM THE AUDIENCE

Rob Zako, Better Eugene-Springfield Transportation (BEST) executive director, invited MPC members to attend the Better Ways Block party on May 19. Further information would be provided to the community-wide celebration.

APPROVE March 7, 2024, MPC MEETING MINUTES

Ms. Moore asked that her name be corrected in the list of attendees from Wilson to Moore.

Mr. Moe, seconded by Mr. Groves, moved to approve the March 7, 2024, meeting minutes as amended. The motion passed unanimously, 8:0.

METROPOLITAN PLANNING ORGANIZATION (MPO) ISSUES

Project Proposals for MPO Redistribution Funding

Mr. Loveall introduced the item and thanked Cassidy Mills for the information she had provided. He said the Transportation Planning Committee (TPC) had reviewed proposals for the redistributed federal Surface Transportation Block Grant (STBG) funds and recommended approval of the following projects:

- 8th Avenue Streetscape and Bikeway (Eugene)
- River Road at Irving Road/Hunsaker Lane (Eugene)
- Gilham Road: Ayers Road to Mirror Pond Way (Lane County)
- Low- or No-Emission Mini Street Sweeper Purchase

Mr. Callister said the unanticipated funds had to be utilized quickly and the recommended projects already had MPC support and were able to obligate the funds by the federal deadline. He said a public hearing and public comment period had not resulted in any comments regarding the projects.

Mr. Moe, seconded by Mr. Groves, moved to approve Resolution 2024-01, programming federal funds and amending the Transportation Improvement Program, The motion passed unanimously, 8:0.

Draft FY25 Unified Planning Work Program (UPWP) Addendum

Ms. Currier used a slide presentation to review the second year addendum to the FY24-25 UPWP. She said a majority of the work would be done in-house in collaboration with planning staff from MPO jurisdictions. She provided a brief overview of the following key products and activities:

- Data preparation and analysis for the Regional Transportation Plan (RTP)
- Performance-based planning
- Safety planning
- Metropolitan Transportation Improvement Program (MTIP) adjustments and amendments
- Participation in the Certified Local Agency program
- Finalize ETIP platform
- UPWP update
- Public Participation Plan (PPP) update
- Title VI Plan update
- Transportation system modeling and data maintenance
- Transportation Options
- Intergovernmental Collaboration
- Funding and Special Projects

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

Ms. Vinis joined the meeting at 11:54 a.m.

Draft Central Lane MPO Public Participation Plan (PPP)

Mr. Callister said the draft plan, a copy of which was included in the agenda materials, was an update to the PPP adopted in 2015. The purpose of the plan was to define a process for providing all stakeholders with a reasonable opportunity to be involved in the metropolitan transportation planning process in accordance with federal requirements. The draft did satisfy those requirements. He highlighted the following sections of the plan that had been changed:

- Policies 1.2 and 2.6 - modified in response to public input on access to meetings, including scheduling, location, methods for participating
- Policies 3.1 and 3.2 - less restrictive language related to when reviews and evaluations of the plan would occur, not to exceed four years
- Tools/products - addition of social media as a tool and resource

Mr. Callister also highlighted achievements such as creation of the Youth Advisory Council and ETIP interactive platform demonstrating how transportation funds were being spent in the region. He said the updated plan also addressed two corrective actions identified in a federal review of the PPP related to updating the plan and improved documentation of current public involvement procedures and coordination with other public agencies and tribal governments.

Mr. Callister said the public comment period for the draft PPP would end on May 12, with adoption planned for the June 2024 MPC meeting.

Mr. Groves asked how meetings were being noticed and what public outreach was occurring. He often heard from constituents about road projects and wondered why there was so little public participation at meetings. Mr. Callister the process for noticing was more rigorous when there was an action item on the agenda. The MPO had a distribution list of interested parties, including local print and broadcast media. The pandemic made public participation more difficult, but it also provided agencies with an opportunity to explore other tools for involving the community.

Mr. Groves hoped that future efforts would include better strategies and be more successful in connecting with ordinary citizens.

Ms. Vinis appreciated the PPP's opening quotation from Carleen Reilly, a longtime resident of the River Road neighborhood and advocate for transportation safety improvements who had attended MPC meetings for many years. Regarding the lack of community members at most MPC meetings, she pointed out that most documents coming before the committee were dense and technical and there was often too little time to fully digest the materials. She encouraged extending review times in order to give the public enough time to better understand the information. She expressed her appreciation for the Youth Advisory Council and noted that in the past there had been an adult Citizen Advisory Council (CAC), but that had been disbanded.

Mr. Thompson said the distribution list for meeting notices included a number of citizens who had expressed interest in receiving the full meeting agenda every month. The MPO would continue to improve noticing of meetings and agenda topics. A CAC was in existence for several years, but disbanded by the MPC because it felt it had become too burdensome to support and the composition of the group had changed over time from citizens reflective of the entire community to transportation advocates. The MPC could reconsider that decision if it wished.

Mr. Moe found the survey data fascinating and emphasized it was the job of elected officials to listen to citizens.

Mr. Loveall opened the public hearing.

Mr. Zako said that public participation was a two-way street. He would review the draft PPP and provide additional comments. He appreciated the MPC's concerns about more public involvement and establishing a better dialogue and sharing decisions and what they meant. The public was interested in how money was being spent and being able to access that information in an easy and detailed way. While project information was available at the time decisions were made, it was not available later.

There being no one else wishing to speak, Mr. Loveall closed the public hearing. He noted that the plan would be on the June meeting agenda.

Regional Transportation Plan (RTP) Update

Ms. Clarke provided an overview of the RTP update process and information included in the agenda materials. She said the RTP was a foundational plan and required to be updated every four years. The next update was due in January 2026. She acknowledged the need for adequate time for MPC members and the public to review documents during the process and robust public outreach efforts. The current RTP had a 2020 base and 2045 horizon year. It was a fiscally constrained plan and established a performance-based planning and programming framework. She reviewed the seven chapters contained in the plan and appendices. Goals, informed by public feedback and included in the plan were:

- Transportation choices
- Safety, security and resiliency
- Healthy people environment
- Equity
- Economic vitality
- Reliability and efficiency
- System asset preservation

Ms. Clarke said that performance-based planning and programming were intended to assure that goals were tied to investments and progress was measured toward meeting those goals over time. Strengthening that connection would be part of the update process. Update of the congestion management process would also occur. The congestion management process included strategies to improve transportation system performance and mobility by reducing the adverse impacts of vehicle congestion on the movement of people and goods. She said the MPO would engage in some voluntary evaluations associated with the RTP, including Infrastructure Voluntary Evaluation Sustainability Tool to determine how well the RTP reflected and incorporated the triple bottom line of environmental, economic and social principles of sustainability. Collaboration with Lane County Public Health would explore ways to incorporate health into the plan.

Ms. Currier said the previous RTP update process conducted a travel benefits and barriers survey and would again be used to identify what people experienced when traveling in the region. She reviewed a variety of events and activities used for public outreach and engagement in the past and planned enhancements for the current process. Partnerships with community-based organizations would also assist staff in reaching different segments of the community. Ways to better document the vetting process for projects at the local level before they were incorporated in the RTP were also being developed.

Ms. Clarke reviewed the process timeline, work to date and next steps. She said adoption of the RTP was scheduled for November 2025.

Ms. Vinis commended the triple bottom line approach and efforts to improve public engagement during the update process. She asked for regular reports to the MPC as update work continued.

Mr. Thompson emphasized the focus on a more in-depth and engaged RTP process. He said the triple bottom line tool would be very helpful in achieving that.

Mr. VanGordon said it was important to maintain a balance between the original nature of the RTP and allowing local jurisdiction establish and pursue their own priorities.

Mr. Thompson appreciated Mr. VanGordon's perspective. He said federal requirements for MPOs around the country did not anticipate the state planning and land use framework that existed in Oregon, which gave authority to local jurisdictions.

Mr. Loveall thanked Ms. Carrier for reminding the MPC that most projects had public input prior to coming before the MPC.

Other MPO Information

- **ODOT Update**— Mr. Johnston reported on a presentation from the Port of Coos Bay at the March 13 Lane ACT meeting. The presentation described planned improvements at the port and planned applications for grants to support the projects. The port was successful in receiving \$20 million in federal funds last year to rehabilitate 15 bridges along the rail line connecting Coos Bay to Eugene. The Lane ACT would be reviewing applications for the next round of ConnectOregon funding.
- **Transportation Improvement Program (TIP) Project Changes**—There were no questions.

METROPOLITAN TRANSPORTATION ISSUES

Climate Friendly Equitable Communities (CFEC) Update

Consultants and agency staff involved assuring the MPO met the regional transportation scenario requirements for CFEC introduced themselves: Brian Hurley (Oregon Department of Transportation); Patrick Wingard, Cody Meyer (Department of Lane Conservation and Development); Tracy Lunsford, Ryan Farncomb (Parametrix).

Mr. Farncomb provided an overview of the work done to assure the MPO reached greenhouse gas reduction goals established by the state. Outcomes of the work would include:

- Updating the 2015 preferred scenario to reflect current plans and policies
- Develop and track performance measures to track progress towards emissions reduction targets
- Add implementation chapter to the preferred scenario
- Incorporate transportation system and comprehensive plans of MPO jurisdictions in the preferred scenario update

Mr. Farncomb said a major report was due in the year the region adopted an updated RTP, with a minor report due annually. He reviewed the update work schedule and touch points with the MPC during that process, with work intended to be completed within the calendar year 2024. He highlighted the role of the MPC in the CFEC governance strategy, which included three components:

- Performance measures and targets
- Implementation of the Central Lane scenario planning implementation
- Corrective actions

Regarding touch points with the MPC, Mr. VanGordon said the schedule was aggressive and it was difficult at this time to know if those were sufficient, given the complexity of the issues. Mr. Farncomb said it was definitely possible to include more touch points with the MPC.

Mr. Hurley agreed the schedule was aggressive and more interactions with the MPC could be included, but it was based on the desired end date submitted by jurisdictions to DLCD for decision-making related to performance measures. The performance measures needed to be reported to DLCD and incorporated into

any expected updates to local transportation system plans so the work needed to be completed in order to continue moving forward with implementation at the local level.

Ms. Lunsford said one of the main tasks was to develop performance measures and emissions reduction targets. There were no specific required performance measures or mandated number of measures, but they had to be aligned with the preferred scenario strategies. The goal was a comprehensive set of performance measures that contributed to demonstrating progress toward goals. The current scenario included a number of strategies across the following areas:

- Transit
- Parking management
- Education and marketing
- Active transportation
- Fleet and Fuels
- Pricing
- Roads

Ms. Lunsford said characteristics of good performance measures included measurability, leverage readily available data, align with existing data analysis efforts, related to strategies and overall desired outcomes in the preferred scenario, and understandable to a broad audience. She described the resources that would be used in developing a set of measures for the MPO, including measures in the RTP. Next steps would include updating the planning model, considering performance measure options with the project management team composed of staff from all jurisdictions, and developing targets. A report on work to date would be presented to the MPC in June.

Mr. VanGordon asked if consideration of a performance measure included evaluation of the cost associated with tracking progress. Ms. Lunsford said an assessment of effort work include cost, staff time and capability.

Mr. VanGordon cautioned against confusing correlation with causation and celebrating progress when little had been achieved.

Ms. Vinis remarked that Lane Transit District (LTD) was undergoing a re-envisioning process and asked what role it would play in scenario planning.

Mr. Schwetz indicated that LTD was re-imagining the ride and exploring a mobility management role for itself. He said LTD saw itself playing a key role in some of the solutions for transportation in the future related to CFEC. Transit would be a key partner in regions around the state in identifying alternatives. As an example, he said LTD was launching a pilot bikeshare project in downtown Springfield to help people make climate-friendly connection.

Mr. Moe said more transit, faster buses and service in outlying areas was needed.

Mr. Loveall agreed with Mr. VanGordon's remarks about the complexity of the issues and challenges to measuring progress.

Next Meeting/Agenda Build—May 2 - Virtual, June 6 - Virtual, July - tentative

Mr. Groves asked that the seismic integrity of infrastructure be a future agenda item. He noted that it was necessary to travel over or under overpasses now in order to get to a hospital from Eugene. The MPC

should consider what was needed and whether prioritization was necessary. Mr. Thompson said staff was exploring resiliency issues.

Other agenda items included: UPWP adoption, area priorities as the Lane ACT list of county-wide priorities was not priorities, and ODOT seismic vulnerability report. A Cable Commission meeting was also possible.

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

(Recorded by Lynn Taylor)



April 22, 2024

To: Metropolitan Policy Committee
From: Ellen Currier, Principal Planner LCOG
Subject: MPC 6.a: Unified Planning Work Program Addendum

Action Recommended: Approve Resolution 2024-02 adopting Addendum and programming funds

UPWP Background

Each year, the partner agencies of the MPO work with the Oregon Department of Transportation (ODOT), the Federal Highway Administration, and the Federal Transit Administration to update and adopt a Unified Planning Work Program (UPWP) for transportation planning that covers a two-year period. The MPO updates this plan with an interim addendum the following year that identifies any changes to the work plan.

The UPWP for Fiscal Years 2024 and 2025 contains the following:

- Planning tasks in seven program areas authorized over the two-year period.
- Federally funded studies and all relevant state and local planning activities related to integrated transportation planning conducted without federal funds.
- Funding sources for each program area; and
- The agency or agencies responsible for each task or study.

The changes and updates to the UPWP included in this addendum are as follows:

- Updated Certification Review Findings from September 28, 2023.
- Updated Planning Project products and timelines
- Special Project review and updates.

The attached Unified Planning Work Program Addendum describes the MPO work plan and action items that are anticipated to occur within FY2025, and estimated timelines. The UPWP Addendum outlines the funding of those activities in FY2025.

Funding

The adoption of the UPWP also programs fiscal year 2025 Surface Transportation Block Grant (STBG) and Transportation Alternatives (TA) funding for the following programs.

1. STBG Regional Planning - \$813,552
2. STBG Regional TDM - \$334,336
3. TA and STBG SRTS- \$408,057
4. STBG e-tip licensing- \$21,366

Developing the UPWP

Staff and the partner agencies have been developing the UPWP addendum over the past few months. This work combined the results of ongoing MPO activities and discussions with partner agencies.

Federal Highway Administration, Federal Transit Administration, and ODOT staff provided their annual review of the draft UPWP addendum on February 29, 2024 at a meeting with local transportation planning staff. From the comments received at this review, staff prepared the final UPWP included as Attachment 2. No additional comments were received during the public comment period.

Requested Actions: Approve Resolution 2024-02 adopting Addendum and programming funds

Attachments:

- 1) Resolution 2024-02
- 2) Draft UPWP Addendum

RESOLUTION 2024-02

**ADOPTING THE ADDENDUM TO THE CENTRAL LANE METROPOLITAN PLANNING ORGANIZATION FY24/FY25 UNIFIED PLANNING WORK PROGRAM (UPWP)
and
PROGRAMMING FY2025 SURFACE TRANSPORTATION BLOCK GRANT FUNDING**

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

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

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

WHEREAS, the Central Lane Metropolitan Planning Organization has developed an addendum to the FY2024/2025 Unified Planning Work Program, in coordination with the United States Department of Transportation (USDOT) and the Oregon Department of Transportation (ODOT); and

WHEREAS, the Unified Planning Work Program addendum has been reviewed and is found to conform to all federal and state planning regulations and to reflect the priorities, scope of work, and level of effort desired for regional transportation planning for FY2024 and FY2025; and

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

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

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

NOW, THEREFORE, BE IT RESOLVED:

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

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

PASSED AND APPROVED THIS 2nd DAY OF MAY, 2024, BY THE METROPOLITAN POLICY COMMITTEE.

ATTEST:

David Loveall, Chair
Metropolitan Policy Committee

Brendalee Moore, Executive Director
Lane Council of Governments



DRAFT

UPWP

Unified Planning Work Program
Interim Review and Update

ADDENDUM TO THE UPWP

May 2024

Prepared by:
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DRAFT

May 2024

Acknowledgements

LOCAL AGENCIES

Lane Council of Governments
City of Eugene
City of Springfield
City of Coburg
Lane County
Lane Transit District
Lane Regional Air Protection Agency

STATE AND FEDERAL AGENCIES

Oregon Department of Transportation
Federal Highway Administration
Federal Transit Administration

METROPOLITAN POLICY COMMITTEE (MPC)

David Loveall, Lane County Commissioner
Pat Farr, Lane County Commissioner
Nancy Bell, City of Coburg Mayor
Sean VanGordon, City of Springfield Mayor
Steve Moe, City of Springfield Councilor
Lucy Vinis, City of Eugene Mayor
Randy Groves, City of Eugene City Councilor
Kelly Sutherland, Lane Transit District Board Member
Susan Cox, Lane Transit District Board Member
Vidal Francis, Oregon Department of Transportation

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Section I: Overview of the UPWP

INTRODUCTION

The Unified Planning Work Program (UPWP) is a federally required document describing the transportation planning activities to be undertaken in the Central Lane metropolitan area for a specific fiscal year or years. Development of the UPWP provides local agencies with an opportunity to identify transportation needs, objectives and products. The UPWP sets priorities for regional transportation planning activities that are responsive to the goals set by the Regional Transportation Plan (RTP), and the federal mandates of the current transportation funding bill within the guidelines set by the U.S. Department of Transportation.

In May 2023, the Central Lane Metropolitan Planning Organization (the MPO) adopted a UPWP covering a two-year period. The UPWP for Fiscal Years 2024 and 2025 contains the following:

- Planning tasks in seven program areas authorized over the two-year period.
- Federally funded studies and all relevant state and local planning activities related to integrated transportation planning conducted without federal funds.
- Funding sources for each program area; and
- The agency or agencies responsible for each task or study.

The preparation of this report was financed in part by the U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration. The opinions, findings and conclusions expressed in this report are not necessarily those of the U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration.

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UPDATES TO THE ADOPTED UPWP

The following addendum to the adopted 2024 and 2025 UPWP describes changes to action items, additional action items that are anticipated to occur within FY 2025 and revisions to estimated timelines, as needed. The remaining work items outlined in the adopted UPWP are proposed to remain as adopted, unless otherwise modified herein. The adopted UPWP can be found at <http://www.thempo.org/359/Our-Work-Plan>.

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STATUS OF PLANNING DOCUMENTS

LCOG develops and maintains several federally mandated planning documents that guide regional work and investments. The plans, their current status and next update are:

LCOG Planning Documents	Current Status	Next Update
Unified Planning Work Program	FY 24-25 Adopted May 2023	FY24-25 UPWP addendum (this document, anticipated adoption May 2024)
Regional Transportation Plan and Air Quality Conformity Determination	Reviewed by MPC November and December 2021. Adopted January 2022.	Anticipated Adoption November 2025
Regional ITS Operations and Implementation Plan	Approved July 2021	2031 (10-year update schedule, per ODOT's guidance)
Title VI Plan	Approved November 2022 Annual Report October 2023	Next update will be in August 2025. Annual report October 2024.
Annual Listing of Obligated Projects	Adopted January 2023	Annually December or January of each year
Transportation Safety Action Plan	Approved April 6, 2017,	To be updated in 2024/25
Public Participation Plan	Approved October 1, 2015.	Anticipated Adoption March 2024
Metropolitan Transportation Improvement Program and Air Quality Conformity Determination	FY24-27 MTIP adopted May 2023. AQCD adopted May 2023.	FY27-30 MTIP anticipated in 2026
Regional Transportation Options Plan	This plan has been integrated into the RTP and CMP and will be retired. RTP/CMP Adopted January 2022.	None.
Transportation Management Association Certification Review	Final Report received September 28, 2023	Next Review expected 2027

FEDERAL CERTIFICATION

The MPO received its MPO Certification Review Final Report in September 28, 2023. This certification will remain in effect for a period of four years. The MPO, ODOT, and FHWA will be incorporating these corrections and recommendations into the CLMPO program. The following table lists corrective actions, recommendations, and commendations from the 2023 report.

Summary of 2023 CLMPO Planning Certification Review Planning Topic	Corrective Actions / Recommendations/ Commendations	Action Plan
Metropolitan Transportation Plan (MTP) – 23 CFR 450.324	<p>Corrective Actions None</p> <p>Recommendations</p> <ul style="list-style-type: none"> • The Federal Review Team recommends additional attention to re-enforcing the connection among plan goals, objectives, performance measures and project identification as part of the next RTP update. • The Federal Review Team recommends additional RTP financial plan improvements to include: <ol style="list-style-type: none"> 1) Expand detail on revenue assumptions to cover M&O costs and integrate the analysis with capital projects to reflect all regional transportation investments in summarizing fiscal constraint. 2) Provide more detail and justification on how the year of expenditure rate(s) were established for the short and long-term. 3) Include additional discussion on advancing policy options to address funding shortfall and discuss consequences of not covering unfunded project needs. <p>Commendations</p> <ul style="list-style-type: none"> • 2045 RTP document is well written and formatted to communicate a significant amount of information and data to a broad audience. The use of icons to demonstrate the connection to plan goals throughout the document was a particularly effective way to orient the reader. 	The CLMPO is currently updating the MTP and will work with staff and policy board members to address the recommendations from the federal review team. The project team will place particular focus on articulating revenue assumptions and robust policy discussion around addressing funding gaps to meet regional planning goals.

<p>Interested Parties, Participation, and Consultation – 23 CFR 450.316</p>	<p>Corrective Actions To meet the requirements of 23 CFR 450.316, CLMPO must update the 2015 Public Participation Plan (PPP) by January 2025 to specifically address the following requirements:</p> <ul style="list-style-type: none"> • Per 23 CFR 450.316(1), revise procedures to more accurately document current public involvement procedures that will be used as part of the 2050 RTP as well as other public processes. These procedures must be reviewed periodically to ensure they remain current and result in an effective and open public process. • Per 23 CFR 450.316(d), include procedures in the PPP for involving and consulting with federal land management agencies, that manage land in the MPA, in the development of the RTP and TIP. <p>Recommendations</p> <ul style="list-style-type: none"> • The Federal Team recommends that, although no tribal lands are located within the metropolitan planning area, CLMPO should expand documentation of the process to coordinate with tribal governments. <p>Commendations</p> <ul style="list-style-type: none"> • The Federal Review Team found that CLMPO uses effective public involvement practices, especially outreach to marginalized groups and young people via the Lane Youth Transportation Advisory Council. This is particularly commendable given that the RTP public input process needed to address limitations imposed by the COVID pandemic. 	<p>CLMPO is in the process of updating the Public Participation Plan and anticipates adoption by the end of fiscal year 2024. This plan update includes.</p> <ol style="list-style-type: none"> 1) documentation of updated outreach procedures that have been implemented since 2020. 2) Additional documentation and planning to address coordination and consultation with impacted federal agencies. <p>CLMPO will address and include recommendations as time and scope allow.</p>
<p>Congestion Management Process – 23 CFR 450.322</p>	<p>Corrective Actions To fully meet the requirements of 23 CFR 450.322, CLMPO must update the CMP by January 2026 to specifically address the following requirements:</p> <ul style="list-style-type: none"> • Per 23 CFR 450.322(d)(5), document an implementation schedule including responsibilities for advancing CMP strategies and establish a link between the CMP, the RTP, and the TIP project prioritization and funding processes. • Per 23 CFR 450.322(d)(6), develop and implement a process for periodic assessment of the effectiveness of CMP strategies to achieve system-level effectiveness and ensure implemented strategies are addressing congestion as intended. <p>Recommendations</p>	<p>The CLMPO is beginning the procurement process in FY24, Q3 for consultant service to support development of the CMP. This update will include federal requirements in the project scope to ensure the corrective actions are addressed and resolved.</p> <p>CLMPO will address and include recommendations as time and scope allow.</p>

	<p>The Federal Review Team recommends that CLMPO continue to update the CMP, including:</p> <ul style="list-style-type: none"> • Expand definitions of key terms such as ‘travel time reliability’ and other transportation system data description terms, • Describe how selected CMP strategies are chosen in impact corridors, and • Use more modal ‘quality of service’ measures, such as transit, bike, and pedestrian. <p>Commendations None</p>	
<p>Transportation Improvement Program (TIP) – 23 CFR 450.326</p>	<p>Corrective Actions None</p> <p>Recommendations</p> <ul style="list-style-type: none"> • The Federal Team recommends that the CLMPO MTIP provide better documentation of revenue assumptions in the financial plan, including more detail on M&O costs and revenues, how the year-of-expenditure (YOE) rate was determined, and funding amounts by year for specific federal, state, and local funding sources. • The Federal Team recommends that CLMPO continue to establish a close connection between performance objectives, federal performance measure targets, and project prioritization as part of each new MTIP update. <p>Commendations None</p>	<p>CLMPO will address and include recommendations as time and scope allow.</p>
<p>Performance Based Planning and Programming – 23 CFR 450.306, 314, 324, 326</p>	<p>Corrective Actions None</p> <p>Recommendations</p> <ul style="list-style-type: none"> • The Federal Team recommends that CLMPO, as part of the next RTP update, develop a system performance report evaluating the condition and performance of the transportation system with respect to the performance targets, including progress achieved in comparison to baseline data and how changes in regional policies and investments have impacted achievement of performance targets. • The Federal Team recommends additional improvements to fully develop the performance-based planning and programming element as part of the next 	<p>CLMPO will address and include recommendations as time and scope allow.</p>

	<p>RTP update and new TIP, including more closely linking performance targets with investment priorities.</p> <p>Commendations None</p>	
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Process to Resolve Corrective Actions

The certification process provided clarification on the processes and procedures the resolution of corrective actions. FHWA and FTA will work closely with CLMPO, ODOT, and LTD to ensure expectations are understood, provide stewardship and technical assistance, and to assist in establishing a framework for the resolution of corrective actions and recommendations. CLMPO will ensure corrective actions are resolved by the due date identified in this certification report. This process includes:

- CLMPO develops a plan of action to include in their Unified Planning Work Program (UPWP) to address corrective actions by the due dates specified in this report.
- CLMPO forms a certification action team composed of local, state, and Federal partners, to assist in the successful resolution of corrective actions.
- ODOT monitors the achievement of the action plan and ensures CLMPO sufficiently addresses compliance issues by the identified deadline.
- ODOT sends a letter to FHWA and FTA indicating recommendation to close out the corrective actions.

Section II.

UPWP WORK ELEMENTS

A. Regional Transportation Plan and Long-Range Planning

Action Items

- Begin procurement process for consultant services to support plan development.
- Continue model and data development.
- Form Project Technical Advisory Committee.
- FHWA INVEST Tool development.

1. Regional Intelligent Transportation System (ITS) Plan

The Regional ITS plan was adopted in July 2021. Per ODOT's guidance, this plan will not be updated until 2031. The MPO will continue implementation of this plan during FY25.

2. Performance Based Planning and Programming

- The MPO will work with ODOT and FHWA to adopt the *Assessing Performance of the National Highway System, Greenhouse Gas Emissions Measure*.

3. Safety Planning

- The MPO will begin work to update data and analysis for Transportation Safety Action Plan.
- Continue coordination with Springfield safety planning work.

4. Major Facility Studies (no change from adopted UPWP)

5. Active Transportation Plan

- Draft scope for Active Transportation Plan as identified in adopted RTP.
- Begin Data Collection Phase for Active Transportation Plan

B. Programming and Implementation

Action Items

- a. **State Transportation Improvement Program (STIP) (No change from Adopted UPWP)**
- b. **Metropolitan Transportation Improvement Program (MTIP)**
 - Implementation of eTIP platform
- c. **Surface Transportation Block Grant Program Sub-allocation for Urbanized Areas (STBG-U) and other federal funds**
 - Work with local agencies and ODOT to program reallocation funds.
- d. **Unified Planning Work Program (UPWP) (amendment in process)**

e. Planning Emphasis Area Updates

- Continue to incorporate updated 2021 Planning Emphasis Areas into appropriate plans and programs. Document Planning Emphasis Areas in CLMPO planning documents as they are updated.
- Tackling the Climate Crisis, Transition to a Clean Energy Resilient Future
- Equity and Justice40 in Transportation Planning
- Complete Streets
- Public Involvement
- Strategic High Network (STRAHNET)/US Department of Defense Coordination
- Federal Land Management Agency (FLMA) Coordination
- Planning and Environmental Linkages
- Data in Transportation Planning

C. Public Participation

1. Public Participation Program Refinement

FY25

- Finalize and adopt new Public Participation Plan.

2. Americans with Disabilities Act (ADA) of 1990 (No change to this section)

3. Title VI Program

FY25

- Incorporate Planning Emphasis Area Equity and Justice40

D. Air Quality Planning (No change from adopted UPWP)

E. Transportation System Modeling and Data Maintenance

Revised Action Items:

RTP TRAVEL MODEL UPDATE AND IMPLEMENTATION

- The MPO begin transitioning modeling software from Emme to PTV Visum

F. Transportation Options

FY25

- GetThere campaign marketing materials and database maintenance. Implement statewide work on CarFree Oregon campaign.
- Continue development of regional large employer outreach campaign in collaboration with ODOT TO.

G. Intergovernmental Coordination

NOTE: No changes to this section.

DRAFT

Section III: Funding
FY 2025 FUNDING

DRAFT - SUBJECT TO CHANGE
 Central Lane MPO
 Unified Planning Work Program
 FY 2025 Funding

	SOURCE OF FUNDS										
	1	2	3a	3b	3c	4	5				
	FTA Sec 5303	LTD 5303 Match	FHWA PL	ODOT match for FHWA PL	FY 2025 2.5% SATO Set-Aside	Central Lane MPO STBG/TA	Local Match	UPWP Total			
Core Work Elements											
A	\$ 19,327	\$ 2,212	\$ 100,897	\$ 11,548		\$ 300,000	\$ 34,338	\$ 468,322			
B	\$ 23,192	\$ 2,654	\$ 38,807	\$ 4,442		\$ 50,000	\$ 5,723	\$ 124,818			
C	\$ 23,192	\$ 2,654	\$ 69,852	\$ 7,995		\$ 50,000	\$ 5,723	\$ 159,416			
D	\$ 11,596	\$ 1,327	\$ 15,523	\$ 1,777		\$ 20,000	\$ 2,289	\$ 52,512			
E	\$ 19,327	\$ 2,212	\$ 155,226	\$ 17,766		\$ 80,000	\$ 9,156	\$ 283,688			
F	\$ 12,895	\$ 1,476	\$ 31,045	\$ 3,553	\$ 16,330	\$ 90,000	\$ 10,301	\$ 165,600			
G	\$ 28,990	\$ 3,318	\$ 158,952	\$ 18,193		\$ 250,000	\$ 28,613	\$ 488,066			
H			\$ 22,433	\$ 2,568		\$ 70,000	\$ 8,012	\$ 103,012			
Regional Funds											
I						\$ 230,000	\$ 26,324	\$ 256,324			
J						\$ 300,000	\$ 34,336	\$ 334,336			
K						\$ 360,000	\$ 41,203	\$ 401,203			
L						\$ 19,172	\$ 2,194	\$ 21,366			
Discrete Projects											
M								\$ -			
N						\$ 30,000	\$ 3,434	\$ 33,434			
O						\$ 30,000	\$ 3,434	\$ 33,434			
P	\$ 50,000	\$ 5,723						\$ 55,723			
Q	\$ 20,000	\$ 2,289	\$ 17,946	\$ 2,054		\$ 30,000	\$ 3,434	\$ 75,723			
TOTALS	\$ 208,520	\$ 23,856	\$ 610,680	\$ 69,895	\$ 16,330	\$ 1,909,172	\$ 218,512	\$ 3,056,976			

Funding amounts are estimates only, based on anticipated amounts.

* Tentative

1. These costs are for anticipated one-time requests from MPO partners for additional planning assistance from MPO staff. SATO: Safe & Accessible Transportation Options. Funding set-aside off of the top of the MPO's PL funds.

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Appendices

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Appendix A: Special Projects

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

Mobility Management Strategy

New technologies and trends are changing the way that residents of the region travel. These include transportation network companies, dockless bike share, dockless scooters, microtransit, and other micromobility solutions. The Mobility Management Strategy will allow LTD to better understand how it can provide mobility to district residents as these technologies continue to develop and emerge. LTD will be able to determine its role as a mobility manager in the region and which technologies and modes make sense for LTD to pursue.

Lead Agency: LTD

Partner Agencies: Lane County, City of Eugene, City of Springfield, ODOT, LCOG

Current Status: Underway

Estimated Completion: TBD

Estimated Project Cost: \$350,000

Funding Source: STIF

Comprehensive Operations Analysis (COA)

The COA will involve a comprehensive assessment of LTD's range of mobility services. The primary objective of the project is to conduct a detailed assessment of transit performance across a range of factors (e.g., ridership, passenger miles traveled, on time performance). In addition, the analysis will consider changes in local and regional travel demand patterns, strategies to increase ridership and improve farebox recovery, and identify opportunities and challenges offered by new mobility options.

Lead Agency: LTD

Partner Agencies: ODOT, City of Springfield, City of Eugene, Lane County, ODOT, LCOG

Current Status: Project initiates in September 2022

Estimated Completion: 2025

Estimated Project Cost: \$745,000

Funding Source: Local

RideSource Operations Analysis

The RideSource Call Center (RSCC) has experienced significant changes in programs and models over the past 10 years. This comprehensive look includes a cost/benefit analysis, and recommendations of how LTD can best use its resources to provide value to our community to ensure we are moving forward strategically and intentionally.

Lead Agency: LTD

Partner Agencies: ODOT, Cities of Springfield, Eugene, Florence Lane County, LCOG

Current Status: Scoping

Estimated Completion: 2024

Estimated Project Cost: \$200,000

Funding Source: Local

Moving Ahead

This project is a partnership between the City of Eugene and Lane Transit District to make five major corridors safer and more accessible for people walking, biking, using a mobility device and/or riding the bus. Eugene City Council and LTD's Board of Directors adopted a Locally Preferred Alternative which includes Enhanced Corridor investments along Highway 99, Coburg Road, and Martin Luther King Jr., Boulevard, and EmX investments on River Road. Next steps include implementation planning, identifying the most appropriate funding sources, and design refinement with community engagement.

Lead Agencies: City of Eugene, LTD

Partner Agencies: ODOT, Lane County, LCOG

Current Status: In progress

Estimated Completion: 2025

Estimated Project Cost: TBD

Funding Source: STP-U, Carbon Reduction Program

Lane Transit District FY2025-FY2027 Strategic Business Plan

LTD's Strategic Business Plan (SBP) bridges LTD's mission, vision, and values to our day-to-day operations. This agency-wide collaborative effort will help us focus on the most important outcomes to deliver and guide the agency over a three-year period. The SBP is updated on a 3-year cycle.

Lead Agency: Lane Transit District

Partner Agencies: Partner Agencies within the district

Current Status: Currently in Scoping.

Estimated Completion: 2024

Estimated Project Cost: \$250,000

Funding Source: Local

LTD Community Outreach and Communications Assessment

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

Lead Agency: Lane Transit District

Partner Agencies: Partner Agencies within the district

Current Status: Currently in Procurement

Estimated Completion: TBD

Estimated Project Cost: \$250,000

Funding Source: Local

8th Avenue Streetscape and Bikeway

From High Street to Lincoln Street, 8th Avenue is currently a one-way westbound street with a striped bike lane. This project will convert 8th Avenue to two-way street and add protected bike lanes from Lincoln Street to Mill Street (one block east of High Street).

Lead Agency: City of Eugene

Partner Agencies:

Current Status: Under construction

Estimated Completion: 2024

Estimated Project Cost: \$8,800,000

Funding Source: CMAQ, STBG, Transportation SDCs, local street bond, local share of state gas tax revenue

Lincoln St: 5th Ave – 13th Ave (Eugene)

Construct separated two-way bicycle facility on Lincoln Street between 5th Avenue and 13th Avenue with dedicated bike signals.

Lead Agency: City of Eugene

Partner Agencies:

Current Status: Project scoping

Estimated Completion: 2026

Estimated Project Cost: \$900,000 - \$1,000,000

Funding Source: Highway Safety Improvement Program, CMAQ, Transportation SDCs

Division Ave Intersection Efficiencies (Eugene)

This project includes the conceptual design phase of safety improvements to Division Avenue (between River Rd and around 400 feet SE of Lone Oak). Safety improvements are scoped to include: 2-3 roundabouts, protected bike facilities, and enhanced pedestrian crossings.

Lead Agency: City of Eugene

Partner Agencies:

Current Status: Planning

Estimated Completion: 2024

Estimated Project Cost: \$50,000

Funding Source: STBG

18th Avenue at Hilyard (Eugene)

Intersection improvements at 18th Avenue and Hilyard Street, including adding a bicycle-only signal phase, replacing ADA ramps, and striping improvements to promote safer travel for all modes.

Lead Agency: City of Eugene

Partner Agencies:

Current Status: Active Design

Estimated Completion: 2025

Estimated Project Cost: \$650,000

Funding Source: Surface Transportation Block Grant Program (STBG), local share of state gas tax revenue

West Bank Path Extension (Eugene)

Extend West Bank shared-use path north from Hunsaker St. To Admiral St., add sidewalk to Admiral St., enhance crossings at River Loop and Wilkes Dr.

Lead Agency: City of Eugene

Partner Agencies:

Current Status: Planning

Estimated Completion: 2025

Estimated Project Cost: \$2,000,000

Funding Source: CMAQ, Transportation SDCs

Bailey Hill Rd and Bertelsen Rd Roundabout (Eugene)

Construct a roundabout with bike and pedestrian facilities at the intersection of Bailey Hill Rd. And Bertelsen Rd.

Lead Agency: City of Eugene

Partner Agencies:

Current Status: Preliminary Engineering

Estimated Completion: 2027

Estimated Project Cost: \$1,500,000

Funding Source: Highway Safety Improvement Program, STBG, local share of state gas tax revenue

Berkeley Park Path (Eugene)

Construct a shared-use path through Berkeley Park connecting Wilson Street to the Fern Ridge Path. The path will help improve access and safety for people walking and biking through the area.

Lead Agency: City of Eugene

Partner Agencies:

Current Status: Project Scoping

Estimated Completion: 2027

Estimated Project Cost: \$500,000 - \$600,000

Funding Source: Community Paths grant program, Transportation SDCs

N Coburg Industrial Way (Coburg)

Construct separated multi-use path from Sarah Lane Connector to Trail's End Park. 2" ACP inlay of N Coburg Industrial Way.

Lead Agency: City of Eugene

Partner Agencies: City of Coburg

Current Status: Engineering

Estimated Completion: 2025

Estimated Project Cost: \$900,000 - \$1,100,000

Funding Source: TBD

Maxwell Road and Prairie Road (Eugene)

This project will construct ADA access ramps, pedestrian countdown timers and APS, 6-foot-wide sidewalks, and crosswalks. Sidewalks will be extended on the south side of Maxwell Road from the bridge over the Union Pacific Railroad west to Prairie Road where an existing pedestrian crossing is available for people to access Prairie Road. Sidewalks will be added to Prairie Road from Maxwell Road to OR-99 and improved crossings will be developed at OR-99.

Lead Agency: City of Eugene

Partner Agencies: Lane County, ODOT Rail

Current Status: Preliminary Engineering/Right-of-Way

Estimated Completion: 2024

Estimated Project Cost: \$2,857,000

Funding Source: STBG, ODOT Rail Safety Funds, Transportation SDCs

City of Eugene Signal Improvements (Eugene)

Upgrade traffic signals at multiple intersections to improve traffic flow and vehicle safety.

Lead Agency: City of Eugene

Partner Agencies: ODOT

Current Status: Engineering

Estimated Completion: 2024

Estimated Project Cost: \$1,000,000 - \$1,200,000

Funding Source: Federal Highway Administration (FHWA), ODOT ARTS Program

Hunsaker Lane: Daffodil Ct to Taito St (Eugene)

This project will reconstruct Hunsaker Lane from approximately 500 feet east of River Road to Taito Street. Improvements will include adding curb, gutter, and sidewalk to both the north and south sides of the roadway. The roadway will be 34 feet wide to accommodate two travel lanes (one in each direction) and buffered bike lanes. This project will also include storm sewer improvements to an existing drainage ditch between Summer Lane and Yvonne.

Lead Agency: City of Eugene

Partner Agencies: Lane County

Current Status: Preliminary Engineering

Estimated Completion: 2025

Estimated Project Cost: \$3,283,000

Funding Source: CMAQ, Transportation SDCs

River Rd at Irving Rd (Eugene)

This Safety project will address crashes at the intersection area of River Rd. at Irving Rd. in Eugene. The project area extends approximately 500 feet in distance east and west of the River Rd. and Irving Rd. intersection. At the River Rd. /Irving Rd. intersection, the roadway to the west is named Irving Rd., and to the east, the name changes to Hunsaker Ln. The project will widen the roadway equally on Irving Rd./Hunsaker Ln. to add bike lanes and left turn lanes. The project will relocate or add sidewalk as needed. All signal poles at the intersection will be relocated back and out of the way along with any associated cabinets. Signal hardware will be upgraded along with phasing modifications and the addition of reflectorized back plates. A water quality treatment swale is proposed at the southeast quadrant of the intersection.

Lead Agency: City of Eugene

Partner Agencies: Lane County

Current Status: Construction

Estimated Completion: 2024

Estimated Project Cost: \$4,200,000

Funding Source: ODOT ARTS Program, Local Funding

Franklin Boulevard: A Partnership to Rebuild and Revive a Corridor (Eugene)

The project will redesign Franklin Boulevard from an auto-focused state highway to a pleasant, multi-modal urban street that is safe for people walking, biking, riding the bus, using mobility

devices, and driving. The project will include the conversion of three signalized intersections to multilane roundabouts, the reduction of the roadway from six to four lanes, the reallocation of space for protected bicycle and pedestrian facilities and improved safety at traffic lane crossings, the addition of a second bus rapid transit lane, and conduits to accommodate future fiber optic cable installations.

Lead Agency: City of Eugene

Partner Agencies: City of Springfield, LTD

Current Status: Received FHWA NTP for PE phase

Estimated Completion: 2026

Estimated Project Cost: \$17,880,000 (Eugene – Component 2)

Funding Source: RAISE grant, Transportation SDCs, other local funds

Amazon Creek Bridge at Bailey Hill Road (Eugene)

The purpose of the project is to perform bridge seismic retrofits to the Bailey Hill Road bridge over the Amazon Creek. A Type, Size & Location report (TS&L), dated May 2020, was prepared for City under the federally funded Seismic Bridges (Eugene) project. This current project is to implement the seismic retrofit recommendations from the TS&L report for this structure.

Lead Agency: City of Eugene

Partner Agencies:

Current Status: Preliminary Engineering

Estimated Completion: 2024

Estimated Project Cost: \$884,000

Funding Source: STPBG

Chambers St. Seismic Bridge Retrofits (Eugene)

The purpose of the overall Project is to perform bridge seismic retrofits to the Chambers St. Bridge over the UPRR. A Type, Size & Location report (TS&L), dated May 2020, was prepared for Eugene under the federally funded Seismic Bridges (Eugene) project. This current project is to implement the seismic retrofit recommendations from the TS&L report for this structure.

Lead Agency: City of Eugene

Partner Agencies:

Current Status: Preliminary Engineering

Estimated Completion: 2024

Estimated Project Cost: \$2,200,356

Funding Source: STP-BG

Ferry St. Over SPRR, 4th, 6th, 7th Aves (Eugene)

Strengthen the existing bridge to maintain load rating for special hauling vehicles.

Lead Agency: City of Eugene

Partner Agencies:

Current Status: Preliminary Engineering

Estimated Completion: 2026

Estimated Project Cost: \$2,081,000

Funding Source: Local Bridge

River Road-Santa Clara Pedestrian & Bicycle Bridge

This project investigates the feasibility of constructing a pedestrian and bicycle bridge over Beltline Highway between River Road and Northwest Expressway. This study will further evaluate the location, costs, and impacts of a bicycle and pedestrian bridge linking Ruby Avenue, north of Beltline Highway, to either Grove Street, Sterling Drive, or Sterling Court, south of Beltline Highway.

Lead Agency: City of Eugene

Partner Agencies:

Current Status: Planning

Estimated Completion: 2024

Estimated Project Cost: \$700,000

Funding Source: CMAQ and TSDC funds

Downtown Public Transportation and Shared Mobility Study

Eugene's downtown area is changing in many ways: new housing is being built, a new Riverfront neighborhood is developing, and a new location for City Hall opens in 2024. This study will examine the best way for buses and shared mobility to serve Downtown, the Riverfront, and the new City Hall. The City of Eugene is partnering with Lane Transit District (LTD) to examine existing bus routes and look at which areas of Downtown and the Riverfront could be better served by public transportation. We will then develop several options to improve bus routes, add or change bus stops, or provide other forms of transportation. A

second phase of this study will go into further detail to look at how streets are prioritized in Downtown Eugene based on the outcomes of the transit and shared mobility study.

Lead Agency: City of Eugene

Partner Agencies: LTD

Current Status: In progress

Estimated Completion: 2024

Estimated Project Cost: \$125,000

Funding Source: STBG

Franklin Boulevard Project, Phase 2 Design and Construction

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

Lead Agency: City of Springfield

Partner Agencies: ODOT, LTD, City of Eugene

Current Status: 60% design complete, NEPA complete.

Estimated Completion: 2026

Estimated Project Cost: \$10.1 Million

Funding Source: RAISE grant, remainder TBD.

42nd St Improvements

The City of Springfield received \$12 million as identified in the 2017 Keep Oregon Moving statewide transportation funding package (HB2017) for key urban standards improvements on 42nd St. between the entrance to International Paper and Marcola Rd. Project intent is to improve turn movement options, bicycle and pedestrian facilities, drainage, and as possible, address improvements to the eastbound and westbound Oregon 126 freeway ramp terminals. Project must also interface with the 42nd Street Levee Modernization project adjacent to the east side of 42nd Street.

Lead Agency: City of Springfield

Partner Agencies: ODOT

Current Status: Awaiting design of the 42nd Street Levee Modernization to guide project design and cost estimates.

Estimated Completion: TBD

Estimated Project Cost: \$12,000,000

Funding Source: State transportation earmark dollars identified in HB 2017 and potentially federal funding.

It has been identified that there is a need for a preservation project to prolong the existing corridor's functionality while the larger levee project and full reconstruction are contemplated, and funding procured. The preservation project extends from International Paper to Marcola Road and includes a 2" overlay, ADA upgrades to existing curb ramps, striping, and signing.

Lead Agency: City of Springfield

Partner Agencies: ODOT

Current Status: Project in design and bid happening early 2024.

Estimated Completion: October 2024

Estimated Project Cost: \$1,750,000

Funding Source: Street capital funds

Springfield Downtown Demonstration Project

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

Lead Agency: City of Springfield

Partner Agencies: ODOT and SUB

Current Status: Phase 1 and Phase 2 completed. Phase 3 design in 2024.

Estimated Completion: 2025

Estimated Project Cost: \$1,164,000

Funding Source: ODOT BikePed Program

Main Street/McVay Transit Study

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

Local Agency: LTD

Partner Agencies: City of Springfield, ODOT

Current Status: Starting in 2018, the Main-McVay Transit Study coordinated with the planning phase of the Main Street Safety Project to select a transit mode choice and transit alignment for Main Street. A transit recommendation of Enhanced Corridor and using the existing Route 11 alignment was incorporated into the draft Main Street Facility Plan. On 6/20/22, the Springfield City Council passed Resolution No. 2022-28 stating that the City Council will not proceed to a public hearing on the Main Street Facility Plan as recommended by the Springfield Planning Commission by Order dated 4/5/22.

Estimated Completion: 2023

Estimated Project Cost: \$1,500,000

Funding Source: FTA-5339

Virginia-Daisy Bikeway Project

The City of Springfield engaged the community in developing a design concept for Virginia Avenue and Daisy Street between S. 32nd St and Bob Straub Parkway, which was approved by City Council in November 2016. The project goal is to provide a safe and comfortable bicycle corridor that can be used by people of all ages and abilities. The corridor will serve as an east-west bike network option that will provide an alternative to Main Street. The project also strives to enhance the overall appeal of the corridor for all users and residents, improve pedestrian safety and usage, and provide traffic calming to emphasize safety and active transportation along the street.

Lead Agencies: City of Springfield

Partner Agencies: ODOT

Current Status: Improvements from S.42nd Pl. to S.51st Pl. were completed in 2020. S. 42nd St/Daisy St single-lane roundabout intersection horizontal design is complete and will move toward 30% design. Construction estimated to be complete 2025. The S.32nd St./Virginia Flashing crossing is currently in design.

Estimated Completion: October 2025

Funding Source: ODOT Bike/Ped Enhance Program, STP-U (Surface Transportation Planning – Urban), local funds. Secured funding for flashing crossing at S. 32nd St/Virginia Ave which is now in design. Construction planned to be complete in 2024.

Estimated Project Cost:

- S. 42nd Pl to S. 51st Pl actual cost \$1,300,000.
- S.42nd/Daisy Roundabout: \$990,000 (STBG Grant = \$888,327, Local Match (SDCs) = \$101,673)

- S.32nd St/Virginia Flashing crossing: \$350,000 (STGB Grant = \$314,055, Local Match = \$35,945)
- Remaining phases \$1,681,853

Springfield Transportation System Plan

A significant amount of transportation system planning work will need to be completed to serve our community's changing needs, update plans based on changing contexts, and to comply with state transportation planning requirements related to Climate Friendly and Equitable Communities (CFEC). The Springfield 2035 Transportation System Plan (TSP) must be updated in accordance with CFEC requirements to adequately plan roadway projects as well as incorporate elements of the bicycle and pedestrian planning work to begin in 2024. Springfield's work plan required by CFEC outlines work to begin in 2026/27 with project completion by 2030.

Lead Agency: City of Springfield

Partner Agencies: LTD, ODOT, Lane County

Current Status: Partially programmed *and projected to begin 2026/27*

Estimated Completion: 2030

Estimated Project Cost: TBD, Depending on scope of work.

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

Springfield Bicycle and Pedestrian Master Plan

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

Lead Agency: City of Springfield

Partner Agencies: LTD

Current Status: *Projected to be begin 2024.*

Estimated Completion: 2026

Estimated Project Cost: TBD

Funding Source: \$300,000 CRP Y601 awarded, additional funding may be required.

Franklin Blvd (OR 225): Franklin Blvd (OR 126) to End of City Jurisdiction Design

Franklin Boulevard (OR 225) is a primary north-south connection between I-5 and Franklin Blvd (OR 126). This project will develop a design concept that identifies right-of-way width, various elements such as bicycle, pedestrian, and stormwater needs, intersection layout, and potential realignment of an intersecting street. The project aims to improve connections, provide bike, pedestrian, and stormwater facilities, provide a safer facility for all modes, and help make the Glenwood area a vibrant place to live, work, and visit. Lane County is supporting the City of Springfield with delivering this federal aid design project.

Lead Agency: City of Springfield

Partner Agencies: Lane County

Current Status: Procuring a consultant.

Estimated Completion: 2024

Estimated Project Cost: \$800,000

Funding Source: STBG, HIP (pending IGA revision)

Mill Street Reconstruct

This project will design and reconstruct Mill Street from S. A Street to Centennial Boulevard in Springfield. The final project will replace the existing pot-hole laden street with a smooth pavement surface, make ADA ramp upgrades, incorporate modern storm water treatment, and complete the Springfield Transportation System Plan project PB-20 by restriping for bicycle facilities.

Lead Agency: City of Springfield

Partner Agencies: ODOT

Current Status: 90% design is complete.

Estimated Completion: 2025

Estimated Project Cost: \$17,006,740

Funding Source: STBG, local funds

S. 28th Street Dust Mitigation

The existing gravel road will be paved, and a multi-use path will be added on one side of the street to more safely accommodate people walking and biking. The sanitary sewer line was extended in 2022 as part of this project to help serve a recently expanded area of Springfield's urban growth boundary to accommodate future development.

Lead Agency: City of Springfield
Partner Agencies: ODOT, Lane County
Current Status: Project awarded to Emery & Sons Construction
Estimated Completion: Fall 2024
Estimated Project Cost: \$1,915,000
Funding Source: CMAQ, local funds

Walking and Biking Network Improvements (Springfield)

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

Lead Agency: City of Springfield
Partner Agencies: ODOT
Current Status: Starting IGA and consultant RFP process.
Estimated Completion: 2027
Estimated Project Cost: \$4,359,394
Funding Source: HIP Z905, TA Y301, CRP Y601, CMAQ Y401, local funds

Q Street Reconstruct

Q Street from Pioneer Parkway East to 5th Street is a major urban collector in Springfield that requires reconstruction. This section of street has the highest needs in Springfield based on recent surface condition analyses. It serves busy commercial establishments including two grocery stores, restaurant businesses, and retail stores as well as provides access to a residential zone. This project also feeds into the onramp onto Hwy 126 Expressway. All facilities will be brought up to current standards including making ADA improvements and renewing bike lane striping. This will be used as the City's first Federal Certification test project.

This project was canceled at TPC on March 16th, 2023, and all funding was reallocated to Mill Street Reconstruction. Q Street is still a high priority for the City of Springfield and additional funding is being pursued.

Lead Agency: City of Springfield

Partner Agencies: ODOT

Current Status: additional funding required.

Estimated Completion: TBD

Estimated Project Cost: \$5,125,000

Funding Source: TBD

Beltline Highway: Delta Highway to River Road Project

ODOT completed the Beltline Highway: Coburg Road to River Road Facility Plan in 2014. Preliminary designs for the conceptual improvements recommended in the facility plan, along with an environmental study to assess the potential impacts, were completed in 2022. (Refer to STIP project 16223.) One of the projects identified in the facility plan, Delta Highway interchange improvements, was funded (in 2016) for design and construction. Construction was completed in 2022. (STIP project 19490.) A second phase of improvements to this interchange is funded for design (\$6M) but not construction (\$21M). (STIP project 22627.) Other projects identified in the facility plan are not yet funded for either design or construction.

Lead Agency: ODOT

Partner Agencies: Lane County, City of Eugene, LTD

Current Status: Phase 2 of the Delta Highway interchange improvements is funded for design but not construction. Other projects identified in the facility plan are not yet funded for either design or construction.

Estimated Completion: 2025 (Design)

Estimated Project Cost: \$6 M, \$21 M (construction)

Funding Source: Various state and federal funds.

OR126: Eugene to Veneta NEPA study

The Highway 126 Fern Ridge Corridor Plan was completed in 2012 to identify. It identifies improvements to address congestion and safety concerns along this 8-mile corridor, a portion of which (1 mile) is within the MPO boundary. Alternative solutions identified in the plan included turn lanes, bus pullouts, and widening the roadway to four lanes. Phase 2 of the planning process began in 2020. (Refer to STIP project 21231.) This The scope includes refining design concepts, evaluating potential impacts, selecting a locally preferred alternative, and preparing environmental (NEPA) documentation. This phase of the project will be completed in 2025.

Lead Agency: ODOT

Partner Agencies: Eugene, Lane County, City of Veneta

Current Status: Field work and the first phase of public involvement were completed in 2020. Design concepts were further developed and evaluated in 2021. Preliminary design and NEPA documentation will be completed in 2025. Funding has not been identified for final design or construction.

Estimated Completion: 2025

Estimated Project Cost: \$3 M

Funding Source: State and federal funds specified in Oregon HB 2017.

Safe Lane Coalition

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

Lead Agency: LCOG, Lane County

Partner Agencies: ODOT, City of Springfield, City of Eugene, City of Coburg, LTD, Lane County Public Health, BEST, Oregon Technology Association.

Current Status: Ongoing

Estimated Completion: Ongoing

Estimated Project Cost: \$150,000

Funding Source: ODOT TSD Funds, STBG

Regional Safety Enhancements

The Safe Lane Coalition is a partnership of local governments, nonprofits, and safety advocates that works to reduce fatal and severe crashes within the Central Lane Metropolitan Planning Organization. The Safe Lane Coalition has built a strong network of collaboration, and this project will expand these efforts with funding for implementation. This project funds the following projects, increased safety data analysis in the City of Springfield, educational marketing and outreach, tactical urbanism/ temporary safety installations and speed monitoring equipment, and continued support for the Safe Lane Coalition coordination.

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

Partner Agencies: ODOT, LTD, Lane County, BEST

Current Status: Contracting

Estimated Completion: 2025

Estimated Project Costs: \$450,000

Funding Source: STBG

LinkLane Transit Service

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

Lead Agency: LCOG, Confederated Tribes of Coos, Lower Umpqua, and Siuslaw Indians

Partner Agencies: ODOT, Lane Transit District, Lane County, City of Florence, City of Veneta, Mapleton, City of Cottage Grove

Current Status: Ongoing

Estimated Completion: Ongoing

Estimated Project Cost: \$2,000,000

Funding Source: ODOT, STIF Funds, FTA 5339

Regional Bike Enhancements

The Central Lane Metropolitan Planning Organization (CLMPO) Regional Bicycle Enhancement project supports regional bicycle improvements. The project supports secure bike locking in Eugene and bike parking in Springfield (including signage, striping, and bollards). The project will be implemented through contracts with the City of Eugene and City of Springfield.

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

Partner Agencies: ODOT

Current Status: Contracting

Estimated Completion: FY24

Estimated Project Cost: \$153,104

Funding Source: STBG

Lane County Rural Safe Routes to School

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

Lead Agency: Lane County, LCOG

Partner Agencies: ODOT, School Districts

Current Status: Pilot (3 years of funding available)

Estimated Completion: Ongoing

Estimated Project Cost: \$300,000

Funding Source: ODOT Transportation Safety Division Funds

30th Avenue Corridor Active Transportation Corridor Design

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

Lead Agency: Lane County

Partner Agencies: City of Eugene, City of Springfield, ODOT, LTD, and Lane Community College

Current Status: Consultant and staff are currently developing design concepts for the corridor.

Estimated Completion: 2027

Estimated Project Cost: \$1,010,121

Funding Source: CMAQ

Coburg Road and Game Farm Rd

This project is focused on pavement preservation along sections of Coburg Road (MP 4.84 - 6.60) and Game Farm Road (MP 0.59 - 1.69) to slow structural decline, restriping road surface and bringing curb ramps to ADA compliance to enhance safe transportation facilities and operations.

Lead Agency: Lane County

Partner Agencies: City of Eugene

Current Status: Project is currently being designed.

Estimated Completion: 2024

Estimated Project Cost: \$2,182,000

Funding Source: STBG-U, Lane County

Gilham Road Sidewalk and Safety Improvements

Gilham Road, between Ayres Road and Sterling Park Place, was built as a rural roadway in the County with no sidewalks; however, the road is within the City of Eugene's UGB. The lack of sidewalks creates a safety issue for people, especially school children, walking on Gilham Road. This project will build sidewalks, bike lane, stormwater facilities, and improve the walkability of the neighborhood. The scope of the project has been adjusted and now terminates at Don Juan Avenue instead of Sterling Park Place.

Lead Agency: Lane County

Partner Agencies: City of Eugene

Current Status: Project has been phased due to the elevated construction cost estimate. Design for first phase of project is being completed.

Estimated Completion: 2024

Estimated Project Cost: \$1,849,322

Funding Source: CMAQ, STBG-U

Laura Street: MP 0.12 to 0.34, Urban Standards

Laura Street, between the Monta Loma Park and southern entrance of Oregon Neurology located on Hayden Bridge Way, is under Lane County jurisdiction. The road is located within the City of Springfield's Urban Growth Boundary, and the remaining segments of road are under City jurisdiction. The segment of Laura Street under County jurisdiction needs to be upgraded to urban standards to 1) create a road that provides safe facilities for all users of the road including those who walk and bike, 2) to improve pavement condition and avoid further costly pavement treatments, and 3) to facilitate the transfer of this segment of road from Lane County to the City of Springfield. Improvements that would bring this segment of Laura Street up to urban standards include sidewalks, curbs, stormwater treatment, and bike lanes. In addition to making this segment of road safer and more accessible to all users of the road, these improvements would allow for jurisdictional transfer from the County to the City, better aligning the needs and interests of residents with the resources of the city.

Lead Agency: Lane County

Partner Agencies: City of Springfield

Current Status: Project is currently being designed.

Estimated Completion: 2025

Estimated Project Cost: \$3,137,000

Funding Source: STBG-U

Lane County Americans with Disabilities Act Transition Plan for the Public Right of Way

The ADA Transition Plan provides direction for Lane County Public Works (LCPW) to remove accessibility barriers from pedestrian facilities within the County public right-of-way, including curb ramps, street crossings, and pedestrian-activated traffic signal systems. Lane County Public Works is committed to providing safe and equal access for persons with disabilities in our community. Many of these barriers have been identified within the MPO Boundary. Lane County works to identify a project every year to remove accessibility barriers from pedestrian facilities.

Lead Agency: Lane County

Partner Agencies: City of Eugene, City of Springfield, ODOT, LTD, and LCOG

Current Status: In progress

Estimated Completion: Annual program.

Estimated Project Cost: ~ \$250,000 annually.

Funding Source: Lane County

Lane County Transportation Safety Action Plan (TSAP) Implementation

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

Lead Agency: Lane County

Current Status: The plan has been completed. Lane County exhausted implementation strategies and pursued additional funding via Safe Streets for All to update the TSAP.

Estimated Completion: TBD

Estimated Project Cost: TBD

Funding Source: TBD

Airport Road Pavement Preservation: MP 0.63-1.52

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

Lead Agency: Lane County

Current Status: Not started.

Estimated Completion: 2027

Estimated Project Cost: \$1,112,000

Funding Source: STBG

Clear Lake Road Pavement Preservation: MP 0.0-2.75

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

Lead Agency: Lane County

Current Status: Not started

Estimated Completion: 2027

Estimated Project Cost: \$2,454,000

Funding Source: STBG

Wilkes Drive: River Road to River Loop 1

The intent of this project is to bring Wilkes Drive up to urban standards. The outcome will be to better serve all users of the road and implement pavement preservation treatments to extend the service life of the road. Lane County also foreshadows this project being the conduit of jurisdictional transfer of the road to the City of Eugene. This road supports a vibrant neighborhood and leads to city parkland that is in the planning process to be developed into the Santa Clara Community Park. Additionally, Wilkes Drive provides access to Madison Middle School. The current cross-section of the road includes one auto-travel lane in each direction, with shoulders and a separated path that is used by many community members. Lane County will work closely with the City of Eugene staff in the development of the project to ensure the outcome meets City standards and future construction will lead to jurisdictional transfer. Staff will use an in-depth community engagement process to confirm the appropriate cross section of the road. Our plan is to have a clearly identified footprint and cross-section at the end of the Planning Phase to facilitate the needed environmental documentation and lead to a successful

Design Phase that meets community and City of Eugene expectations. The Design Phase will complete the environmental work and preliminary engineering to ensure the project is ready for construction. While no formal change has been made in the STIP, Lane County intends on transferring this project and associated funding to the City of Eugene.

Lead Agency: Lane County

Current Status: Not started

Estimated Completion: 2028

Estimated Project Cost: \$1,121,625

Funding Source: CMAQ

Safe Streets for All

The Lane County TSAP adopted by the Board of County Commissioners in 2017 does not meet the Action Plan requirements of the SS4A funding source to enable funding of either Supplemental Activities or Construction. This is due to deficiencies in timeline, location analysis, and equity impact assessments. This planning funding is to develop a rural-focused TSAP to enable Lane County to access future SS4A implementation funding and to achieve zero deaths on Lane County rural roads.

Lead Agency: Lane County

Partner Agencies:

Current Status: Ongoing

Estimated Completion: 2026

Estimated Project Cost: \$1,000,000

Funding Source: FHWA

Completed Projects

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

- Completed construction Amazon Active Transportation Corridor in south Eugene which includes a two-way protected bikeway, three pedestrian and bicycle bridges, a bike signal, and the southward extension of the Amazon Path.
- Completed construction on 13th Avenue protected bikeway.
- Maintained Eugene bike share system PeaceHealth Rides through a transition in management and COVID-19 impacts.
- Springfield City Council and Lane County Commissioners jointly adopted the Springfield Transportation System Plan Implementation Project in early 2020, which included an amendment to the Springfield 2035 Transportation System Plan Project List and Figures and amendments to the Springfield Development Code.
- Springfield completed construction of Phase 1 of the Virginia-Daisy Bikeway Project.
- Seven flashing pedestrian crossings with refuge islands were installed along OR126B Main Street by the City of Springfield in partnership with the Oregon Department of Transportation.
- Springfield completed construction of two new enhanced crosswalks near schools and community activity centers (21st at H St rapid flashing beacon near Maple Elementary School and G St raised crossing in front of Two Rivers – Dos Rios Elementary School).
- The ODOT Beltline at Delta Highway interchange improvement project is under construction. It will be completed in 2021.
- The ODOT I-105 Bridge Preservation Project will be completed in early 2021.
Lane Transit District FY2022-FY2024 Strategic Business Plan adopted by LTD Board on July 21, 2021.
- Lane County completed construction of the Howard Elementary - Maxwell Road and North Park Avenue project, which included pedestrian-activated crossings and sidewalk infill.
- Eugene completed the conceptual design phase of Franklin Boulevard. The design transforms Franklin Boulevard from an auto-oriented arterial to a multimodal boulevard.
- Eugene completed the South Bank Path Rehabilitation and Lighting project, rehabilitating the shared use path from the Downtown Riverfront to the Frohnmayer Bicycle and Pedestrian Bridge.
- Eugene completed construction on the High Street Protected Bikeway, which provides a two-way protected bikeway on High Street from 5th Avenue to 19th Avenue.

- Eugene completed the design for the Beaver Hunsaker Corridor Plan, creating a shovel ready project from the recommendations in the Corridor Plan. The corridor plan addressed the need for improved bicycle/pedestrian access along the Hunsaker Lane Beaver Street corridor, from Division Avenue to River Road and from Beaver Street extending north to Wilkes Drive.

DRAFT

Appendices B-H,
No changes to these sections.

Appendix I (removed - addressed in Section 1)

DRAFT



April 22, 2024

To: Metropolitan Policy Committee

From: Kelly Clarke, Principal Transportation Planner, Central Lane MPO/LCOG

Subject: MPC 6.b: Regional Transportation Plan (RTP) Update

Action Recommended: Feedback and Direction

Background

Updates to the Central Lane MPO's long-range Regional Transportation Plan (RTP) and Congestion Management Process (CMP) are underway. Throughout the update process, staff will provide monthly updates to MPC regarding progress, status, feedback, and direction.

Purpose

Staff will present to MPC for feedback and direction on two foundational components of the RTP and CMP that will influence the update of these two plans throughout the project timeline:

1. *Public Engagement Plan (Attached Tech Memo 2: Public Engagement Plan)*
LCOG is committed to engaging the public and key stakeholders in both the RTP and CMP. The Draft Public Engagement Plan outlines a proposed outreach approach and potential strategies and tools to engage a broad, diverse audience. Appropriate participation tools are critical to building awareness of the project and soliciting input that informs the development of the RTP and CMP. Due to the regional scope of this plan, the outreach will focus on identifying higher level input on transportation needs in our community rather than detailed project suggestions.

The Draft Public Engagement Plan also provides a high-level summary of planned outreach for communities that are greatly impacted by transportation decisions but have traditionally been less involved with transportation planning including youth, older adults, low-income, people with disabilities, people of color, and people with limited English proficiency.

2. *INVEST (Attached Tech Memo 3: INVEST Evaluation Results & Recommendations)*
As a first step in the update process, LCOG staff evaluated the 2045 RTP using the Federal Highway Administration (FHWA) Infrastructure Voluntary Evaluation Sustainability Tool (INVEST) to identify opportunities to better integrate triple bottom line sustainability principles and to help frame potential updates.

Staff will present key findings from this evaluation and highlight key recommendations for identified ways to better integrate triple bottom line sustainability principles. The full list of draft recommendations is lengthy, and some are more administrative than others. On May 2nd, LCOG staff will present the following subset of the draft recommendations that require more thought and effort in how they are addressed and carried out. This focus is not intended to limit MPC’s feedback on any of the recommendations but is intended to bring the most salient recommendations to MPC and to help narrow the presentation. See Table 1 in the memo for a summary of evaluation results and resulting draft recommendations. See Table 2 for the full list of recommendations and proposed prioritization.

- | | |
|---|---|
| 1. Economic development and land use performance measures. | 9. Health Impact Assessment of RTP programs and investments |
| 2. Ecological function objectives | 10. Freight access performance measures |
| 3. Ecological function performance measures | 11. TDM performance measures |
| 4. Community engagement focus on historically underrepresented groups | 12. Energy and fossil fuel performance measures |
| 5. Document partner agency public participation processes | 13. Desired level of investment in TSMO strategies |
| 6. Maps analyzing housing costs and access to transportation | 14. TSMO performance measures |
| 7. Socio-economic data in project selection process | 15. Objectives to address resiliency |
| 8. Safety performance measures | 16. Incorporate adaptation strategies |
| | 17. Infrastructure resilience performance measures |
| | 18. PEL performance measure |

LCOG staff presented the Public Engagement Plan and INVEST Evaluation Results and Recommendations to the RTP Technical Advisory Committee (TAC, April 11, 2024) and MPC’s Transportation Planning Committee (TPC, April 18, 2024).

Feedback and direction from the TAC and TPC are reflected in these memos and presented to MPC for feedback and direction.

Requested Actions

- Feedback and direction

Attachment

- RTP & CMP Tech Memo 2: Public Engagement Plan
- RTP & CMP Tech Memo 3: INVEST Evaluation Results and Recommendations

Regional Transportation Plan & Congestion Management Process Updates

MEMORANDUM

TITLE: Tech Memo 2: Public Engagement Plan

DATE: 4/22/2024

TO: Central Lane MPO Metropolitan Policy Committee

FROM: Ellen Currier, Principal Planner, Lane Council of Governments/Central Lane MPO

SUBJECT: Public Engagement and Outreach Strategies

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01. REGIONAL TRANSPORTATION PLAN OUTREACH PLAN

LCOG is committed to engaging the public and key stakeholders in both the Regional Transportation Plan (RTP) and Congestion Management Process (CMP). This memo outlines a proposed outreach approach and potential strategies and tools to engage a broad, diverse audience. Appropriate participation tools are critical to building awareness of the project and soliciting input that informs the development of the RTP and CMP. Due to the regional scope of this plan, the outreach will focus on identifying higher level input on transportation needs in our community rather than detailed project suggestions.

The memo also provides a high-level summary of planned outreach for communities that are greatly impacted by transportation decisions but have traditionally been less involved with transportation planning including youth, older adults, low-income, people with disabilities, people of color, and people with limited English proficiency.

OUTREACH STRATEGIES

The following table includes informational tools and activities that will be used throughout the project to inform a broader public audience and solicit input related to needs and possible transportation improvement concepts. This list of tools has been created from the Central Lane MPO's previous RTP update and the current Public Participation Plan with input from the Technical Advisory Committee.

Project materials be translated into Spanish for specific engagement events with limited English Proficiency community members.

OUTREACH STRATEGIES SUMMARY TABLE

The following table includes informational tools and activities that will be used throughout the project to inform a broader public audience and solicit input related to needs and transportation improvement concepts.

TABLE 1. OUTREACH STRATEGIES

OUTREACH TOOL	DESCRIPTION	LEAD	TIMING
PROJECT WEBSITE	A project website will be used as the main repository of project information. Basic project information and documents will be hosted on this website. Important updates about engagement opportunities will be displayed prominently on the website.	Consultant /LCOG to provide content	Continuous
STAKEHOLDER DATABASE	A database will be created which includes important stakeholder groups and interested parties in the project area. The database will be updated as the project progresses and will track those individuals and groups who express interest in the project. The database will be used for notification of engagement opportunities and communicating key milestones.	LCOG	Continuous
FACT SHEET	The project team will create a project fact sheet to be updated as the project progresses. The fact sheet will be developed within the LCOG communications guidelines. The fact sheet will be translated into Spanish.	LCOG	July/August 2024
TRAVEL BENEFITS AND BARRIERS SURVEY	Statistically significant survey administered to measure change in travel behaviors and perceptions.	Consultant	TBD
TABLING EVENTS, OPEN HOUSES AND ONLINE SURVEYS	Two rounds of outreach will be conducted to share information with the public and to gather feedback concerning travel barriers, needs, goals and funding priorities and to explore future transportation concepts included in the RTP.	Consultant to develop online open house/ LCOG promote	TBD

TABLE 1. OUTREACH STRATEGIES

OUTREACH TOOL	DESCRIPTION	LEAD	TIMING
	<p>Two bilingual online open houses will occur during the following two key project milestones:</p> <ul style="list-style-type: none"> • A bi-lingual online open house will be developed to introduce the project; share project information and solicit feedback about travel barriers, needs, goals and funding priorities. The online open house will be promoted via social media, radio, press releases, mailers and community newsletters. • A second bilingual online open house will be developed to report out what feedback was heard during the earlier round of outreach and to share possible future transportation investment strategies or concepts included in the draft RTP. The online open house will be promoted via social media, radio, press release, mailers and community newsletters. 		
<p>PROMOTIONAL MATERIALS/POSTERS & SOCIAL MEDIA</p>	<ul style="list-style-type: none"> • Bi-lingual flyers or posters will be created to promote the online open houses. Posters may be distributed to community spaces and public facilities throughout the project area. Poster content will include the project purpose and need, the type of input needed and the project timeline 	<p>Consultant /LCOG</p>	<p>Continuous</p>

TABLE 1. OUTREACH STRATEGIES

OUTREACH TOOL	DESCRIPTION	LEAD	TIMING
	<p>with contact information, including the website.</p> <ul style="list-style-type: none"> • Bi-lingual social media content will be developed to be shared on social media platforms to promote engagement events and feedback opportunities. 		
PRESS RELEASES	Up to two press releases will be developed to inform local news media about the project to promote engagement opportunities.	LCOG	As needed throughout project
STAKEHOLDER EMAILS	Emails will be sent to all stakeholders to share the latest project information and engagement opportunities.	LCOG	As needed throughout project
MAILERS	Two project mailers will be developed and distributed to Title VI Communities of Concern. These mailers will be bi-lingual and will provide an overview of the project and include a “tear-off”, pre-paid postage survey to be completed by hand in lieu of the online open house for those who may not have internet access.	Consultant /LCOG	
FOCUS GROUPS SESSIONS	The project team will coordinate, facilitate and document up to 4 hybrid listening sessions with key project stakeholder groups, such as youth, limited English proficiency residents, older adults, bike/ped groups, safe routes to school coordinators, businesses, etc. Bi-lingual staff will attend at least 2 sessions.	Consultant /LCOG	TBD

TABLE 1. OUTREACH STRATEGIES

OUTREACH TOOL	DESCRIPTION	LEAD	TIMING
<p>PRESENTATIONS TO ELECTED BODIES AND ADVISORY BOARDS</p>	<p>The following groups and advisory boards may receive regular updates on the project at key milestones. LCOG will take the lead on engaging the following elected or advisory bodies.</p> <ul style="list-style-type: none"> • Lane Youth Transportation Advisory Committee • City of Coburg • City of Eugene • City of Springfield • Lane County • Lane Transit District <p>LCOG staff will attend the meetings and consultant staff will provide materials.</p>	<p>Consultant /LCOG</p>	<p>As needed throughout project</p>
<p>PUBLIC INVOLVEMENT SUMMARY REPORTS</p>	<p>The project team will produce a summary report of outreach activities, key themes heard from the public at the culmination of each round of outreach.</p>	<p>Consultant</p>	<p>Continuous</p>
<p>INTERAGENCY CONSULTATION</p>	<p>In accordance with 23 CFR §450.306(g)(10), the CLMPO will consult with federal, state, local, and tribal entities responsible for land use management, natural resources, environmental protection, conservation, and historic preservation.</p>	<p>LCOG</p>	<p>As needed throughout project</p>

02. COMMUNITY OUTREACH

COMMUNITY SPECIFIC OUTREACH

The project team recognizes that certain groups of the community are not engaged regularly with transportation planning, but are nevertheless impacted by transportation planning decisions. The public engagement plan includes additional outreach strategies to provide incentives and opportunities for members of these communities to provide input on the plan. These populations include youth, older adults, low-income, people with disabilities, people of color, and people with limited English proficiency.

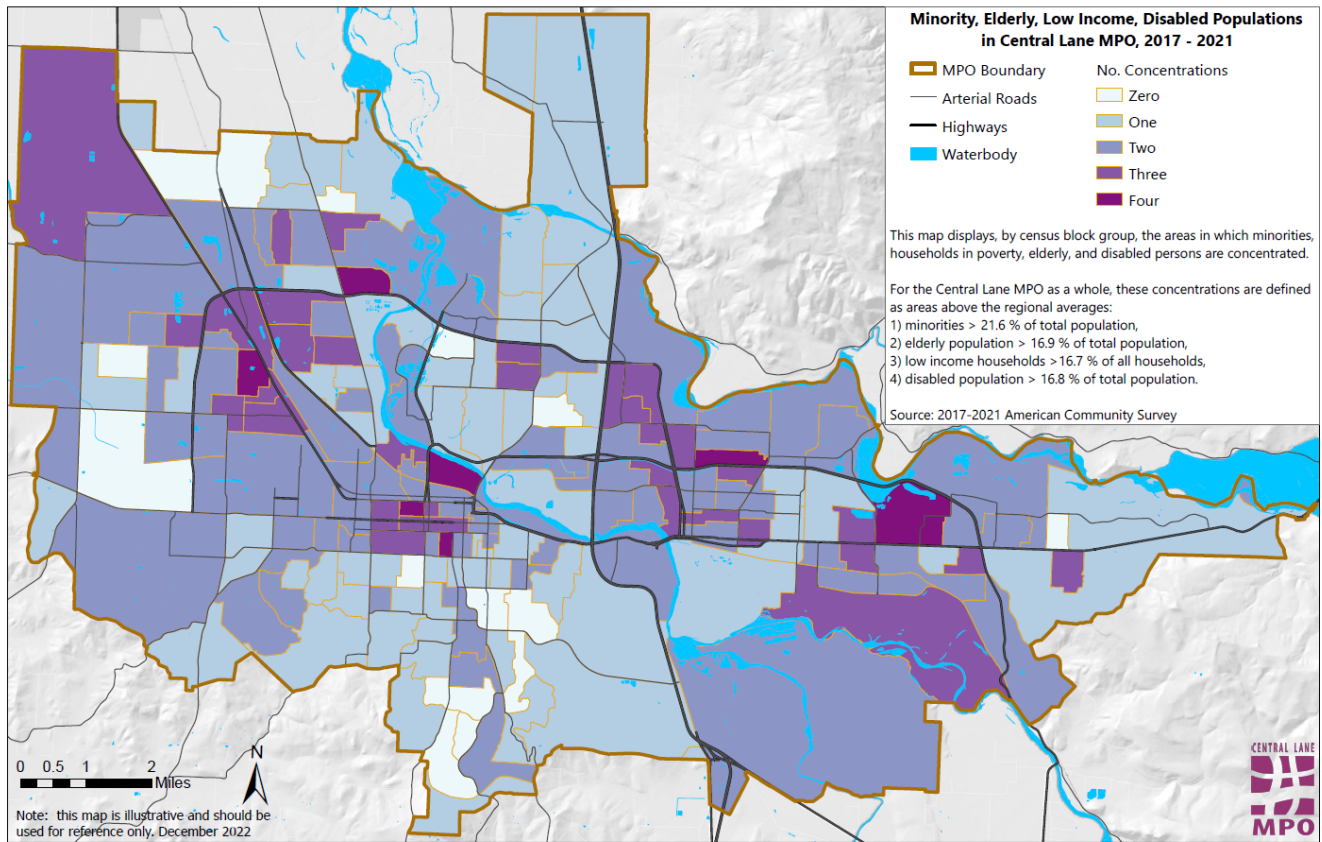
FOCUS GROUPS

The project team will organize a series of focus groups or listening sessions to better understand the transportation needs of specific populations within our region. Focus groups will be conducted by consultant team and participants will be compensated for their participation. Findings from these focus groups will be shared with regional staff to inform policy and goals in the RTP and CMP. Findings from these groups will also be shared with agency partners to help inform project development and implementation in local planning processes if applicable.

DIRECT MAILERS

Direct mailers to all addresses within the census block groups with concentrations of populations will receive postcards inviting them to participate in the survey. The map below shows a draft of the areas within the MPO that will receive direct mailers.

FIGURE 2. DRAFT MAP OF AREAS FOR DIRECT MAILERS



Regional Transportation Plan & Congestion Management Process Updates

MEMORANDUM

TITLE: Tech Memo 3: INVEST Evaluation Results and Recommendations

DATE: April 22, 2024

TO: Central Lane MPO Metropolitan Policy Committee

FROM: Rachel Dorfman, Associate Planner, Central Lane MPO

SUBJECT: Preliminary results and recommendations from an evaluation of the sustainability of the 2045 RTP using the Federal Highway Administration's INVEST Tool

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01. INTENT

The Central Lane Metropolitan Planning Organization (MPO) is updating its 2045 Regional Transportation Plan (RTP). As a first step in this process, Lane Council of Governments (LCOG) staff evaluated the 2045 RTP using the Federal Highway Administration (FHWA) Infrastructure Voluntary Evaluation Sustainability Tool (INVEST) to identify opportunities to better integrate triple bottom line sustainability principles and to help frame potential updates. The intent of this memo is to:

- Introduce the INVEST tool and how it was applied to the 2045 RTP.
- Provide the results of the evaluation.
- Present draft recommendations for improving the sustainability of the RTP and gather Metropolitan Policy Committee (MPC) feedback.

02. MEMO SUMMARY

LCOG staff evaluated the current adopted RTP using INVEST, a voluntary tool to help agencies assess the sustainability of their projects and programs. LCOG staff presented findings and recommendations from the evaluation to the RTP Technical Advisory Committee (April 11, 2024) and MPC’s Transportation Planning Committee (April 18, 2024). Input from these committees is reflected in this memo and presented to MPC for feedback and direction.

The list of draft recommendations is lengthy, and some are more administrative than others. On May 2, LCOG staff will present a subset of the draft recommendations that require more thought and effort in how they are addressed and carried out. This focus is not intended to limit MPC’s feedback on any of the recommendations but is intended to bring the most salient recommendations to MPC and to help narrow the presentation.

Following is a high-level summary of the subset list of draft recommendations staff will present to MPC. See Table 1 for a summary of evaluation results and resulting draft recommendations. See Table 2 for the full list of recommendations and proposed prioritization.

- | | |
|---|--|
| 1. Economic development and land use performance measures | 5. Document partner agency public participation processes |
| 2. Ecological function objectives | 6. Maps analyzing housing costs and access to transportation |
| 3. Ecological function performance measures | 7. Socio-economic data in project selection process |
| 4. Community engagement focus on historically underrepresented groups | 8. Safety performance measures |

9. Health Impact Assessment of RTP programs and investments
10. Freight access performance measures
11. TDM performance measures
12. Energy and fossil fuel performance measures
13. Desired level of investment in TSMO strategies
14. TSMO performance measures
15. Objectives to address resiliency
16. Incorporate adaptation strategies
17. Infrastructure resilience performance measures
18. PEL performance measures

03. BACKGROUND

ABOUT INVEST

INVEST is a web-based self-evaluation tool developed by FHWA for voluntary use by cities, counties, and transportation agencies to assess and enhance the sustainability of their projects and programs. INVEST can be used to evaluate an agency’s system-level planning and programming, policies, processes, and practices. INVEST uses a triple bottom line approach to sustainability, meaning it considers social, environmental, and economic principles.

INVEST’s System Planning for Regions module is designed to help agencies evaluate their long range transportation plans. The module consists of 17 “criteria” that include questions about how well the plan incorporates sustainability best practices. The 17 criteria include:

1. Integrated Planning: Economic Development and Land use
2. Integrated Planning: Natural Environment
3. Integrated Planning: Social
4. Integrated Planning: Bonus
5. Access & Affordability
6. Safety Planning
7. Multimodal Transportation and Public Health
8. Freight and Goods Movement
9. Travel Demand Management
10. Air Quality
11. Energy and Fuels
12. Financial Sustainability
13. Analysis Methods
14. Transportation Systems Management & Operations
15. Linking Asset Management and Planning
16. Infrastructure Resiliency
17. Planning and Environmental Linkages

INVEST is a voluntary evaluation and is not required under current federal regulations. The 2045 RTP was not developed with INVEST criteria in mind, though sustainability is a regional priority and the evaluation results reflect the region's commitment to triple bottom line principles (see Section 4). The results of this evaluation do not reflect if or how well the 2045 RTP meets federal requirements.

EVALUATION METHODOLOGY

LCOG staff used INVEST's System Planning for Regions module to conduct a self-directed, internal evaluation of the 2045 RTP to identify opportunities to improve the sustainability of the RTP and help frame the RTP update. LCOG staff evaluated the 2045 RTP document singularly as a snapshot in time, not Central Lane MPO's programs, policies, or other plans in general. This approach enabled staff to consider a) where a program, policy, or other plan may be lacking or b) where a program, policy, or other plan exists but is not adequately or explicitly referenced in the 2045 RTP.

LCOG staff formed an evaluation team consisting of six key staff members who were involved in the development of the 2045 RTP and/or have relevant expertise. Evaluation team members were each assigned two to three criteria to lead. The staff evaluation consisted of two parts:

1. **Individual evaluation** – In February 2024, evaluation team members conducted an independent review of their assigned criteria, documented where the 2045 RTP incorporates sustainability best practices and any gaps that exist, and developed preliminary recommendations for how to address gaps and strengthen sustainability best practices in the RTP update.
2. **Evaluation workshop** – On March 8, 2024, evaluation team members conducted an all-day evaluation workshop to discuss and complete each criterion, including the preliminary list of recommendations for the RTP update contained in this memorandum.

LCOG staff presented findings and recommendations to the RTP Technical Advisory Committee (April 11, 2024) and MPC's Transportation Planning Committee (April 18, 2024). Feedback and direction are reflected in this memo and presented to MPC for approval.

04. EVALUATION RESULTS & RECOMMENDATIONS

Table 1 summarizes each criterion and its goal, how the 2045 RTP addresses the criterion and incorporates sustainability best practices, any identified gaps that exist, and recommendations for improving the RTP in this update cycle. Key takeaways include:

- The 2045 RTP incorporates many of the triple bottom line sustainability best practices identified by INVEST.
- In many cases, the 2045 RTP meets the baseline set forth by INVEST, but there are still opportunities to improve the plan's sustainability. The recommendations reflect opportunities to go above and beyond the basic minimum requirements.
- Many of the recommendations align with improvements already planned to address Central Lane MPO certification review comments, respond to regional planning efforts already underway or commencing soon, and incorporate needs already identified by LCOG staff.
- Recommendations are offered as suggestions to be discussed, vetted, and prioritized by the Technical Advisory Committee, Transportation Planning Committee, and Metropolitan Policy Committee.

TABLE 1. INVEST EVALUATION RESULTS SUMMARY

CRITERION / GOAL	BEST PRACTICES IN CURRENT RTP	CURRENT RTP GAPS	DRAFT RECOMMENDATIONS
<p>01-INTEGRATED PLANNING: ECONOMIC DEVELOPMENT AND LAND USE</p> <p><i>Integrate RTP with regional and/or local land use plans and economic development forecasts and goals. Proactively encourage and facilitate sustainability through the coordination of transportation, land use, and economic development planning.</i></p>	<ul style="list-style-type: none"> The RTP includes goals and objectives that support land use and economic development that are consistent with applicable economic development plans (1-Transportation Choices, 3-Healthy People & Environment, 4-Equity, 5-Economic Vitality, 6-Reliability & Efficiency). CLMPO regularly engages with economic development and land use agencies throughout the transportation planning process. The RTP includes performance measures for the integration of economic development and land use planning. 	<ul style="list-style-type: none"> CLMPO does not use best practice quantitative methods to analyze the performance of alternative land use/transportation scenarios as part of the RTP process. Performance measures and targets have not yet been monitored to track progress toward goals (the 2045 RTP set a baseline and progress monitoring will happen as part of the current RTP update in accordance with federal reporting requirements). 	<ul style="list-style-type: none"> Consider how work coming out of the Climate Friendly and Equitable Communities scenario may be used to evaluate alternative land use/transportation scenarios and integrate results into future RTPs. Consider if additional performance measures are needed to help monitor and demonstrate progress toward economic development and land use goals.
<p>02-INTEGRATED PLANNING: NATURAL ENVIRONMENT</p> <p><i>Integrate ecological considerations into the RTP. Proactively support and enhance long-term ecological function through the coordination of transportation and natural resource planning.</i></p>	<ul style="list-style-type: none"> The RTP’s Goal 3. Healthy People & Environment and associated objectives are integrated with applicable environmental plans, policies, and goals. Appendix H: Environmental Analysis conducts a system-scale evaluation of RTP projects using natural resource data to (1) assess ecological conditions throughout the system and (2) identify opportunities to avoid and/or minimize potential impacts of planned transportation projects. 	<ul style="list-style-type: none"> CLMPO does not currently go above and beyond current consultation requirements by regularly engaging natural resource and regulatory agencies. The RTP does not identify opportunities to support and enhance long-term ecological function through planned transportation investments. The RTP does not contain performance measures and targets for long-term ecological function. 	<ul style="list-style-type: none"> Incorporate objectives that explicitly support ecological function (e.g. habitat connectivity, green infrastructure). Engage natural resource and regulatory agencies earlier in the planning process. Conduct a more comprehensive assessment of ecological conditions throughout the system. Identify opportunities to support/enhance long-term ecological function. Consider additional performance measures designed specifically to support/enhance ecological function.

CRITERION / GOAL	BEST PRACTICES IN CURRENT RTP	CURRENT RTP GAPS	DRAFT RECOMMENDATIONS
<p>03-INTEGRATED PLANNING: SOCIAL</p> <p><i>The RTP is consistent with and supportive of the community's vision and goals. When considered in an integrated fashion, these plans, goals and visions support sustainability principles. The agency applies context-sensitive principles to the planning process to achieve solutions that balance multiple objectives to meet stakeholder needs.</i></p>	<ul style="list-style-type: none"> The RTP is aligned with state and local transportation safety goals, as well as planning documents. CLMPO expanded outreach efforts for the 2045 RTP, including mailing directly to underrepresented populations and working with community-based organizations to host workshops and open houses. The RTP identifies a diverse range of stakeholders and public participants. The RTP gives special consideration and attention to the engagement of low-income, minority, disabled, and linguistically isolated populations, and uses a diverse and innovative range of public involvement techniques to ensure the engagement process is inclusive. The RTP included an education component to help stakeholder understand the transportation planning process and uses a transparent process to inform stakeholders how their input will be used. 	<ul style="list-style-type: none"> The 2045 RTP does not explicitly demonstrate how input was used to inform and affect the RTP's goals, objectives, or projects. 	<ul style="list-style-type: none"> Continue to expand community engagement to include historically underrepresented groups. Demonstrate what is achievable with current funding levels and identify funding needed to reach goals. Build more long-term relationships with community-based organizations (CBOs) to improve the diversity of voices reflected in the RTP. Build off the work of the Transportation Options team, which has been co-tabling at CBO events like food distribution and family resource events to distribute transportation safety supplies. Coordinate with partner agencies to document their public participation processes to help educate stakeholders about how it connects with the regional RTP process. Follow up with stakeholders to demonstrate how their input was used to inform and affect transportation planning decisions. Document examples of projects that started at the RTP level because of public input (e.g., MPO-funded Beaver-Hunsaker Street improvements). Explicitly state in the RTP how input informed the RTP development.

CRITERION / GOAL	BEST PRACTICES IN CURRENT RTP	CURRENT RTP GAPS	DRAFT RECOMMENDATIONS
<p>04-INTEGRATED PLANNING: BONUS</p> <p><i>The agency has a continuing, cooperative, and comprehensive (3-c) transportation planning process. Planners and professionals from multiple disciplines and agencies work together to incorporate and apply all three sustainability principles when preparing and evaluating plans.</i></p>	<ul style="list-style-type: none"> CLMPO's 3-C planning process includes partners from multiple disciplines and agencies. 	<ul style="list-style-type: none"> CLMPO has not brought interdisciplinary stakeholders to evaluate the RTP through a triple bottom line sustainability lens. The three sustainability principles are not fully integrated into the plan. 	<ul style="list-style-type: none"> Address recommendations for improvement in the first three criteria to integrate the three sustainability principles more fully into the plan. Consider having an independent review of the RTP through a triple bottom line sustainability lens.
<p>05-ACCESS & AFFORDABILITY</p> <p><i>Enhance accessibility and affordability of the transportation system to all users and by multiple modes.</i></p>	<ul style="list-style-type: none"> The RTP analyzes physical access, equity, and affordability, identifies specific population groups or areas where access and affordability are an issue, and documents targeted, enhanced outreach to engage these groups. CLMPO uses travel model, census, and geospatial data to quantitatively evaluate the distribution of access and affordability concerns and analyzes how the RTP addresses or improves concerns. 	<ul style="list-style-type: none"> The RTP does not include access and affordability-related performance measures and does not monitor progress towards those goals. 	<ul style="list-style-type: none"> Identify particular areas where access is an issue, specifically calling out cumulative opportunities to access destinations. Consider how to integrate a quantitative analysis that looks at how the system plan addresses affordability of housing through its relationship to transportation investments. Add maps that look at higher housing costs and access to transportation using FHWA's transportation burden dataset. Continue working toward goal of improving data about sidewalk quality and accessibility to help model walking routes.

CRITERION / GOAL	BEST PRACTICES IN CURRENT RTP	CURRENT RTP GAPS	DRAFT RECOMMENDATIONS
<p>06-SAFETY PLANNING</p> <p><i>Integrate quantitative measures of safety into regional planning policies, ordinances, activities, projects, and programs, and across all modes and jurisdictions.</i></p>	<ul style="list-style-type: none"> • CLMPO’s Safety Plan, which documents CLMPO’s efforts toward regional safety planning, collaboration, and implementation, is included by reference in the RTP. • CLMPO collaborates regularly with statewide safety planning and implementation, including the State Strategic Highway Safety Plan. • The current Safety Plan includes a Toward Zero Death vision statement. Strategies are focused on education and outreach. There are goals for providing funding to safety improvement projects in the Transportation Improvement Plan (TIP). • CLMPO has developed a regional approach to identify expenditures on programs, projects, and activities targeting a reduction in fatalities and serious injuries in the region. • CLMPO integrates quantitative safety performance measures into the transportation planning process and incorporates safety considerations into selection and evaluation of strategies for different user groups. • The RTP includes safety-related performance measures. 	<ul style="list-style-type: none"> • CLMPO implements Toward Zero Death through funding, programming, and education but does not provide design guidelines, and partner agencies have different approaches to street design and traffic enforcement. • The RTP does not identify strategies that require treatments with proven effectiveness in reducing fatalities and serious injuries; each partner agency handles street treatments differently. • Performance measures and targets have not yet been monitored to track progress toward goals (the 2045 RTP set a baseline and progress monitoring will happen as part of the current RTP update in accordance with federal reporting requirements). 	<ul style="list-style-type: none"> • Work toward more regional representation in statewide committees. • Continue or expand collaboration with ODOT research on safety data. • Support development of a new source of crash data on the local level. • Incorporate more socio-economic data as part of project selection process to help evaluate and prioritize strategies for different user groups. • Build on ODOT efforts to show disparate safety impacts for different communities. • Research how other MPOs are successfully utilizing statistically sound approaches to determine projected safety performance. • Consider adding additional performance measures around safety in addition to the adopted state measures while acknowledging the many factors outside MPO control that contribute to safety outcomes.

CRITERION / GOAL	BEST PRACTICES IN CURRENT RTP	CURRENT RTP GAPS	DRAFT RECOMMENDATIONS
<p>07-MULTIMODAL TRANSPORTATION AND PUBLIC HEALTH</p> <p><i>Expand travel choices and modal options by enhancing the extent and connectivity of multimodal infrastructure. Support and enhance public health by investing in active transportation modes.</i></p>	<ul style="list-style-type: none"> The RTP includes goals and objectives related to enhancing the extent and connectivity of multimodal infrastructure, active transportation, and the improvement of public health within the CLMPO area (1- Transportation Choices and 3- Healthy People & Environment and related objectives). CLMPO regularly engages public health and active mode stakeholders. CLMPO's planning process includes and prioritizes active, non-motorized transportation projects and programs as a component of the RTP. The RTP integrates transit, pedestrian, bicycle, and roadway networks so that intermodal connections are safe and convenient. The RTP measures mode share and implements transportation investments that expand travel choices and support and enhance public health. 	<ul style="list-style-type: none"> CLMPO has not evaluated health impacts of the RTP to determine whether the planned transportation investments will help the agency meet its public health and active transportation goals. 	<ul style="list-style-type: none"> Work with Lane County Public Health to develop a Health Impact Assessment to evaluate the health impacts of RTP programs and investments. Seek opportunities for MPO involvement in regional public health initiatives and committees (e.g. Public Health Advisory Committee).
<p>08-FREIGHT AND GOODS MOVEMENT</p> <p><i>Implement a transportation plan that meets freight access and mobility needs while also supporting triple bottom line sustainability principles.</i></p>	<ul style="list-style-type: none"> CLMPO considers multimodal freight mobility needs in the planning process, and the RTP includes specific provisions for maintaining and improving freight reliability and connectivity. The RTP includes freight <u>mobility</u> performance measures. 	<ul style="list-style-type: none"> CLMPO does not regularly engage freight service providers, stakeholders, workers, and representatives in developing the RTP. The RTP does not include and monitor freight <u>access</u> performance measures. 	<ul style="list-style-type: none"> Brainstorm opportunities to increase freight sector involvement in MPO processes (historical challenge). Acknowledge efforts and challenges in RTP narrative. Consider incorporating performance measures around freight access. More explicitly document how the travel model treats freight generators.

CRITERION / GOAL	BEST PRACTICES IN CURRENT RTP	CURRENT RTP GAPS	DRAFT RECOMMENDATIONS
<p>09-TRAVEL DEMAND MANAGEMENT (TDM)</p> <p><i>Reduce vehicle travel demand throughout the system</i></p>	<ul style="list-style-type: none"> The RTP has developed quantifiable goals and objectives for reducing travel demand that are consistent with relevant state and metropolitan goals and objectives, including 1-Transportation Choices, 3-Healthy People and Environment, 4-Equity, 6-Reliability and Efficiency, and 7-System Asset Preservation. CLMPO implements and supports a comprehensive TDM program that includes travel option education and outreach, challenges or incentive programs for non-auto modes, rideshare and car-sharing programs, land use policies that promote mixed-use pedestrian-friendly built environment, employer trip reduction programs 	<ul style="list-style-type: none"> The RTP does not include quantifiable TDM performance measures or demonstrate ongoing monitoring of the TDM program 	<ul style="list-style-type: none"> Add language in the RTP that ties programming to goals that include TDM components. More explicitly articulate statewide TDM efforts and document consistency. Develop regional performance measures relating to TDM.

CRITERION / GOAL	BEST PRACTICES IN CURRENT RTP	CURRENT RTP GAPS	DRAFT RECOMMENDATIONS
<p>10-AIR QUALITY & EMISSIONS</p> <p><i>Plan, implement, and monitor multimodal strategies to reduce emissions and to establish a process to document emissions reductions.</i></p>	<ul style="list-style-type: none"> The RTP includes goals and objectives for the reduction of air emissions (Transportation Choices, Healthy People & Environment). CLMPO regularly engages partner agencies to reduce barriers and help implement strategies to improve air quality. The RTP implements multimodal strategies, transportation demand management, transportation system management, vehicle technologies, and fuel technologies and supporting infrastructure to reduce emissions. CLMPO conducts a qualitative assessment of the emissions reduction potential of all strategies implemented. 	<ul style="list-style-type: none"> The RTP does not include a quantitative emissions analysis of all strategies implemented. 	<ul style="list-style-type: none"> More explicitly document coordination with partner agencies. Consider adding strategies explicitly addressing land use, vehicle retrofits, diesel vehicle alternatives, and alternative fuel technologies and associated infrastructure to the Congestion Management Process. Consider how to incorporate a quantitative analysis of emissions into the RTP.
<p>11-ENERGY AND FUELS</p> <p><i>Reduce the energy and fossil fuel consumption from the transportation sector and document it in the transportation planning process.</i></p>	<ul style="list-style-type: none"> The RTP includes goals and objectives related to energy and fossil fuel reduction (1-Transportation Choices, 3-Healthy People & Environment,4- Equity, 5-Economic Vitality, 6-Reliability & Efficiency, 7- System Asset Preservation) that are consistent with relevant state and metropolitan goals and objectives. The RTP implements strategies to reduce transportation-related energy and fossil fuel usage and includes a discussion of the impacts of including these strategies. 	<ul style="list-style-type: none"> CLMPO does not maintain a baseline inventory of current energy or fossil-fuel consumption from transportation. The RTP does not include regional performance measures related to energy and fossil fuel reduction (the existing performance measure is to support local and state efforts to reduce greenhouse gas emissions – this sets the stage for a quantifiable performance measure but is not in itself sufficient to count as a best practice according to INVEST). 	<ul style="list-style-type: none"> Consider how to incorporate a fossil fuel or energy inventory into the RTP, including data sources and maintenance. Strengthen performance measures relating to energy and fossil fuel reductions (Climate Friendly and Equitable Communities scenario planning implementation outcomes may meet this need).

CRITERION / GOAL	BEST PRACTICES IN CURRENT RTP	CURRENT RTP GAPS	DRAFT RECOMMENDATIONS
<p>12-FINANCIAL SUSTAINABILITY</p> <p><i>Evaluate and document that financial commitments made in the RTP are reasonable and affordable</i></p>	<ul style="list-style-type: none"> CLMPO uses an inter-agency, cooperative approach for advanced revenue forecast practices through its involvement in ODOT's statewide long-range financial assumptions working group that meets every two years to systematically update forecasts. CLMPO engages in regular and comprehensive coordination and information sharing among affected agencies during the development of revenue forecasts and engages stakeholders about the implications of changes in forecasts through established processes. 	<ul style="list-style-type: none"> CLMPO does not use an inter-agency, cooperative approach for advanced project estimating practices (cost estimates are developed by the agency that owns the project with ODOT review). 	<ul style="list-style-type: none"> Strengthen existing revenue forecasting practices with more local input and review of forecasting methods. Better articulate how the forecast is made and what it means if the forecast is wrong in the RTP (this will also address a certification review comment). Research advanced project estimating processes used by other MPOs across the country to see if a similar process could be feasible.
<p>13-ANALYSIS METHODS</p> <p><i>Adopt and incentivize best practices in land use, socioeconomic and transportation systems analysis methods.</i></p>	<ul style="list-style-type: none"> The RTP's travel demand model and land use model have a strong foundation in observed data. Data used are evaluated and updated on a regular basis. 	<ul style="list-style-type: none"> The RTP does not include a multi-year development program for maintaining transportation data resources and improving analysis methods. CLMPO does not have a technical committee to review data collection/quality, planning assumptions, and forecasting methods (though existing committees resembling this structure have performed this role to certain degrees as needed on a project-by-project basis in the past). CLMPO has not convened a peer review of its analysis methods or travel demand model in a formal way (although the model was developed by a peer agency). 	<ul style="list-style-type: none"> Incorporate a specific multi-year development program for maintaining transportation data resources and improving analysis methods into the UPWP or as an appendix to the RTP. Compose a technical memorandum documenting the modeling and data that go into the RTP. Consider the feasibility/need to bring in an outsider (e.g. ODOT) to do an authentic peer review of the model.

CRITERION / GOAL	BEST PRACTICES IN CURRENT RTP	CURRENT RTP GAPS	DRAFT RECOMMENDATIONS
<p>14-TRANSPORTATION SYSTEMS MANAGEMENT & OPERATIONS (TSMO)</p> <p><i>Optimize the efficiency of the existing transportation system.</i></p>	<ul style="list-style-type: none"> The RTP includes goals and objectives for improving the efficiency of the transportation system that are consistent with relevant local, state, and metropolitan goals and objectives. The CMP identifies and prioritizes TSMO strategies and includes a discussion of impacts of these strategies. 	<ul style="list-style-type: none"> Some, but not all, priority TSMO strategies are being implemented/funded through inclusion in the Transportation Improvement Program. The RTP does not include TSMO performance measures. 	<ul style="list-style-type: none"> Discuss with partner agency staff and decision-makers the desired level of investment in TSMO strategies (our region typically prioritizes TDM rather than TSMO). The RTP is not required to include operational projects (these are typically located in the ITS plan). While some planned operational projects are already included in the RTP by way of reference or demonstration, this could be enhanced. Consider including performance measures for TSMO in the RTP.
<p>15-LINKING ASSET MANAGEMENT AND PLANNING</p> <p><i>Leverage transportation asset management data and methods within the transportation planning process to make informed, cost-effective program decisions and better use existing transportation assets.</i></p>	<ul style="list-style-type: none"> The RTP includes goals and objectives for linking asset management and planning (7-System Asset Preservation). CLMPO integrates partner agencies' asset management data and economic analysis to prioritize investments. The RTP prioritizes transportation decisions that support maintenance and good repair of existing assets. 	<ul style="list-style-type: none"> Project prioritization does not consider life cycle cost analysis or benefit cost analysis. The RTP does not include asset management performance measures other than the federal measures relating to transit and the National Highway System. 	<ul style="list-style-type: none"> More explicitly articulate assumptions relating to how life cycle cost analysis and benefit cost analysis are considered as part of project prioritization in jurisdictions' transportation system plans. Include a discussion acknowledging the need for asset management, particularly as it relates to projects that don't obviously appear to support goals (e.g., we have to maintain the roads because it supports the transit network); this will also address certification review comments that CLMPO needs to come up with operations and maintenance funding sources.

CRITERION / GOAL	BEST PRACTICES IN CURRENT RTP	CURRENT RTP GAPS	DRAFT RECOMMENDATIONS
<p>16-INFRASTRUCTURE RESILIENCY</p> <p><i>Anticipate, assess, and plan to respond to vulnerabilities and risks associated with current and future hazards (including those associated with climate change) to ensure multi-modal transportation system reliability and resiliency. Identify a range of vulnerability and risks to both existing and planned transportation infrastructure.</i></p>	<ul style="list-style-type: none"> The RTP includes goals and objectives consistent with partner agencies for infrastructure resiliency (2-Safety, Security and Resiliency). CLMPO regularly coordinates with partner agencies, which has the potential to reduce barriers and further prospects for implementation of strategies to address infrastructure resiliency (though resiliency is not an explicit focus of any committees). The RTP includes infrastructure resiliency performance measures. 	<ul style="list-style-type: none"> CLMPO does not coordinate with partner agencies to collect infrastructure vulnerability and risk assessments into the RTP or identify and inventory event-based transportation plans. The RTP does not include adaptation strategies to address hazard events. The RTP does not monitor progress towards goals. 	<ul style="list-style-type: none"> Consider additional objectives to address resiliency (e.g. prioritize projects that mitigate infrastructure risk). Consider establishing a periodic resiliency agenda item at MPO subcommittee meetings to reduce barriers and further prospects for implementation of strategies to address infrastructure resiliency. At a minimum coordinate with partner agencies to incorporate relevant information into the RTP. Expand the resilience section of the RTP beyond the 2045 RTP's focus on how to address the new Planning Factor 9; incorporate an initial set of high-level adaptation strategies. Develop performance measures relating to infrastructure resilience, identify data sources, and monitor progress toward goals.

CRITERION / GOAL	BEST PRACTICES IN CURRENT RTP	CURRENT RTP GAPS	DRAFT RECOMMENDATIONS
<p>17-PLANNING AND ENVIRONMENTAL LINKAGES (PEL)</p> <p><i>Integrate system planning process information, analysis, and decisions with the project-level environmental review process, and reference it in NEPA documentation.</i></p>	<ul style="list-style-type: none"> CLMPO has documented procedures linking system-level planning to project-level NEPA (formal procedures to consult with and involve resource/environmental agencies, opportunity for public review, and data sources for system planning that are as consistent as possible with the needs of project-level NEPA analysis). The RTP includes components that use NEPA principles and methods (e.g. goals and objectives; regional development and growth; local land use, growth management, and development; population and employment; general travel corridor and modes definition; basic description of the environmental setting; programmatic level mitigation measures to avoid, minimize, or mitigate impacts of proposed transportation projects) 	<ul style="list-style-type: none"> The RTP does not include goals and objectives for linking system planning with NEPA documentation. The RTP does not have documented communication from executive management to staff level regarding the agency's commitment to strengthening planning and environmental linkages. NEPA practitioners are not consulted during RTP planning. There is no formal coordination between the RTP and project-level implementation by partner agencies to ensure that information from the system-level planning process is incorporated into project-level documents. The RTP does not include PEL performance measures. 	<ul style="list-style-type: none"> Coordinate with NEPA practitioners and jurisdictional partners to understand their needs and consider strengthening RTP data and narrative to better meet downstream NEPA requirements as feasible, recognizing that most local projects are not large enough to trigger NEPA and CLMPO's jurisdictional partners contract out for NEPA as needed. Consider including objectives or performance measures explicitly linking system planning with NEPA documentation.

NOTES: CLMPO = Central Lane MPO; CMP = Congestion Management Process; UPWP = Unified Planning Work Program; NEPA = National Environmental Policy Act

05. INPUT SOUGHT FROM MPC

The list of draft recommendations is lengthy and some are more administrative than others. Table 2 shows LCOG staff’s proposal for prioritizing recommendations. It also shows the recommendations LCOG staff will highlight specifically during the May 2nd MPC meeting, because they are less administrative and will require more thought and effort in how they are addressed and carried out. This focus is not intended to limit MPC’s feedback on any of the recommendations but is intended to bring the most salient recommendations to MPC and to help narrow the presentation.

TABLE 2. PRIORITIZATION OF INVEST RECOMMENDATIONS

CRITERION	DRAFT RECOMMENDATION	MPC	THIS RTP	FUTURE RTP
01-INTEGRATED PLANNING: ECONOMIC DEVELOPMENT AND LAND USE	Consider how work coming out of the Climate Friendly and Equitable Communities scenario may be used to evaluate alternative land use/transportation scenarios and integrate results into future RTPs.	✓		✓
	Consider if additional performance measures are needed to help monitor and demonstrate progress toward economic development and land use goals.	✓	✓	
	Incorporate objectives that explicitly support ecological function (e.g. habitat connectivity, green infrastructure).	✓	✓	
02-INTEGRATED PLANNING: NATURAL ENVIRONMENT	Engage natural resource and regulatory agencies earlier in the planning process.		✓	
	Conduct a more comprehensive assessment of ecological conditions throughout the system.		✓	
	Identify opportunities to support/enhance long-term ecological function.		✓	
	Consider additional performance measures designed specifically to support/enhance ecological function.	✓	✓	
03-INTEGRATED PLANNING: SOCIAL	Continue to expand community engagement to include historically underrepresented groups.	✓	✓	
	Demonstrate what is achievable with current funding levels and identify funding needed to reach goals.		✓	

CRITERION	DRAFT RECOMMENDATION	MPC	THIS RTP	FUTURE RTP
	Build more long-term relationships with community-based organizations (CBOs) to improve the diversity of voices reflected in the RTP. Build off the work of the Transportation Options team, which has been co-tabling at CBO events like food distribution and family resource events to distribute transportation safety supplies.		✓	
	Coordinate with partner agencies to document their public participation processes to help educate stakeholders about how it connects with the regional RTP process.	✓	✓	
	Follow up with stakeholders to demonstrate how their input was used to inform and affect transportation planning decisions.		✓	
	Document examples of projects that started at the RTP level because of public input (e.g., MPO-funded Beaver-Hunsaker Street improvements).		✓	
	Explicitly state in the RTP how input informed the RTP development.		✓	
04-INTEGRATED PLANNING: BONUS	Address recommendations for improvement in the first three criteria to integrate the three sustainability principles more fully into the plan.		✓	
	Consider having an independent review of the RTP through a triple bottom line sustainability lens.	✓		✓
05-ACCESS & AFFORDABILITY	Identify particular areas where access is an issue, specifically calling out cumulative opportunities to access destinations.		✓	
	Consider how to integrate a quantitative analysis that looks at how the system plan addresses affordability of housing through its relationship to transportation investments.			✓
	Add maps that look at higher housing costs and access to transportation using FHWA's transportation burden dataset.	✓	✓	
	Continue working toward goal of improving data about sidewalk quality and accessibility to help model walking routes.			✓

CRITERION	DRAFT RECOMMENDATION	MPC	THIS RTP	FUTURE RTP	
06-SAFETY PLANNING	Work toward more regional representation in statewide committees.		✓		
	Continue or expand collaboration with ODOT research on safety data.		✓		
	Support development of a new source of crash data on the local level.		✓		
	Incorporate more socio-economic data as part of project selection process to help evaluate and prioritize strategies for different user groups.			✓	
	Build on ODOT efforts to show disparate safety impacts for different communities.			✓	
	Research how other MPOs are successfully utilizing statistically sound approaches to determine projected safety performance.				✓
	Consider adding additional performance measures around safety in addition to the adopted state measures while acknowledging the many factors outside MPO control that contribute to safety outcomes.		✓	✓	
07-MULTIMODAL TRANSPORTATION AND PUBLIC HEALTH	Work with Lane County Public Health to develop a Health Impact Assessment to evaluate the health impacts of RTP programs and investments.	✓	✓		
	Seek opportunities for MPO involvement in regional public health initiatives and committees (e.g. Public Health Advisory Committee).		✓		
08-FREIGHT AND GOODS MOVEMENT	Brainstorm opportunities to increase freight sector involvement in MPO processes (historical challenge). Acknowledge efforts and challenges in RTP narrative.		✓		
	Consider incorporating performance measures around freight access.	✓	✓		
	More explicitly document how the travel model treats freight generators.		✓		
09-TRAVEL DEMAND MANAGEMENT (TDM)	Add language in the RTP that ties programming to goals that include TDM components.		✓		
	More explicitly articulate statewide TDM efforts and document consistency.		✓		

CRITERION	DRAFT RECOMMENDATION	MPC	THIS RTP	FUTURE RTP
	Develop regional performance measures relating to TDM.	✓	✓	
10-AIR QUALITY & EMISSIONS	More explicitly document coordination with partner agencies.		✓	
	Consider adding strategies explicitly addressing land use, vehicle retrofits, diesel vehicle alternatives, and alternative fuel technologies and associated infrastructure to the CMP.		✓	
	Consider how to incorporate a quantitative analysis of emissions into the RTP.			✓
11-ENERGY AND FUELS	Consider how to incorporate a fossil fuel or energy inventory into the RTP, including data sources and maintenance.		✓	
	Strengthen performance measures relating to energy and fossil fuel reductions (Climate Friendly and Equitable Communities scenario planning implementation outcomes may meet this need).	✓	✓	
12-FINANCIAL SUSTAINABILITY	Strengthen existing revenue forecasting practices with more local input and review of forecasting methods.			✓
	Better articulate how the forecast is made and what it means if the forecast is wrong in the RTP (this will also address a certification review comment).		✓	
	Research advanced project estimating processes used by other MPOs across the country to see if a similar process could be feasible.			✓
13-ANALYSIS METHODS	Incorporate a specific multi-year development program for maintaining transportation data resources and improving analysis methods into the UPWP or as an appendix to the RTP.		✓	
	Compose a technical memorandum documenting the modeling and data that go into the RTP.		✓	
	Consider the feasibility/need to bring in an outsider (e.g. ODOT) to do an authentic peer review of the model.			✓

CRITERION	DRAFT RECOMMENDATION	MPC	THIS RTP	FUTURE RTP
14- TRANSPORTATION SYSTEMS MANAGEMENT & OPERATIONS (TSM&O)	Discuss with partner agency staff and decision-makers the desired level of investment in TSMO strategies (our region typically prioritizes TDM rather than TSMO).	✓	✓	
	The RTP is not required to include operational projects (these are typically located in the ITS plan) but planned operational projects could be included in the RTP by way of reference/demonstration		✓	
	Consider including performance measures for TSMO in the RTP.	✓	✓	
15-LINKING ASSET MANAGEMENT AND PLANNING	More explicitly articulate assumptions relating to how life cycle cost analysis and benefit cost analysis are considered as part of project prioritization in jurisdictions' transportation system plans.		✓	
	Include a discussion acknowledging the need for asset management, particularly as it relates to projects that don't obviously appear to support goals (e.g., we have to maintain the roads because it supports the transit network); this will also address certification review comments that CLMPO needs to come up with operations and maintenance funding sources.			✓
16- INFRASTRUCTURE RESILIENCY	Consider additional objectives to address resiliency (e.g. prioritize projects that mitigate infrastructure risk).	✓	✓	
	Consider establishing a periodic resiliency agenda item at MPO subcommittee meetings to reduce barriers and further prospects for implementation of strategies to address infrastructure resiliency. At a minimum coordinate with partner agencies to incorporate relevant information into the RTP.			✓
	Expand the resilience section of the RTP beyond the current RTP's focus on how to address the new Planning Factor 9; incorporate an initial set of high-level adaptation strategies.	✓	✓	
	Develop performance measures relating to infrastructure resilience, identify data sources, and monitor progress toward goals.	✓	✓	

CRITERION	DRAFT RECOMMENDATION	MPC	THIS RTP	FUTURE RTP
17-PLANNING AND ENVIRONMENTAL LINKAGES (PEL)	Coordinate with NEPA practitioners and jurisdictional partners to understand their needs and consider strengthening RTP data and narrative to better meet downstream NEPA requirements as feasible, recognizing that most local projects are not large enough to trigger NEPA and CLMPO's jurisdictional partners contract out for NEPA as needed.		✓	
	Consider including objectives or performance measures explicitly linking system planning with NEPA documentation.	✓	✓	

NOTES: MPC = Metropolitan Policy Committee; CLMPO = Central Lane MPO; CMP = Congestion Management Process; UPWP = Unified Planning Work Program; NEPA = National Environmental Policy Act

Transportation Improvement Program (TIP) Project Changes
Transportation Planning Committee (TPC) – Central Lane MPO
April 18, 2024

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.

[none]

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 (Surface Transportation Block Grant, local funds)

Proposed Changes: Add \$691,638.91 of HB 5506 funds to construction phase

Notes on Changes: Construction estimate came in higher than the programmed amount.

Action: These changes are requested by ODOT on behalf of City of Springfield. 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 applicable

Comments received:

[none]