



# MEETING NOTICE

**MEETING:** METROPOLITAN POLICY COMMITTEE  
**DATE:** Thursday, March 7, 2024  
**TIME:** 11:30 AM - 1:30 PM  
**LOCATION:** **VIRTUAL:**  
<https://us06web.zoom.us/j/85471827669?pwd=8249BzxkPmmbRd4KivvWEm3lf39BPA.ueNFv1m1zBoo9vB>  
Passcode: 663728  
**One tap mobile:** +16694449171,,85471827669#,,,,\*663728# US  
**Telephone:** 1-669-444-9171 Webinar ID: 854 7182 7669 Passcode: 663728  
**Webcast:** <http://metrotv.ompnetwork.org/>  
**CONTACT PERSON:** Paul Thompson, 541-682-4405, [pthompson@lco.org](mailto:pthompson@lco.org)

## A G E N D A

1. WELCOME & INTRODUCTIONS
2. CALL TO ORDER
3. ADJUSTMENTS TO THE AGENDA/ANNOUNCEMENTS FROM MPC MEMBERS
4. COMMENTS FROM THE AUDIENCE
5. APPROVE February 1, 2023 MPC MEETING MINUTES
6. METROPOLITAN PLANNING ORGANIZATION (MPO) ISSUES
  - a. Appoint Oregon MPO Consortium Member (5 min)  
Staff Contact & Presenter: Paul Thompson, LCOG  
*Action Requested:* Appointment of Oregon MPO Consortium member. (Note – no packet material)
  - b. Project Proposals for MPO Redistribution Funding (20 min)  
Staff Contact & Presenter: Dan Callister, LCOG  
*Action Requested:* Conduct public hearing; Provide feedback to staff.
  - c. Climate Friendly Equitable Communities Governing Body and Status Update (20 min)  
Staff Contact & Presenter: Kelly Clarke, LCOG  
*Action Requested:* None, information & discussion only.
  - d. Broadband Planning Update (30 min)  
Staff Contacts & Presenters: Jacob Callister & Michael Wisth, LCOG  
*Action Requested:* None, information & discussion only. (Note – no packet material)

**-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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e. Follow-up and Next Steps

(10 min)

- 1) ODOT Update
- 2) TIP Project Changes (see attached)
- 3) Next Steps/Agenda Build

**UPCOMING MEETINGS:**

Apr. 4<sup>th</sup> – Virtual  
May 2<sup>nd</sup> – Virtual

**PLEASE NOTE:**

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



LCOG is now posting meetings on its website at <https://www.lcog.org/bc-mpc>. These postings will include the agenda, minutes, and attachments. If you no longer want to receive your meeting announcement in paper format, please contact Laura Campbell, 541-682-4006 or [lcampbell@lcog.org](mailto:lcampbell@lcog.org).



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

***Please mute your phone or computer microphone when connecting to the virtual meeting,  
and remember to un-mute it if you are speaking to the meeting!***

***Thanks!***

# MINUTES

## Metropolitan Policy Committee Virtual Meeting via Zoom

February 1, 2024  
11:30 a.m.

**PRESENT:** David Loveall, Chair (Lane County); Steve Moe (City of Springfield); Lucy Vinis (City of Eugene); John Marshall (City of Coburg); Kelly Sutherland (Lane Transit District), Vidal Francis (Oregon Department of Transportation), members; Jameson Auten (Lane Transit District), *ex officio* member.

Brenda Wilson, Paul Thompson, Dan Callister, Delaney Thompson, Ellen Currier, Kelly Clarke, Drew Pfefferle, Rachel Dorfman (Lane Council of Governments); Rob Inerfeld (City of Eugene); Drew Larsen, Sandy Belson (City of Springfield); Megan Winner (City of Coburg); Cassidy Mills, Becky Taylor (Lane County); Tom Schwetz, Jeramy Card (Lane Transit District); Bill Johnston (Oregon Department of Transportation); Sarah Mazze, Jack Blashchisen, Rachel Tochen, Brad Albee (Safe Routes to Schools); Paul Lutey (Nelson/Nygard); Tim Garner (Metro TV); Josh Kashinsky (guest).

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

Mr. Moe called the meeting to order and welcomed those present. A quorum was not yet established and non-action items on the agenda would be taken up under a quorum when present.

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

There were no adjustments or announcements.

### **COMMENTS FROM THE AUDIENCE**

There was no one wishing to speak.

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

#### **Safe Routes to School (SRTS) Update**

Ms. Mazze introduced the other SRTS staff members present: Jack Blashchisen, Rachel Tochen and Brad Albee. A slide presentation was used to provide an overview of the SRTS program in the Eugene 4J, Bethel and Springfield school districts. The program was designed to make it easier, safer, more efficient, and more fun for students to use active transportation. The program was based on the six E's: Engineering, Equity, Evaluation, Encouragement, Education and Engagement. She said engagement was returning to pre-COVID-19 levels, programs were now working with middle and high school students and relationships with community partners and stakeholders were deepening.

Ms. Mazze said the goal around equity was to center equity in all SRTS activities, with particular attention to assuring outcomes were fair and increased safety and health for students in historically under-served and marginalized populations. The goal of engineering was to improve infrastructure around schools.

Ms. Tochen said education was focused on expansion and innovative curriculum in addition to delivery of bike/pedestrian safety classes. She described the classes being offered and the expansion of the fleet of bicycles being used by students and levels of participation in all three school districts.

Mr. Blashchisen described the learn-to-ride classes provided to kindergarteners and first graders in their

regular and adaptive physical education classes. The program was also offered during summer schools and to the migrant education program. The classes were provided with the assistance of community volunteers. He also described encouragement activities designed to provide organized activities to students and families to build a sense of community and increase participation. He encouraged MPC members to consider volunteering for SRTS.

Mr. Albee discussed the many partnerships developed in all three school districts and among jurisdictions, agencies, organizations and nonprofits throughout the region. Financial support was provided through the school districts' educational foundations to purchase equipment and supports for SRTS activities. SRTS participated in many organizations to provide the SRTS perspective. He said the SRTS program enjoyed great community support and thanked MPC members and the SRTS team.

Ms. Vinis and Mr. Vidal joined the meeting at 11:40 a.m. and a quorum was established.

Mr. Loveall asked if balance bikes were used in SRTS programs. Ms. Mazze said balance bikes were used and typically students learned to ride almost two years earlier with those bikes.

Mr. Francis commended the SRTS program and asked if students contributed to the program in their later years. Ms. Mazze said older students contributed by continuing to use active transportation and often participated in community events and provided feedback.

#### **APPROVE December 7, 2024, MPC MEETING MINUTES**

Ms. Vinis, seconded by Mr. Francis, moved to approve the December 7, 2023, meeting minutes as submitted. The motion passed unanimously, 6:0.

#### **ELECTIONS OF CHAIR AND VICE CHAIR FOR 2024/APPOINT OMPOC MEMBERS**

Mr. Thompson explained that only members from the jurisdictions of Lane County, Springfield and Eugene could serve as the chair and vice chair and those offices were typically rotated among those three. A representative from Lane County was scheduled to serve as chair and a representative from Eugene was scheduled to serve as vice chair for 2024.

Mr. Moe nominated Mr. Loveall to serve as MPC 2024 chair. There being no other nominations, Mr. Loveall was unanimously elected.

Mr. Loveall nominated Ms. Vinis to serve as MPC 2024 vice chair. There being no other nominations, Ms. Vinis was unanimously elected.

Ms. Vinis nominated Mr. Moe to serve as one of the MPC's OMPOC 2024 representatives. There being no other nominations, Mr. Moe was unanimously appointed.

Mr. Loveall noted that Susan Cox was currently the second OMPOC representative. She was not present, but would be contacted to determine if she wished to continue that role in 2024 and appointment of a second OMPOC representative would occur at MPC's March meeting.

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

### **Lane County RAISE (Rebuilding American Infrastructure with Sustainability and Equity) Grant Letter of Support**

Ms. Mills explained that the RAISE grant would allow Lane County to construct the 30<sup>th</sup> Avenue Active Transportation Corridor Plan. Lane County was pursuing the grant in partnership with the City of Eugene. She said the project would improve safety and connectivity along the corridor. The current configuration restricted access by any non-vehicle transportation and had many high-risk features and vehicle crashes. A preferred design concept was developed in collaboration with the community and approved by the Board of County Commissioners in 2022. The project was now construction ready. She said the project was consistent with the intent of the RAISE grant program and believed the grant application would be competitive. The estimated cost was approximately \$15 million. She described the project area and the benefits that would be derived from its completion and said it enjoyed community support as design concerns were addressed during the planning process.

Mr. Loveall commented that there had been objections to moving from two lanes to one lane along the corridor and asked if people were now supportive of that design. Ms. Taylor replied that most people were now comfortable with the proposed design, although some thought there were other, higher priority projects the County should address. She said there were no resources for other projects at this time and the 30<sup>th</sup> Avenue project was the best fit for the RAISE grant program.

Ms. Vinis, seconded by Mr. Moe, moved to approve a letter of support for the 30<sup>th</sup> Avenue Active Transportation Corridor Plan RAISE grant application. The motion passed unanimously, 6:0.

### **Lane Transit District (LTD) ATTAIN (Advanced Transportation Technology and Innovation) Grant Letter of Support**

Mr. Schwetz said LTD was exploring broader mobility management as a tool to support the community and the ATTAIN grant would facilitate the development of a user app and the operation of a pilot Mobility on Demand service available to high school students within the Bethel School District boundaries. It would allow LTD to organize and coordinate the services that were available and users could determine the best way to get to their destinations. A pilot project would begin with Willamette High School. The Bethel School District had provided a letter of support for the grant application. He asked for MPC's support.

Mr. Moe, seconded by Ms. Vinis, moved to approve a letter of support for Lane Transit District's ATTAIN grant application. The motion passed unanimously, 6:0.

### **Lane Transit District System Review Update**

Mr. Card introduced Paul Lutey from Nelson/Nygard, consultants on the LTD project. Mr. Lutey provided an overview of the project to date. He said the system review was timely given the impact of the pandemic and the need to determine how ridership and service patterns have changed. It had also been difficult for LTD to return to pre-COVID-19 service levels due to the lack of operators and maintenance staff. The review would provide a roadmap for building service back and match it with changes in the travel market experienced after COVID-19. He emphasized it was not a major system redesign, but rather an opportunity to better align services with community needs.

Mr. Lutey said information resulting from public outreach activities and data analysis to date identified the following top priorities:

- Community - bus stop improvements, increased frequency, restoration of EmX service
- Riders - more frequency on Saturdays, Sundays and weekdays

Mr. Lutey reviewed statistics on ridership patterns and invited MPC members to share LTD's survey and provide their own feedback.

Mr. Moe commented that paying bus drivers more and the resources to hire more drivers would address the problems. Mr. Card said LTD was working to hire more drivers, revamping its hiring strategies and revisiting training opportunities and schedules to increase hires.

Mr. Auten said LTD had signed a new labor agreement in 2023 and its operators were at or above industry pay levels. LTD was looking at other issues that could be affecting hiring, such as seniority and work schedules. The entire organization was focused on recruitment and retention.

Mr. Loveall said it appeared that ridership was about 20 percent lower. He said that a desire for more frequency could also translate into being able to reach the rider's destination faster. Mr. Card said overall system ridership was down, although it varied from route to route with some being almost up to pre-COVID-19 levels and ridership continued to increase with each service change. He said the biggest problem with traveling faster was congestion and being able to get more people out of cars and on to buses helped, along with looking at infrastructure projects along corridors to speed up buses.

#### **Electronic Transportation Improvement Program (eTIP)**

Mr. Callister presented a demonstration of the online TIP (eTIP) designed to facilitate easy access and maintenance for staff and provide the public with straightforward, easily understood information about transportation projects and activities within the region. He said there would be two portals: one for credentialed staff to modify and update information and a public portal for people to view information. Features of the eTIP included searching for projects by jurisdiction or location, tracking of revisions and an interactive map. He said the eTIP was still under development and it would be launched soon.

Mr. Francis commended the project and its interactive aspects. Mr. Callister said that ODOT was an active partner in its development.

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

- **ODOT Update**— Mr. Francis thanked MPO jurisdictions for their patience during ODOT's mitigation of damage from the recent ice storm. Roads were now open and debris removal continued. He said Highway 126 had been hit particularly hard and debris removal would likely take four to five weeks to complete. Due to extensive damage in outlying areas, response times within the metro area were slower. He said ODOT was preparing for the upcoming construction season. He said bids for the Theona Drive project in Springfield would be let soon. He said ODOT was working with the City of Springfield on the Mill Street project from A Street to Centennial Boulevard was expected to go out to bid in June 2024. He announced that the Portland area interstate bridge replacement project over the Columbia River had just been awarded \$600 million in federal funds.
- **Transportation Improvement Program (TIP) Project Changes**—There were no questions.
- **Next Meeting/Agenda Build**—March 7 - Virtual, April 4 - Virtual, May 2 - Virtual

Mr. Loveall adjourned the meeting at 1:24 p.m.

(Recorded by Lynn Taylor)



February 27, 2024

To: Metropolitan Policy Committee  
From: Daniel Callister  
Subject: MPC 6.b Project Proposals for MPO Redistribution Funding

**Action Recommended:** Conduct Public Hearing

### **Issue Statement**

The Central Lane Metropolitan Planning Organization (MPO) has received roughly \$1M of federal redistribution Surface Transportation Block Grant (STBG) funds and is reviewing proposals to utilize these funds. Transportation Planning Committee (TPC) is responsible for providing a funding recommendation to MPC.

### **Discussion**

The MPO's discretionary federal funds for transportation projects are programmed roughly every three years through a formal project solicitation process. In October 2022, MPC approved \$22.8M of its anticipated annual funding allocations for projects as part of the development of the 2024-2027 Metropolitan Transportation Improvement Program (MTIP). The MPO occasionally receives unanticipated federal discretionary funding outside of the typical MTIP development process, usually in the form of redistribution funding following the end of a federal fiscal year where the State has succeeded in obligating all of its federal funding. These are referred to as "off-cycle" funds, and usually are of a much smaller amount than the MPO's annual allocation.

Central Lane MPO has received \$1,049,387 of redistribution funding to be obligated to projects before the end of FFY 2025. An additional \$889k of federal funding has been reserved by the MPO for contingencies but is technically available for projects as well. The Technical Advisory Sub-Committee (TASC) has discussed how these funds might be best used to serve the goals and objectives of the Regional Transportation Plan.

Four funding proposals were submitted for consideration. A one-page summary of each of these is provided as Attachment 1. The proposals are:

- [8<sup>th</sup> Ave Streetscape and Bikeway](#) (City of Eugene)
- [River Rd at Irving Rd/Hunsaker Ln Safety Improvements](#) (City of Eugene)
- [Gilham Rd: Ayers Rd to Mirror Pond Wy Sidewalk/Safety](#) (Lane County)
- [Low/No-Emission Mini Street Sweeper Purchase](#) (City of Springfield) ([full app.](#))

Each of these proposals represent existing projects already funded in the MTIP. The one exception is the Mini Street Sweeper purchase proposal from City of Springfield (full application for this project is included as Attachment 2).

The ultimate funding recommendation of TPC will be based on how well each project supports the regional primary funding considerations (as approved by MPC on May 5, 2022), the federal performance targets, air quality conformity, environmental justice, Title VI, and other considerations.

TPC's recommendation will also consider whether it would be prudent to continue to retain a certain amount of unprogrammed funds for future contingencies. Typically, the MPO reserves 4% of its discretionary allocation for emergency needs, to provide a funding buffer to protect against cancelation of projects in the event of an unexpectedly low federal limitation, to anticipate unforeseen costs on timely priority projects, and other reasons.

### **Public Involvement**

MPO procedures require a public hearing for initial programming of MPO discretionary funding. TPC approved release of these proposals for public comment from February 15 to March 16, including this public hearing. TPC will have an opportunity to review any comments received before making a funding recommendation at their March 21 meeting. Final action is anticipated by MPC on April 4.

**Action Recommended:** Conduct Public Hearing

### **Attachments:**

- 1 – Funding Request Summaries
- 2 – Low/No-Emission Mini Street Sweeper Application

## 8<sup>th</sup> Avenue Streetscape and Bikeway (Eugene)

### Project Visual:



Google Street View image of 8<sup>th</sup> Avenue before the streetscape and bikeway project. Image is taken immediately west of Oak Street, looking west.

### Project Description:

8<sup>th</sup> Avenue is a key connection in downtown Eugene, linking civic, commercial, and social venues downtown to the Riverbank Path and future amenities that will be developed as part of the EWEB Riverfront Master Plan.

To facilitate transportation between the riverfront and downtown, the street will be redesigned to better fit long-range land use goals and maximize mobility standards for all modes of transportation.

This project redesigns 8th Avenue between Lincoln Street and Mill Street to create a more multimodal street. The project will install protected bike lanes on both sides of the street, widen the existing sidewalk in select locations, relocate street trees, and convert 8th Avenue from a one-way street to a two-way street, convert 3 signals to all way stops, and install stormwater planters.

### Project Quick Facts

Location	8 <sup>th</sup> Avenue		
Project Limits (to/from)	Lincoln Street to Mill Street		
Length in feet	2,724 feet	<b>Estimated Project Cost</b>	
Functional Class	Local	Est. Total Project Cost	\$8,834,147
Completion/Purchase Year	2024	Federal Funds Requested	\$400,000

### Contact Information

Sponsoring Agency	City of Eugene		
Contact Name & Title	Rachael Love, Civil Engineer 2		
Contact e-mail	rlove@eugene-or.gov	Phone	541-682-5477

*For questions regarding the programming of CLMPO's discretionary federal funds contact Daniel Callister at (541) 666-9571 or dcallister@lcog.org*

## River Road at Irving Road/Hunsaker Lane (Eugene)

### Project Visual:



Google Street View image of the River Road, Irving Road, and Hunsaker Lane intersection before the project. Image is taken from River Road immediately north of the intersection, looking south.

### Project Description:

River Road at the intersection of Irving Road and Hunsaker Lane has a history of vehicle and bicycle crashes. The project seeks to improve safety for all road users by upgrading traffic signal hardware, building a protected intersection for cyclists, and adding left turn lanes on Irving Road approaches.

These safety upgrades will improve the connection to new walking and biking infrastructure on Hunsaker Lane and eventually the West Bank Path.

### Project Quick Facts

Location	Intersection of River Road, Irving Road, and Hunsaker Lane		
Project Limits (to/from)	N/A		
Length in feet	100 feet	<b>Estimated Project Cost</b>	
Functional Class	Major arterial (River Road), minor arterial (Irving Road) and major collector (Hunsaker Lane)	Est. Total Project Cost	\$4,193,966
Completion/Purchase Year	2024	Federal Funds Requested	\$400,000

### Contact Information

Sponsoring Agency	City of Eugene		
Contact Name & Title	Jordan Vesper, Bridge Engineer		
Contact e-mail	Jvesper@eugene-or.gov	Phone	541-246-0019

*For questions regarding the programming of CLMPO's discretionary federal funds contact Daniel Callister at (541) 666-9571 or dcallister@lcog.org*

## Gilham Road: Ayers Road to Mirror Pond Way

### Project Visual:



### Project Description:

Gilham Road is currently in need of safe pedestrian facilities to allow people travel options aside from commuting by car. To respond to this need, continuous sidewalks are proposed for the segment of Gilham Road from Ayers Road to Don Juan Ave along its west side. Funding for this project will result in design and final construction of a sidewalk along this westerly portion of Gilham Road, between Ayers Road to Don Juan Ave. The segment of road proposed for improvements is in the northeast Eugene urban fringe area. Gilham Road is within Eugene's Urban Growth Boundary (UGB) and terminates at the UGB at its north end. This segment remains outside Eugene city limits but runs adjacent to several residential areas that are annexed. Along the project area, approximately one half of the land abutting Gilham Road is annexed. Lane County's jurisdiction of Gilham Road begins north of the Gilham/Ayres Road intersection.

### Project Quick Facts

Location	Gilham Rd (Eugene)		
Project Limits (to/from)	Ayers Rd to Don Juan Ave		
Length in feet	1,414 feet	<b>Estimated Project Cost</b>	
Functional Class	Urban Minor, Urban Local	Est. Total Project Cost	\$ 2,862,549.35
Completion/Purchase Year	2025	Federal Funds Requested	<b>\$ 400,000</b>

### Contact Information

Sponsoring Agency	Lane County		
Contact Name & Title	Sasha Vartanian		
Contact e-mail	Sasha.Vartanian@lanecountyor.gov	Phone	541-682-6598

*For questions regarding the programming of CLMPO's discretionary federal funds contact Daniel Callister at (541) 666-9571 or dcallister@lcog.org*

**PROJECT SUMMARY**

Project No. \_\_\_\_\_

**City of Springfield – Low- or No-Emission Mini Street Sweeper Purchase****Project Visual:**

\*the shown model and manufacturer above is for reference only; Springfield will purchase a low- or no-emissions street sweeper.

**Project Description:**

The City of Springfield is actively adding new on-street bike lanes, separated facilities through Franklin Boulevard and planned Mill Street reconstruction, and have miles of multi-use paths throughout the city. However, cleaning and maintaining these facilities are often overlooked, specifically because the city does not have the proper equipment to keep these areas clean and free of debris. In order to continue encouragement of active transportation, the City of Springfield Operations Department has requested funding to purchase a low- or zero emissions street sweeper capable of maintaining our existing bicycle and pedestrian facilities as well as the planned future facilities.

**Project Quick Facts**

Location	City of Springfield		
Project Limits (to/from)	Springfield Jurisdiction		
Length in feet	n/a	<b>Estimated Project Cost</b>	
Functional Class	n/a	Est. Total Project Cost	\$350,000
Completion/Purchase Year	2025	Federal Funds Requested	<b>\$314,055</b>

**Contact Information**

Sponsoring Agency	City of Springfield		
Contact Name & Title	Andrew Larson, Senior Transportation Planner		
Contact e-mail	Alarson@springfield-or.gov	Phone	541-726-3661

*For questions regarding the programming of CLMPO's discretionary federal funds contact Daniel Callister at (541) 666-9571 or dcallister@lcog.org*



# FUNDING APPLICATION for Discretionary Federal Funds through CLMPO

The *Application Instructions* is a companion document to this application and provides section-by-section instructions, additional details, and helpful hyperlinks to assist applicants as they complete the application.

Section 1: Applicant Information			
Date:	February 15, 2024		
Sponsoring Organization:	City of Springfield		
Contact Person & Title:	Andrew Larson, Senior Transportation Planner		
Contact e-mail:	<a href="mailto:alarson@springfield-or.gov">alarson@springfield-or.gov</a>	Phone:	541-726-3661

Section 2: Project Information <i>(see instructions)</i>			
Project Title:	Low- or No-Emission Mini Street-Sweeper Purchase (Springfield)		
Project Benefit:	Improve air quality and encourage active transportation in the City of Springfield		
Location:	Springfield		
Project Limits:	City limits		
Length in Feet:	n/a		
Functional Class:	n/a		
Traffic Volume (yr):	n/a		
Bike/Ped Volumes (yr):		STIP Key Number:	
On the NHS? (yes/no):		Project includes bike/ped facility? (yes/no):	yes
State Senate District(s):	<input checked="" type="checkbox"/> 4 <input type="checkbox"/> 6 <input type="checkbox"/> 7	State Rep. District(s):	<input checked="" type="checkbox"/> 7 <input type="checkbox"/> 8 <input type="checkbox"/> 11 <input type="checkbox"/> 12 <input type="checkbox"/> 13 <input type="checkbox"/> 14

Project Description:
<p>The City of Springfield is actively adding new on-street bike lanes, separated facilities through Franklin Boulevard and planned Mill Street reconstruction, and have miles of multi-use paths throughout the city. However, cleaning and maintaining these facilities are often overlooked, specifically because the city does not have the proper equipment to keep these areas clean and free of debris. In order to continue encouragement of active transportation, the City of Springfield Operations Department has requested funding to purchase a low- or zero emissions street sweeper capable of maintaining our existing bicycle and pedestrian facilities as well as the planned future facilities.</p>



**Section 4: Project Budget and Funding Request Summary:**

-All amounts must reflect year of expenditure dollars (correcting for inflation)

-Federal funds require 10.27% match from non-federal sources.

Estimated Total Project Cost		<b>\$350,000</b>			
Project Phase	Estimated FFY to Obligate	Federal Funds Requested	Required Match (10.27%)	Additional Committed Funding (incl. Fed.)	Estimated Total Cost
<b>Planning*</b>		\$	\$	\$	\$
<b>Design/Prelim. Engineering</b>		\$	\$	\$	\$
<b>Right of Way</b>		\$	\$	\$	\$
<b>Utility Relocation</b>		\$	\$	\$	\$
<b>Construction</b>		\$	\$	\$	\$
<b>Other</b>	<b>2025</b>	<b>\$314,055</b>	<b>\$35,945</b>	<b>\$</b>	<b>\$350,000</b>
<b>Total request of federal funds:</b>		<b>\$ 314,055</b>	<b>\$35,945</b>	<b>\$</b>	<b>\$350,000</b>

Enter amounts and sources of "Additional Committed" funding:	\$	Source:	
	\$	Source:	
	\$	Source:	
	\$	Source:	

\*State and Federal agencies will not typically approve a project with both a Planning and a Design/Engineering phase under a single Key Number. If your project includes funding for both phases, please explain why.

Provide other funding information, as relevant:

## Section 5: Regional Primary Funding Considerations

The 2045 RTP identifies 7 general goals and 28 specific objectives to achieve those goals. The following subset of objectives was identified by the MPO as the primary funding considerations for this call for projects:

- Eliminate fatal and serious injury crashes for all modes of travel.
- Preserve and maintain transportation system assets to maximize their useful life and minimize project construction and maintenance costs.
- Eliminate barriers that people of color, low-income people, youth, older adults, people with disabilities and other historically excluded communities face meeting their travel needs.
- Reduce the transportation system's vulnerability to natural disasters and climate change.
- Improve public health by providing safe, comfortable, and convenient transportation options that support active living and physical activity for all ages and abilities to meet daily needs and access services.
- Increase the percentage of trips made using active and low carbon transportation modes while reducing vehicle miles traveled within our region.
- Strive to reduce vehicle-related greenhouse gas emissions and congestion through more sustainable street, bike, pedestrian, transit, and rail network design, location, and management.
- Complete gaps in the regional bicycle and pedestrian networks, including paths.

Describe how the proposed project supports the primary funding considerations listed above (up to three):

The City of Springfield is continually striving to provide safe, comfortable, and convenient transportation options that support active living and physical activity for all ages and abilities. Springfield has many miles of existing sidewalks, on-street bike lanes and multi-use paths and is continually looking to add these facilities with new construction projects.

However, cleaning and maintaining these facilities are often overlooked, specifically because the city does not have the proper equipment to keep these areas clean and free of debris. These areas are often too small for a traditional large street sweeper. To continue encouragement of active transportation, the City of Springfield would like to purchase a mini street sweeper capable of maintaining our existing bicycle and pedestrian facilities as well as planned future facilities.

Prolonged encouragement of active transportation such as biking and walking on Springfield's pedestrian system will reduce vehicle miles traveled and greenhouse gas emissions.

**Additional Project Benefits**

Describe any other project benefits worth consideration by those reviewing this application.

**Section 6: Performance Measures:**

Indicate which performance measure(s) this project supports. See Instructions for more details.

**a. Roadway Safety**

<input type="checkbox"/> Serious Injuries and Fatalities per vehicle-mile traveled	<input type="checkbox"/> Number of Serious Injuries and Fatalities for non-motorized users
<input type="checkbox"/> Number of Serious Injuries and Fatalities	

**b. Pavement and Bridge Condition on the NHS**

<input type="checkbox"/> Condition of Interstate Pavements	<input type="checkbox"/> Condition of NHS Bridges
<input type="checkbox"/> Condition of Non-Interstate NHS Pavements	

**c. Performance of the NHS**

<input type="checkbox"/> Percent of reliable person-miles on Interstate	<input type="checkbox"/> Truck Travel Time Reliability on Interstate
<input type="checkbox"/> Percent of reliable person-miles on NHS	

**d. Transit Asset Management**

<input type="checkbox"/> Percent of vehicles that exceed useful life benchmark	<input type="checkbox"/> Percent of facilities < 3 on the TERM scale
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**e. CMAQ Performance Measures**

<input checked="" type="checkbox"/> Total Emissions Reductions (PM10)	<input type="checkbox"/> Annual hours of peak hour excessive delay
<input type="checkbox"/> Percent of non-SOV travel	

**Section 7: Air Quality Status**

	Yes	No
a. Is the project exempt from air quality conformity analysis? see <a href="#">40 CFR Sec. 93.126</a>	X	

b. If exempt, under what category is the project exempt? (e.g. Safety – Railroad/Highway Crossing)

Projects that correct, improve, or eliminate a hazardous location or feature

Section 8: Submittal Approval	
Project Sponsor Authority Information	
The Authorizing Authority identified below approved the submittal of this application on behalf of the Project Sponsor. Project sponsors will be required to sign an Intergovernmental Agreement (IGA) with ODOT prior to receiving any project funds. The IGA with the state will detail the requirements for the use and management of requested funds.	
Authorizing Authority Name:	Ben Gibson
Authorizing Authority Title: (e.g. Mayor, Executive Director, etc.)	Operations Maintenance Manager
<input checked="" type="checkbox"/> Submittal was approved by the identified authorizing individual.	
Co-Sponsor Authority Information (if applicable)	
Authorizing Authority Name:	
Authorizing Authority Title:	
<input type="checkbox"/> Submittal was approved by the identified authorizing individual.	

Section 9: Project Summary Sheet
Follow the <i>Application Instructions</i> to complete the project summary sheet form and submit it with this completed application.

Email this completed application in Word format together with the completed Project Summary Sheet to [dcallister@lcog.org](mailto:dcallister@lcog.org) or by mail to:

Daniel Callister  
Lane Council of Governments  
859 Willamette St. Ste. 500  
Eugene, OR 97401-2910



February 27, 2024

To: Metropolitan Policy Committee

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

Subject: MPC 6.c: Climate Friendly Equitable Communities Governing Body and Status Update

**Action Recommended:** Information only

### **Background**

The Oregon Land Conservation and Development Commission's Climate-Friendly and Equitable Communities (CFEC) rules require jurisdictions in the Eugene-Springfield metropolitan area to implement the existing [Central Lane Scenario Plan](#) (CLSP) developed in 2015 by the Central Lane MPO, and jointly develop regional performance measures and targets to measure and track progress towards implementation of the preferred scenario and meeting the region's Greenhouse Gas (GHG) reduction target that is in the state's Administrative Rules. The Central Lane region's GHG emissions reduction target is a 20% reduction below 2005 emissions levels by 2035 and a 30% reduction by 2050.

LCOG facilitated and submitted on behalf of the Cities of Coburg, Eugene, and Springfield, and Lane County, a work program (Attachment 1) for implementing the preferred scenario to DLCD on June 29, 2023 as required by CFEC rulemaking. The work program included:

- This region's plan to address the required criteria of a proposed Governance Structure, Scope of Work, Community Engagement Plan, Funding Estimate, and Schedule.
- The cities of Coburg, Eugene and Springfield's proposed alternative dates for CFEC compliance. This proposal for an alternative timeline is submitted consistent with OAR 660-012-0012(3) which permits the Eugene-Springfield metropolitan area to submit a combined work program that meets the proposed alternative date requirements of both OAR 660-012-0012(3) (Transportation Planning Rule) and the work program requirements for regional scenario planning of OAR 660-044-0015. While the proposal for alternative dates is in response to all CFEC rules, the most relevant to this project was specific to the December 31, 2023 deadline to submit the Scenario Plan. The alternative date each jurisdiction proposed for submittal was December 31, 2024.
- Culmination of a final product as an Implementation Chapter that identifies regional performance measures and tracks progress towards implementation of

the preferred scenario and meeting the region’s GHG reduction target is added to the CLSP.

DLCD approved the work plan, including alternative dates, on August 18, 2023. This approval did not accurately represent Springfield’s alternative date schedule. DLCD corrected this mistake and reissued the final work plan approval on September 22, 2023.

At its May 4, 2023 meeting, MPC unanimously approved a motion “to approve MPC as the proposed governance structure for the Scenario Planning Work Program and direct staff to include Coburg in the governance structure via amendments to the MPC bylaws.” MPC approved an amendment to its bylaws to formalize this structure at its October 5, 2023 meeting.

### **CFEC Work Program and Schedule**

In order to carry out the tasks identified in the work program and develop the CLSP Implementation Chapter, ODOT has contracted with the consultant team comprised of Parametrix and RSG, Inc. This team, along with ODOT and LCOG, are providing analytical capacity and coordinating with Coburg, Eugene, Springfield, Lane County, and LTD to identify the following:

- Preferred Scenario strategy updates and implementation actions that have occurred since the 2015 CLSP was finalized.
- Performance measures (in line with OAR 660-044-0110 (9)).
- Future-year performance targets (described in OAR 660-012-0910) to track progress towards the emissions reduction target.
- Incorporated strategy updates, measures, and targets into an added CLSP Implementation Chapter.

The schedule to adopt the CLSP Implementation Chapter by December 31, 2024 is:

Key Task	Schedule
Stakeholder jurisdiction coordination and engagement – MPC meetings and Stakeholder engagement meetings/presentations	Throughout project
Scenario Plan implementation for CFEC requirements - Strategy Updates Documentation Memo	December 2023 – March 2024
Scenario Plan implementation for CFEC requirements - Reference/Preferred Scenario Results Memo	March – June 2024
Identify and document performance measures and targets	January – September 2024
Scenario Plan Implementation Chapter – development and CFEC Compliance Memo	July – December 2024
Central Lane VisionEval model build – development and documentation	November 2023 – April 2024

**MPC's Role as CFEC Governing Body**

MPC will weigh in at key regional decision points and make decisions by simple majority of the quorum present. Key decision points include the following items:

- Performance measures and targets
- Updated scenario planning implementation chapter/addendum
- Identify corrective actions to ensure targets are being met
- Reporting schedule

**Discussion**

The intent of this agenda item is to establish the manner in which MPC will function as the governance body of this region's CFEC work to develop an implementation chapter to its CLSP. Staff will also provide a status update of project efforts to date and next steps.

**Requested Actions**

- Information only

**Attachments**

- Central Lane Scenario Plan Work Program: Coburg, Eugene, Springfield, Lane County
- DLCD Approval Letter Dated September 22, 2023

# Central Lane Scenario Plan Work Program: Coburg, Eugene, Springfield, Lane County

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## Central Lane Scenario Plan Work Program for the Cities of Coburg, Eugene, Springfield, and Lane County

This Central Lane Scenario Plan Work Program intends to fulfill the requirement of OAR 660-044-0015(2)(a)(A) for the cities of Coburg, Eugene, Springfield, and Lane County to “Submit a work program containing all of the elements provided in OAR 660-044-0100 to the department for review under section (4) by June 30, 2023.”

The cities and county within the metropolitan planning area of the Central Lane Metropolitan Planning Organization, namely, Coburg, Eugene, Springfield, and Lane County, have chosen to use the preferred scenario submitted as the Central Lane Scenario Plan to the commission and legislature in 2015 as required by Oregon Laws 2010, chapter 865, as the basis for the land use and transportation scenario plan, per OAR 660-044-0015(2)(b). Accordingly, this work plan contains the elements required to produce only the additional elements that build on the preferred scenario to prepare a complete transportation and land use scenario plan, as provided in OAR 660-044-0110(3) and 660-044-0110(9) through (10).

Consistent with OAR 660-044-0100 requirements, the Central Lane Scenario Planning Work Program includes the following elements:

**(1) A proposed governance structure for regional cooperation:** A proposed mechanism for regional cooperation. The governance structure may be an existing metropolitan planning organization, a new regional inter-governmental entity, an intergovernmental agreement for collaboration among local governments, or other mechanism. The governance structure must describe how the entity or entities will make decisions and complete tasks. The governance structure must, at a minimum, include cities and counties and describe how transit providers will be involved in the planning process.

**(2) A scope of work:** A proposed list of tasks to develop scenarios, analyze scenarios, select a preferred scenario, assemble a land use and transportation scenario plan, and amend local plans and ordinances consistent with the land use and transportation scenario plan.

**(3) A community engagement plan:** A community engagement plan with a focus on outreach to and inclusion of underserved populations including community-based conversations.

**(4) A funding estimate:** A general estimate of needs for each city and county to adopt local amendments to implement the selected scenario. The funding estimate must include a schedule of requested amounts in current and future budget periods.

**(5) A schedule:** The work program must include a proposed schedule for submitting the land use and transportation scenario plan and for adopting local amendments to implement the approved preferred land use and transportation scenario.

The remainder of this work program addresses each of these elements in the same order as they are listed in the OARs.

# Proposed Governance Structure for Regional Coordination. (OAR 660-0440-0100(1))

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## OAR Requirement

*A proposed mechanism for regional cooperation. The governance structure may be an existing metropolitan planning organization, a new regional inter-governmental entity, an intergovernmental agreement for collaboration among local governments, or other mechanism. The governance structure must describe how the entity or entities will make decisions and complete tasks. The governance structure must, at a minimum, include cities and counties and describe how transit providers will be involved in the planning process.*

---

## Existing Governance Structure

The Central Lane Metropolitan Planning Organization's (CLMPO) policy board is termed Metropolitan Policy Committee (MPC). MPC's bylaws (Attachment 1) establish the following purposes of this intergovernmental committee:

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

The bylaws provide for a variety of topics and associated member configurations. The topic of "scenario planning governance structure for regional coordination" falls under MPC's "metropolitan transportation matters."

## Proposed Governance Structure and Membership

The proposed governance structure is to utilize the MPC structure in place.

Proposed members are:

- City of Eugene elected official
- City of Springfield elected official
- Lane County elected official
- Lane Transit District Board member
- City of Coburg official

## Proposed Governance Structure Decisions and Tasks

The proposed governance structure will make decisions and complete tasks in accordance with the MPC bylaws.

In general, this includes:

- Five voting members, including at least one representative from Coburg, Eugene, Springfield, Lane County, and the Lane Transit District, shall constitute a quorum.
- All formal actions shall require the vote of at least a simple majority of the quorum present and the affirmative vote of at least one elected representative from Coburg, Eugene, Springfield, and Lane County. In the case of a tie vote, the issue shall be considered unresolved and may be voted upon again.
- All meetings shall be conducted in accordance with "Roberts's Rules of Order, Newly Revised," and the Oregon Open Meetings Law (ORS 192.610 to 199.710).

- The officers of the Committee shall be a Chairperson and Vice-Chairperson elected by the voting membership for a one-year term. Officers shall be drawn from Coburg Eugene, Springfield, or Lane County voting members.

While the MPC bylaws do not currently include Coburg, MPC members unanimously voted during their May 4<sup>th</sup> meeting to amend the bylaws to include Coburg as a voting member and a member required for quorum. CLMPO is taking action to amend the bylaws accordingly and anticipate the bylaws will be amended MPC's September 2023 meeting.

## Proposed Governance Structure Key Decisions

The proposed governance structure is expected to be in place through development of the required Land Use and Transportation Scenario Plan elements in accordance with OAR 660-044-0110(3),(9), and (10). These three requirements constitute the development of an "Implementation Chapter" to the 2015 Central Lane Scenario Plan (CLSP) and, in summary, are:

- Policies and strategies intended to achieve the applicable greenhouse gas emissions reduction target in OAR 660-044-0025.
- Performance measures and methodologies that cities and counties will use to report on implementation of the preferred land use and transportation scenario.

It is anticipated that the governance structure (MPC) will be responsible for voting on:

- Performance measures and targets
- CLSP Implementation Chapter
- Identify corrective actions to ensure targets are being met

## MPC Support

MPC unanimously approved this proposed governance structure at its May 4<sup>th</sup> 2023 MPC meeting.

## Scope of Work. (OAR 660-0440-0100(2))

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### OAR Requirement

*A proposed list of tasks to develop scenarios, analyze scenarios, select a preferred scenario, assemble a land use and transportation scenario plan, and amend local plans and ordinances consistent with the land use and transportation scenario plan.*

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## Central Lane Scenario Plan (CLSP) Status in Meeting OAR Requirement

OAR 660-044-0100 requires that the scope of work include a proposed list of tasks to:

- 1) develop scenarios
- 2) analyze scenarios
- 3) select a preferred scenario
- 4) assemble a land use and transportation scenario plan
- 5) amend local plans and ordinances consistent with the land use and transportation scenario plan

The Central Lane Scenario Planning Final Report (Attachment 2) satisfies the first three portions of this rule as follows:

Scope of Work Requirement	CLSP Status
Develop scenarios	Complete
Analyze scenarios	Complete
Select a preferred scenario	Complete
Assemble a land use and transportation scenario plan	Not complete
Amend local plans and ordinances consistent with the land use and transportation scenario plan	Not complete

## Scope of Work: Portions of Requirement Met by CLSP

This section provides a summary of how the CLSP meets the first three portions of the OAR requirement.

1. **Develop scenarios.** The CLSP contains three scenarios:
  - a. Scenario A (Reference Scenario). Adopted plans and current policy direction.
  - b. Scenario B (Enhance Existing Policies). Maximize actions consistent with current policies, but goes further.
  - c. Scenario C (Explore New Policies). New policies or actions that build on existing policies.



2. **Analyze scenarios.** Each scenario was analyzed and tested using the Regional Strategic Planning Model (RSPM) and the Integrated Transportation and Health Impact Model (ITHIM). Per the Final Report,

“The reference scenario is the baseline by which alternative scenarios are compared; it approximates the future if current policy direction is carried out without significant changes. The reference scenario represents the best representation about how current policy direction could be implemented over the next 25 years. This work formed the baseline against which alternative future scenarios were compared.

The technical team initially developed the reference scenario assumptions based on policies in current and recently completed land use and transportation plans in the region. The project team translated the vision, goals, and objectives from these plans – as well as assumptions about future levels of funding – into specific inputs for use in RSPM. The project team used state assumptions from a similar planning effort for the future vehicle fleet, fuel mix, and other technologies. RSPM was then used to estimate future GHG emissions, miles driven per capita, hours of vehicle delay, and other performance measures.

The reference scenario provides a baseline for comparing alternative scenarios. The project team initially created alternative scenarios based on several themes. The “themes” were created by the project team to organize different strategies and understand how different policies interact to reduce GHG emissions. The themes, like “individual action” and “transit friendly, walkable communities,” added more context to the sensitivity testing and helped to organize the policies into more realistic packages.

Each of these themes contained a mix of strategies. For example, the “transit friendly, walkable communities” theme contained strategies that increased transit service and improved bicycling and walking infrastructure. The results of these themes were instructive and allowed the PMT to craft two alternative scenarios to fully test with the RSPM and ITHIM tools. The two alternative scenarios – Scenario B (Enhance Existing Policies) and Scenario C (Explore New Policies) – represent maximizing actions consistent with current policy direction and implementing new policies, respectively. The reference scenario (Scenario A) and Scenarios B and C were evaluated with respect to a full range of evaluation criteria.

3. **Select a Preferred Scenario.** A preferred scenario was selected based on the analysis, tests, and public input regarding all scenarios:

Scenario B met the state’s GHG-emissions-reduction target and Scenario C exceeded the target. Both Scenarios B and C would generate considerable public health benefits. For example, both scenarios resulted in an excess of \$30 million in reduced health care spending due to decreases in the prevalence of some chronic diseases.

The results of analyzing Scenarios A (reference scenario), B, and C – in addition to public input – provided the full context needed for decisionmakers in the Central Lane MPO to develop the preferred scenario.

The preferred scenario, Scenario B (Enhance Existing Policies) represents a balanced approach towards investment in the following seven areas:

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

The scope of work remaining for compliance with OAR 660-044-0100 is specific to the following two requirements: assemble a land use and transportation scenario plan, and amend local plans and ordinances consistent with the land use and transportation scenario plan. The remainder of this section proposes a list of tasks to fulfill these two requirements.

### Scope of Work: Tasks to Assemble a Land Use and Transportation Scenario Plan (Implementation Chapter to the CLSP)

The required Land Use and Transportation Scenario Plan must meet the three applicable requirements of OAR 660-044-0110 (3),(9), and (10). These three requirements constitute the development of an “**Implementation Chapter**” to the 2015 Central Lane Scenario Plan (CLSP) and will be referred to as such throughout this Work Program. In full, they are:

Section (3) Policies and strategies intended to achieve the applicable greenhouse gas emissions reduction target in OAR 660-044-0025.

Section (9) Performance measures and methodologies that cities and counties will use to report on implementation of the preferred land use and transportation scenario, including:

(a) Regional performance measures to determine whether outcomes are progressing to achieve the projected reductions in greenhouse gas emissions. The regional performance measures must include actual performance for the data elements used to project greenhouse gas emissions as described in OAR 660-044-0030.

(b) Local implementation performance measures to determine whether cities and counties are taking the actions necessary to implement the preferred land use and transportation scenario.

(c) Equity performance measures to determine whether implementation of the preferred land use and transportation scenario is improving equitable outcomes for underserved communities.

Section (10) The performance measures in section (9) must include:

(a) A set of performance measures including methods, details, and assumptions to calculate the value;

(b) Baseline current data, or historical data, for each performance measure;

(c) A reporting schedule repeating every four or five years through the planning period;

(d) A target for each performance measure for each reporting point; and

(e) Best available demographic information for underserved populations.

Tasks to assemble the Implementation Chapter are:

**Task 1. Project management.**

Task 1 includes the project management related tasks that will be required to achieve the project outcomes; including, but not limited to:

- Every other week project team meetings
- Every other month meetings with the governance body
- Regular correspondence throughout the project

**Task 2. Document CLSP policies and strategies.**

Task 2 includes documentation of the policies and strategies in the CLSP preferred scenario that will work towards achieving the applicable greenhouse gas emissions reduction target in OAR 660-044-0025.

**Task 3. Evaluate potential performance measures, data, and methodologies.**

Task 3 includes working with the consultant to first identify and evaluate potential performance measures that may be used and second to determine and evaluate the methodology that may be employed to measure each performance measure.

Care will be taken to:

- Include in the list of options, the performance measures the region is already tracking to the extent possible;
- Evaluate data needs for each methodology;
- Meet the requirements of OAR 660-044-0110 (9)(a); and
- Determine the best available demographic information for underserved populations.

Task 3 also includes development and documentation of baseline current data, or historical data, for each performance measure.

**Task 4. Select the performance measures, data, and methodologies.**

In Task 4, the set of performance measures and associated methodologies will be selected and finalized. In compliance with OAR 660-440-0110 (10), the set of performance measures will include the methods, details, and assumptions to calculate the value.

#### **Task 5. Develop a reporting schedule.**

Task 5 includes development of a reporting schedule. It is anticipated that the reporting schedule will align with the 4 year update cycle of the Central Lane Metropolitan Planning Organization's Regional Transportation Plan (RTP). A 20 year planning period is assumed. The next RTP update is due by January 2026. The reporting schedule will be consistent with OAR 660-012-0900 and will include a reporting schedule for Transportation System Plan (TSP) updates.

#### **Task 6. Establish performance measure targets.**

Task 6 includes setting targets for each performance measure. The intent is to demonstrate movement towards achieving the preferred scenario over time.

LCOG will work with ODOT and ODOT's project consultant to set up a scenario in the regional travel model that best reflects the land use and transportation actions needed to meet the final preferred scenario from Central Lane Scenario Planning in order to test progress towards the region's GHG target.

This Task includes utilization of the regional travel model and VisionEval scenario planning tool. Travel model steps include, developing input and output processing as follows:

- Develop first cut 20-year land use for the region, encode in Travel Analysis Zones. This forecast must be consistent with CFEC Climate Friendly Area ("CFA") requirements.
- Identify forecast transit service levels of the CLSP Preferred Scenario (Scenario B).
- Building on each city's existing adopted plans, develop first cut at additional strategies, programs, and policies for an ambitious list reflecting the final preferred scenario and Performance Measures.
- LCOG will run additional scenarios with changed investments or policy assumptions to get closer to the region and city targets. Post-processing or off-model tools may be explored for some investments and policies to capture the impact.

VisionEval steps include work with ODOT and the consultant to update the existing Central Lane GreenSTEP model to the most recent version of the VisionEval model. This is anticipated to be the VE-RSPM 3.0 "Next Gen" platform using dynamic specification and will incorporate the latest Oregon specific data (e.g., inputs, automated vehicle module, multimodal module updates, and teleworking module). The effort will focus on adapting the Central Lane inputs from existing GreenSTEP to VE-RSPM and translating the CLSP preferred scenario into actions within VisionEval. LCOG will work with ODOT and consultant to identify the key inputs to inform the update and build them into the model development process. Close coordination will be required between LCOG, ODOT and consultant to design the VE-RSPM and translate existing GreenSTEP and VE-State inputs, as the existing data resolution may not be adequate to program the new VE-RSPM inputs.

#### **Task 7. Stakeholder outreach.**

Task 7 includes presentations with the jurisdictional policy bodies and transportation advisory committees. The intent is to inform and to receive direction from each group. Outreach will occur throughout the life of this project. The list of groups includes, but is not limited to:

- City of Coburg Planning Commission
- City of Coburg City Council
- City of Eugene Planning Commission
- City of Eugene City Council
- City of Eugene Sustainability Commission

- City of Eugene Active Transportation Committee
- City of Springfield Planning Commission
- City of Springfield City Council
- City of Springfield Bicycle and Pedestrian Advisory Committee
- Lane County Climate Advisory Committee
- Lane County Transportation Advisory Committee

The “Community Engagement Plan” section of this work program contains the full description of community engagement to date and throughout the project.

#### **Task 8. Final Report.**

Task 8 will result in a report documenting the selected performance measures, data, methodologies for measuring each performance measure, targets, and the reporting schedule. This Final Report will be written and formatted as an “Implementation Chapter” to the CLSP. The amended CLSP with the Implementation Chapter will be submitted to DLCD for review and approval. Only upon DLCD approval will CLMPO and its jurisdictional partners proceed with amending local plans and ordinances consistent with the land use and transportation scenario plan as described in the next section.

### Amend Local Plans and Ordinances – TSP Updates

After finalization and DLCD approval of the CLSP Implementation Chapter, local TSPs and associated plans and Ordinances will be amended to carry out the CLSP strategies. While each jurisdiction has land use and transportation plan update processes that are tailored by project to its unique needs and circumstances, the outline provided in this section provides the framework each will follow to amend the appropriate local plans and ordinances related to the CLSP Implementation Chapter. Additionally, this is the framework utilized to prepare the general estimate of needs for each city and county to adopt local amendments to implement the selected scenario as required under this OAR work program requirement.

Task	General Description – Tasks taken through TSP update processes
1	Community Engagement Plan – develop and approve locally <ul style="list-style-type: none"> <li>• Include key messages, target audiences, and engagement tactics</li> <li>• Focus on outreach to and inclusion of underserved populations including community-based conversations</li> <li>• Local approval</li> </ul>
2	Identify amendments needed as TSP updates <ul style="list-style-type: none"> <li>• Conduct a gap analysis (policies and regulations required compared to what is in current plans and codes.</li> <li>• Specific CFEC requirements are listed in Attachment 3 and must be addressed through the TSP update. Additional minor land use amendments may also be identified.</li> <li>• Identify any existing policies or land use regulations that conflict with the required policies and land use regulations</li> </ul>
3	Conduct analysis, community engagement, and narrowing down of options: <ul style="list-style-type: none"> <li>• Implementation of the Community Engagement Plan throughout the project</li> <li>• Analysis of data including, but not limited to, base and future year population/demographics, multimodal travel volumes, and employment projections.</li> <li>• Update of amendments needed as identified in Step 2. This is an iterative process conducted through community engagement, analysis of data and metrics, and development of draft options for community input and feedback.</li> <li>• Determination what will advance to the draft amended TSP.</li> </ul>
4	Prepare draft update.

	<ul style="list-style-type: none"> <li>This is an iterative process that will follow the review and feedback process outlined in the Community Engagement Plan, including vetting proposed amendments through any advisory committee(s).</li> </ul>
5	Prepare an adoption package of draft amendments and staff report/findings to support the amendments
6	Adoption process <ul style="list-style-type: none"> <li>Each jurisdiction will follow its unique adoption process.</li> </ul>

## Community Engagement Plan OAR 660-0440-0100(3)

### OAR Requirement

*A community engagement plan with a focus on outreach to and inclusion of underserved populations including community-based conversations.*

The CLSP effort included substantive community engagement which resulted in a preferred alternative and strategies grounded in community feedback and direction. The work outlined in this scenario planning work program is to develop an “implementation chapter” intended to give local jurisdictions the framework needed to track progress towards regional GHG reduction goals.

This section will:

- Summarize the CLSP community engagement
- Present the community engagement plan through development of the CLSP implementation chapter
- Outline the anticipated level of community engagement for the Climate Friendly Area work and local jurisdiction’s Transportation System Plan updates.

### Summary of CLSP Community Engagement

The CLSP Stakeholder and Public Involvement Plan (PIP), along with its implementation report, is included as Attachment 4. The PIP was established and deployed with a focus on inclusion of underserved populations and included advisory committees that focused on equity and health.

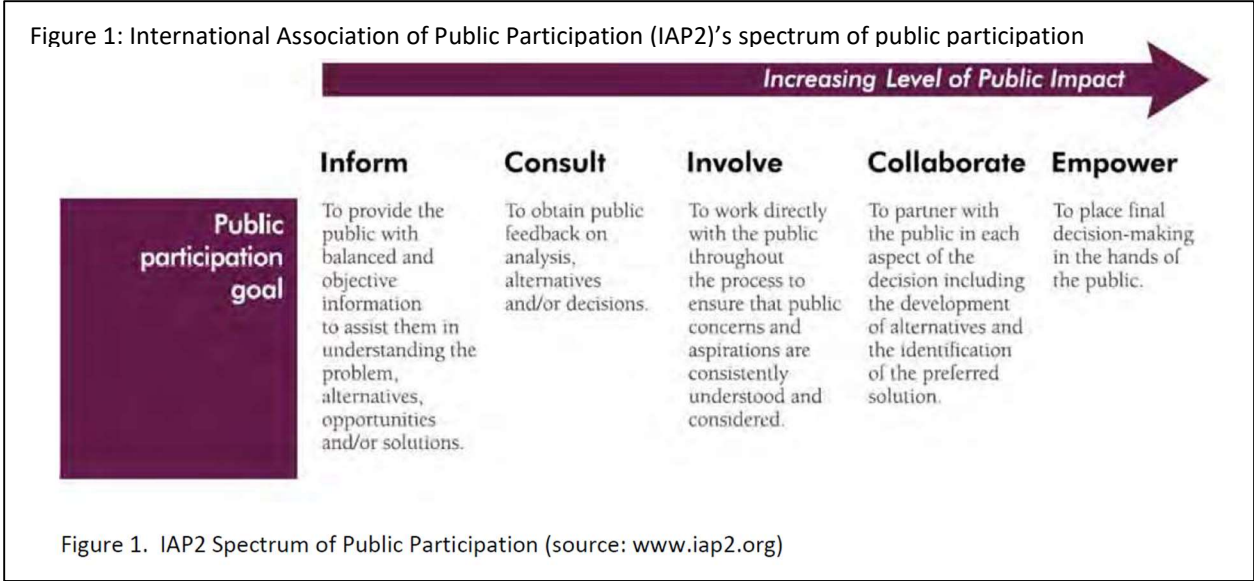
The PIP established goals for the CLSP process and a level of public engagement:

#### **Public involvement goals**

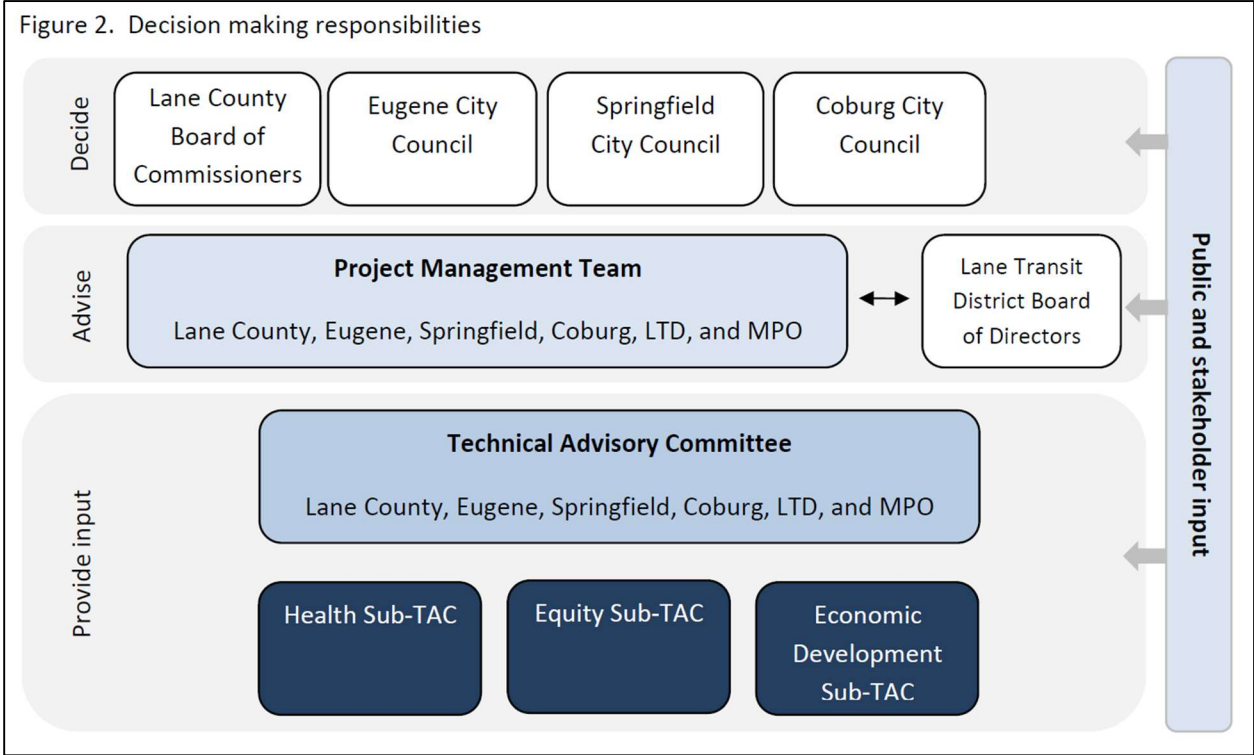
For any public outreach process to be successful, it is important to consider the goals of the process. For the CLSP, the public engagement process should:

- Provide opportunities for the proactive engagement of interested people
- Provide access for all community members regardless of ability, age, income or race/ethnicity
- Demonstrate how public input shapes decisions
- Build on information gathered through past or related planning processes

The International Association of Public Participation (IAP2)’s spectrum of public participation, Figure 1, shows varying levels of engagement based on the level of public impact. Because the level of public impact for scenarios is relatively low (particularly because the region is required to select a scenario but not to implement it), the public and stakeholders will be engaged at the inform and consult levels.

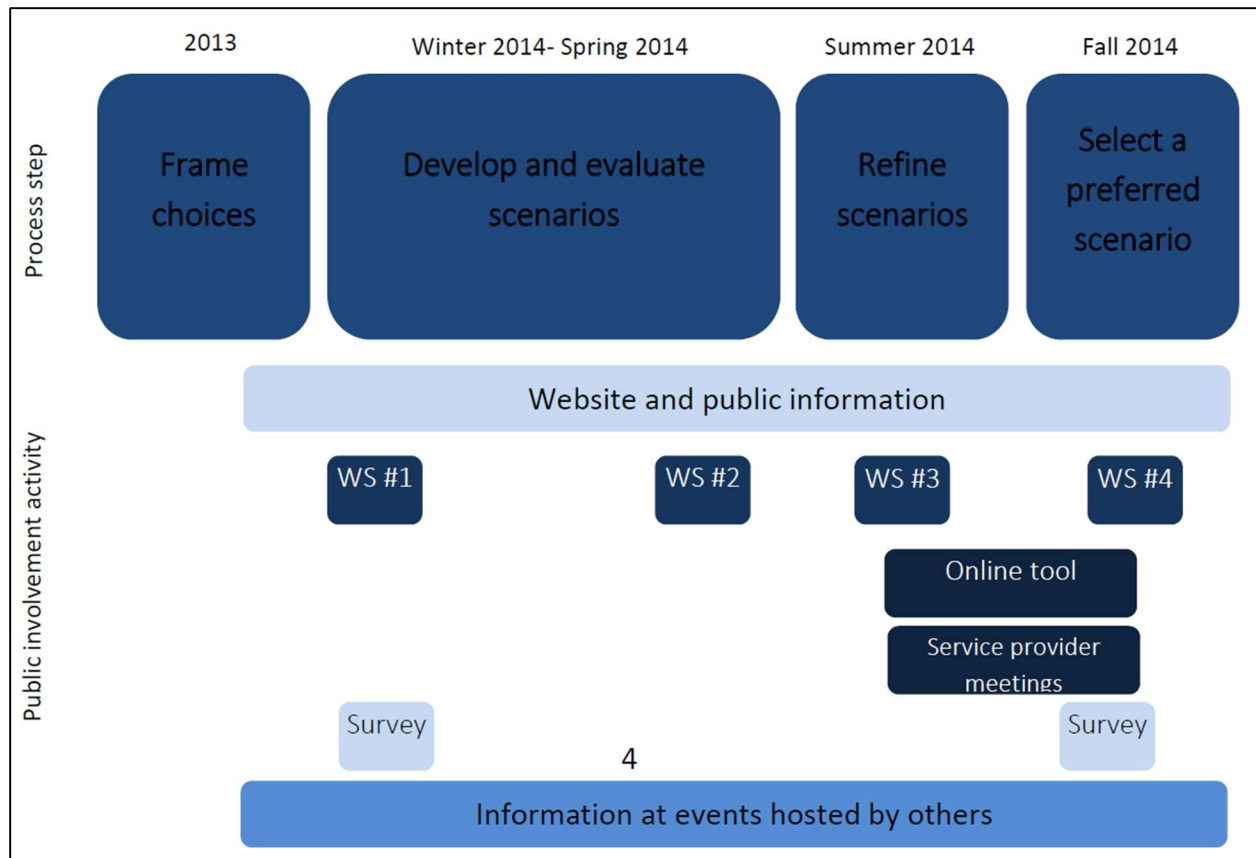


The PIP outlined a framework of decision making responsibilities as shown in Figure 2.



The PIP established several outreach tactics to be deployed as shown in Figure 3:

Figure 3: Public Involvement Schedule and Tactics



Please refer to the Attached PIP for a report of the PIP deployment and results.

## Implementation Chapter Community Engagement

The community engagement plan to develop the implementation chapter of the CLSP is intended to be within the “inform” level of involvement because the level of impact for determination of metrics is low and does not lend itself to seeking direction from the community in a meaningful way. Each city will conduct in-depth public involvement and major equity analysis work throughout their TSP updates.

The community engagement strategies to be used for the development of the CLSP Implementation Chapter include:

- Maintaining a project website
- Regular meetings with the Scenario Planning Governance
- Presentations before jurisdictional City and County Councils, Commissions and Subcommittees
  - City of Coburg Planning Commission
  - City of Coburg City Council
  - City of Eugene Planning Commission
  - City of Eugene City Council
  - City of Eugene Sustainability Commission
  - City of Eugene Active Transportation Committee
  - City of Springfield Planning Commission
  - City of Springfield City Council
  - City of Springfield Bicycle and Pedestrian Advisory Committee
  - Lane County Climate Advisory Committee

- Lane County Transportation Advisory Committee

## Relevant CFEC Community Engagement

While development of the CLSP implementation chapter is a technical effort, there are other aspects of the CFEC Rulemaking that will seek community engagement in a meaningful way. The two primary pieces of the Rulemaking related to this work plan are the Climate Friendly Areas (CFA) Designation Process and local processes to update jurisdictional Transportation System Plans and related land use plans.

### Climate Friendly Areas (CFA) Designation Process

The first part of the CFA designation process requires Eugene and Springfield to study and identify potential locations for CFAs. After the study phase, Eugene and Springfield will begin the process of determining which areas will be designated as CFAs. There will likely need to be zoning and code amendments in these areas to make them comply with the state standards for CFAs. Additionally, cities must adopt a CFA element into their comprehensive plans.

Eugene and Springfield are working with Kearns and West to develop and deploy a community engagement effort. The draft Community Engagement Plan explains:

*This Community Engagement Plan serves as a guide for when and how to engage stakeholders in the two phases of the CFA Designation process. It lays out:*

- *The context for the Designation process and the goals for engagement.*
- *The different audiences that will be engaged.*
- *A summary of potential engagement activities and key considerations for using them.*
- *Best practices for engaging historically marginalized community groups based on input from community leaders.*
- *An overview of key milestones in the Designation process, along with the engagement objectives and potential tactics for each milestone.*
- *Guidance for measuring and evaluating the effectiveness of engagement activities.*

*This plan is intended to provide an overarching framework for engagement throughout the CFA Designation process. Implementation of the strategies and tactics for each milestone outlined in this plan will be tailored based on outcomes of the technical work and the resources available for engagement. By developing and implementing this plan, the City will comply with the state mandates.*

The draft CFA Community Engagement Plan is included as Attachment 5 for reference.

### Transportation System Plan (TSP) Updates

TSP updates will serve as the mechanism to translate the scenario plan strategies into local action. TSP updates will occur after the CLSP implementation chapter is complete and will be achieved through individual jurisdiction's public participation processes.

Local public participation processes are intended to inform the community about a given project, seek feedback and direction, and collaborate through each project phase so that by the end, the outcomes reflect the community's needs and vision. Per OAR 660-012-120, the Community Engagement Plans for TSP updates, "shall follow the practices provided in OAR 660-012-0130 to place an increased emphasis on centering the voices of underserved populations identified in OAR 660-012-0125." Through development of the TSP Community Engagement Plans, each jurisdiction will determine whether a Major Equity Analysis or a Engagement Focused Equity Analysis will be applied (OAR 660-012-0135).

Jurisdiction	Community Engagement Plan Approach
Coburg	The City of Coburg will develop a community engagement plan that reflects the scope of the project within its small town size. Engagement technics include community meetings, utility bill inserts, social media outreach, a project website, and newsletter updates.
Eugene	Each CFEC project will have its own public involvement approach that reflects its unique deadlines, resources, and available opportunities for input within the CFEC requirements. The <a href="#">Engage Eugene</a> page will include public involvement opportunities through the lifecycle of CFEC implementation (including the TSP update). This page also includes links to public meetings where staff provide updates and receive comments on CFEC. Project staff will share updates and ways to engage on the webpage, Engage Eugene, social media, and through various City department newsletters.
Springfield	The City of Springfield will develop a Community Engagement Plan for its TSP update. The Engagement Plan will establish project purpose and outcomes, community engagement goals, the engagement process, identified stakeholders and issues, key messages, engagement strategies right-sized for the project, and measures of success. The Engagement Plan will be reviewed and approved by the City's Committee for Citizen Involvement.
Lane County	Lane County's public involvement approach strives to meet people where they are, identify what is important to them, and make the most of participation opportunities. Public outreach strategies are tailored to the scope of the project, depending on the anticipated level of conflict, concern, or controversy; and the level of difficulty in solving problems and advancing the project. A TSP update will likely employ strategies from the Involve Campaign outreach strategy type. In an Involved Campaign the public is actively involved throughout the process to influence the outcome and arrive at a community-preferred alternative. Outreach strategies include public workshops, design charrettes, and the creation of specific citizen advisory committee.

## Funding Estimate. OAR 660-0440-0100(4)

### OAR Requirement

*A general estimate of needs for each city and county to adopt local amendments to implement the selected scenario. The funding estimate must include a schedule of requested amounts in current and future budget periods.*

The funding estimate requirement is interpreted to have two phases:

- Phase 1. Develop the CLSP Implementation Chapter
- Phase 2. Update local TSPs and land use codes

This section presents a funding estimate for both phases.

### Phase 1. Develop the CLSP Implementation Chapter

The CLSP Implementation Chapter will be developed with consultation services provided by LCOG and a team led by Parametrix. LCOG will contract with ODOT via an Intergovernmental Agreement (IGA). The Parametrix team will contract directly with ODOT. This work is expected to be complete within the 23-25 biennium. The general estimate for work to develop the CLSP Implementation Chapter (including performance measures and targets) as described in sections of this Work Plan above is:

Consultant	General Estimate
LCOG	\$60,000
Parametrix Team	\$250,000

## Phase 2. Update local TSPs and land use codes

It is anticipated that Eugene, Springfield, and Coburg will adopt local amendments to implement the selected scenario through TSP and, to a lesser extent, land use code amendments. This work is estimated to occurred in the calendar years of 2027 through 2029. Until the full scope of work for this Phase is more fully understood, the Tasks listed in the Scope of Work section, and shown here, have been used to generate the general funding estimate:

Task	General Description – Tasks taken through TSP update processes
1	<p>Community Engagement Plan – develop and approve locally</p> <ul style="list-style-type: none"> <li>• Include key messages, target audiences, and engagement tactics</li> <li>• Focus on outreach to and inclusion of underserved populations including community-based conversations</li> <li>• Local approval</li> </ul>
2	<p>Identify amendments needed as TSP updates</p> <ul style="list-style-type: none"> <li>• Conduct a gap analysis (policies and regulations required compared to what is in current plans and codes.</li> <li>• Specific CFEC requirements are listed in Attachment 3 and must be addressed through the TSP update. Additional minor land use amendments may also be identified.</li> <li>• Identify any existing policies or land use regulations that conflict with the required policies and land use regulations</li> </ul>
3	<p>Conduct analysis, community engagement, and narrowing down of options:</p> <ul style="list-style-type: none"> <li>• Implementation of the Community Engagement Plan throughout the project</li> <li>• Analysis of data including, but not limited to, base and future year population/demographics, multimodal travel volumes, and employment projections.</li> <li>• Update of amendments needed as identified in Step 2. This is an iterative process conducted through community engagement, analysis of data and metrics, and development of draft options for community input and feedback.</li> <li>• Determination what will advance to the draft amended TSP.</li> </ul>
4	<p>Prepare draft update.</p> <ul style="list-style-type: none"> <li>• This is an iterative process that will follow the review and feedback process outlined in the Community Engagement Plan, including vetting proposed amendments through any advisory committee(s).</li> </ul>
5	<p>Prepare an adoption package of draft amendments and staff report/findings to support the amendments</p>
6	<p>Adoption process</p> <ul style="list-style-type: none"> <li>• Each jurisdiction will follow its unique adoption process.</li> </ul>

The table below presents a planning level, general estimate, of anticipated local and consultant funding to complete the TSP updates per jurisdiction. This estimate includes the following assumptions:

- This will be a two year (104 week) process.
- This effort aligns with the schedule for consultant assistance during the 27-29 biennium.
- Given the unknowns for the actual scope of work, a minimum and maximum is presented.
- Lane County may need to co-adopt jurisdictional TSP updates.
- This estimate was calculated with a general estimate of hours each jurisdiction would need to accomplish each task above and then totaled and presented below.
- The consultant general funding estimate is based on a working understanding of consultant costs for comparable projects.

General funding estimate for the 27-29 biennium is:

	Staff Min	Staff Max	Consultant Min	Consultant Max
Coburg	\$86,000	\$190,000	\$150,000	\$200,000
Eugene	\$212,000	\$368,000	\$200,000	\$300,000
Springfield	\$212,000	\$368,000	\$200,000	\$300,000
Lane County	\$98,000	\$202,000	\$100,000	\$200,000

## Schedule. OAR 660-0440-0100(5)

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### OAR Requirement

*The work program must include a proposed schedule for submitting the land use and transportation scenario plan and for adopting local amendments to implement the approved preferred land use and transportation scenario.*

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This section is presented in three parts:

1. Proposal for alternative dates for CFEC compliance
2. Proposed schedule for submitting the land use and transportation scenario plan
3. Proposed schedule for adopting local amendments to implement the approved preferred land use and transportation scenario.

### Proposal for Alternative Dates for CFEC Compliance

The cities of Coburg, Eugene and Springfield propose alternative dates for CFEC compliance. This proposal for an alternative timeline is submitted consistent with OAR 660-012-0012(3). OAR 660-012-0012(3)(e) permits the Eugene-Springfield metropolitan area to submit a combined work program that meets the proposed alternative date requirements of both OAR 660-012-0012(3) (Transportation Planning Rule) and the work program requirements for regional scenario planning of OAR 660-044-0015. This section contains proposed alternative dates for CFEC compliance.

#### Coburg

The City of Coburg proposes the following alternative timeline:

Component	Current Deadline	Proposed Alternative Deadline
Scenario Plan Joint Work Plan	June 30, 2023	Not eligible
Submit Scenario Plan	Dec. 31, 2023	Dec. 31, 2024
Evaluation and adoption of parking and pedestrian-friendly land use requirements		June 30, 2025
Major Transportation System Plan Update	Dec. 31, 2026	Dec. 31, 2029

## Eugene

The City of Eugene proposes an alternative timeline as detailed in full in the attached “CFEC Alternative Deadlines Request Memo” (Attachment 6). In summary, the proposed alternative timeline is:

Component	Current Deadline	Proposed Alternative Deadline
Scenario Plan Joint Work Plan	June 30, 2023	Not eligible
Parking Reform	Dec. 31, 2023	n/a
Climate-Friendly Areas Study	Dec. 31, 2023	Not eligible
Submit Scenario Plan	Dec. 31, 2023	Dec. 31, 2024
Climate-Friendly Area Designation	Dec. 31, 2024	Dec. 31, 2026 (aligns with UGB* update)
Major Transportation System Plan Update	Dec. 31, 2026	Dec. 31, 2029
Scenario Plan Code Amendments		
Walkability & Compact Development Standards		
Bike Parking Standards		
Prioritized Transportation Projects		
Transportation Performance Standards		

## Springfield

The City of Springfield proposes alternative dates to meet CFEC requirements. The proposed alternate dates are more realistic and better align with the City’s deadline for adopting a Housing Capacity Analysis.

The table below presents the dates required within the OARs and, where requested, proposed dates.

Required Dates	Springfield’s Proposed Dates	Description of Requirement
6/30/23		Submit Scenario Plan work plan in OAR 660-044-0100, including scope of work, engagement plan, funding, timeline, etc.  May also include alternative dates proposal for effective dates or deadlines elsewhere in this table; eligible dates/items are listed in OAR 660-012-0012(4)(a-g) and OAR 660-012-0012(3)(e) for 660-044-0015 [not eligible items are listed in OAR 660-012-0012(5)(a-e)]
6/30/23*	12/31/23	Adopt city-wide parking amendments to comprehensive plan, land use regulations, and parking programs per OAR 660-012-0400, -0405 and -0415 through -0445: <ul style="list-style-type: none"> <li>Parking regulation improvements per OAR 660-012-0405 (e.g., employee parking areas, parking lot redevelopment, shared parking, surface parking, parking area trees and standards)</li> <li>Parking maximums in CFAs/centers/transit corridors for certain uses per OAR 660-012-0415</li> <li>Parking mandates (minimums) options: <ul style="list-style-type: none"> <li><b>Option A:</b> Eliminate parking mandates citywide (Option Chosen by City Council)</li> </ul> </li> </ul>
12/31/23*	12/31/24	Submit Scenario Plan land use and transportation plan in OAR 660-044-0110; scenario plan analysis, equity performance measures, identify needed amendments, performance measures, etc.

12/31/23		Submit Climate Friendly Area (CFA) study of potential CFAs including technical analysis and engagement process, per OAR 660-012-0315(4) and (5)
5/31/24		Submit first monitoring report for year 2022 per OAR 660-012-0900
6/30/24	12/31/25	Implement: Vehicle Miles Traveled (VMT) transportation modeling for land use decisions per OAR 660-012-0210. This date may move to time of TSP adoption if proposed rule amendments are approved.
12/31/24*	12/31/25	Adopt CFA comprehensive plan and land use regulations per OAR 660-012-0315, including land use regulations in -0330, bicycle parking in -0630, and either amending the TSP per a multi-modal transportation gap summary or developing a standalone gap summary per -0325(2)
12/31/24*	N/A (chose Parking Option 1)	Adopt CFA parking regulations and parking program amendments with adoption of CFAs if using parking Option B (not eliminating parking mandates), including: <ul style="list-style-type: none"> <li>No parking mandates in CFAs and within ¼ mile or reduced parking mandates and parking program amendments, per OAR 660-012-0435</li> </ul>
6/30/25*	12/31/29	Takes effect: rules requiring adoption of performance standards at OAR 660-012-0215, TSP update after this date must include these performance measures. This may move to time of TSP adoption if proposed rule amendments are approved.
12/31/25		Adopt Housing Capacity Analysis (HCA) including a 20-year buildable lands inventory and identification of any housing deficit per OAR 660-008-0045, now includes planning for 30% of housing in CFAs per OAR 660-008-0010
12/31/26		Adopt Housing Production Strategies report, now includes additional provisions fair and equitable housing, housing location, housing choice, homelessness, affordable housing, and gentrification, displacement and housing stability, per OAR 660-008-0050
By major TSP update 12/31/26*	12/31/29	Adopt TSP update and adopt citywide walkability/mixed use/parking land use regulations in OAR 660-012-0330, including bicycle parking in OAR 660-012-0630 [assumed to be no later than the TSP update to adopt the Scenario Plan]
12/31/26*	12/31/29	Adopt TSP update prioritizing projects for greenhouse gas reduction targets, per OAR 660-012-0100, and -0105 through -0200 [assumed to be no later than the TSP update to adopt the Scenario Plan]
12/31/26*	12/31/29	Adopt Scenario Plan comprehensive plan, land use regulations, TSP amendments in OAR 660-044-0130
12/31/26*	12/31/29	Adopt major TSP update in OAR 660-012-0105, including -0100(2) and all other elements in -0100 (which includes adoption of performance measures at OAR -0215), and engagement in -0120 [assumed to be no later than the TSP update to adopt the Scenario Plan]
6/30/2027		CFAs must be incorporated into UGB expansions after this date
12/31/2027		Absolute deadline for completion of work program elements, except major TSP update
12/31/2029		Absolute deadline to adopt major TSP update and all related components

\* Denotes that DLCD may approve an alternative date under the Regional Scenario Planning work program

## Proposed Schedule: Develop the CLSP Implementation Chapter

As discussed in the Scope of Work section, the scope of this requirement is specific to development and adoption of an implementation chapter to the CLSP. The proposed project schedule to develop and adopt the implementation chapter follows the tasks outlined for this effort in the Scope of Work section.

The proposed schedule to develop and adopt the implementation chapter assumes a start date of August 1, 2023. A later start date will cause a ripple effect of subsequent dates.

The proposed schedule to develop and adopt the implementation chapter and the cities request an alternate due date of December 31, 2024. The intent of the request is to allow for adequate time to perform the needed analysis and coordinate regionally.

Task	Proposed Schedule
<b>Task 1. Project management</b>	Throughout the project
<b>Task 2. Document CLSP policies and strategies</b>	August through September 2023
<b>Task 3. Evaluate potential performance measures, data, and methodologies</b>	September through December 2023
<b>Task 4. Select the performance measures, data, and methodologies</b>	December 2023 through May 2024
<b>Task 5. Develop a reporting schedule</b>	May through June 2024
<b>Task 6. Establish performance measure targets</b>	July through November 2024
<b>Task 7. Stakeholder outreach</b>	Throughout the project
<b>Task 8. Final Report</b>	November through December 2024

## Proposed Schedule: Adopt Local Amendments (TSP Updates)

The proposed schedule in this section to update and adopt local TSPs and, as needed, land use codes to implement the CLSP follows the steps outlined for this work in the Scope of Work section.

The following assumptions are made:

- 1) a July 2027 start date
- 2) that all consultant procurement needs have been met by this start date
- 3) that Coburg, Eugene, and Springfield begin their TSP update work with the same start date

Step	General Description	Proposed Schedule
1	Community Engagement Plan – develop and approve locally	January 2027 – April 2027
2	Identify amendments needed	January 2027 – April 2027
3	Conduct TSP/land use code update process	May 2027 – May 2029
4	Prepare draft TSP/land use code update	April 2029 – June 2029
5	Prepare an adoption package of draft TSP/land use code amendments and staff report/findings to support the amendments	June 2029 – July 2029
6	Adoption process	July 2029 – December 2029 <i>Anticipated completion by December 31, 2029</i>

## Attachments

Attachment 1: MPC Bylaws

Attachment 2: Central Lane Scenario Planning Final Report

Attachment 3: CFEC Requirements

Attachment 4: CLSP Stakeholder and Public Involvement Plan

Attachment 5: Draft Climate Friendly Areas Community Engagement Plan

Attachment 6: City of Eugene CFEC Alternative Deadlines Request



# Oregon

Tina Kotek, Governor

## Department of Land Conservation and Development

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September 22, 2023

Adam Hanks, City Administrator  
City of Coburg  
91136 N Willamette St  
Coburg, OR 97408



Matt Rodrigues, Assistant City Manager  
City of Eugene  
99 W 10<sup>th</sup> Ave  
Eugene, OR 97401

Dan Hurley, Public Works Director  
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Sandy Belson, Comprehensive Planning Manager  
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By Email: [adam.hanks@ci.coburg.or.us](mailto:adam.hanks@ci.coburg.or.us), [MRodrigues@eugene-or.gov](mailto:MRodrigues@eugene-or.gov),  
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Subject: Regional Combined Work Program

Dear Administrator Hanks, Manager Rodrigues, Director Hurley, and Manager Belson,

I am writing in response to the region's revised combined work program dated August 1, 2023 for compliance with portions of the Oregon Administrative Rules (OAR) chapter 660, divisions 44 and 12. As provided in OAR 660-012-0012(3)(d), the combined work program is intended to meet the requirements of OAR 660-044-0100 and OAR 660-012-0012(3).

## Regional Work Program

The combined work program included a request for the following dates for regional work program tasks as provided in OAR 660-012-0015(2):

- A date of December 31, 2024 for OAR 660-044-0015(2)(a)(B) to prepare and submit a land use and transportation scenario plan as provided in OAR 660-044-0120.
- A date of December 31, 2029 for OAR 660-044-0015(2)(a)(C) to adopt local amendments as provided in OAR 660-044-0130.

OAR 660-044-0015(4)(b) provides for the director to consult with the Oregon Department of Transportation to review proposed work programs. The director may choose to approve the work program or refer the work program to the commission with recommended revisions.

The rule does not provide decision-making criteria for the director, however the rule does provide for factors in OAR 660-055-0015(5)(c) for the commission to make a decision. These factors are:

(c) When considering whether to issue an order, the commission shall consider the following factors using the best available data:

- (A) Greenhouse gas emissions including actual measurements, model estimates, recent trends, and future projections under current adopted plans;
- (B) Local transportation and land use actions that influence greenhouse gas emissions and more equitable outcomes, including adopted plans, recent actions by cities and counties, and development trends;
- (C) Population growth including recent trends and future projections;
- (D) Presence or absence of regional cooperation on greenhouse gas emissions reduction;
- (E) Vehicles miles traveled per capita in the metropolitan area, including actual measurements, model estimates, recent trends, and future projections under current adopted plans; and
- (F) State and local funding available for scenario planning.

Using these factors, the **requested dates for the regional work program are granted**. A summary of this approval is included in Attachment A.

## **Alternative Dates**

The combined work program included a request for the following alternative dates as provided in OAR 660-012-0012(3):

### *City of Coburg*

- An alternative date of June 30, 2025 for OAR 660-012-0012(4)(e) to adopt land use regulations as provided in OAR 660-012-0330.
- An alternative date of June 30, 2025 for OAR 660-012-0012(4)(f) to adopt parking regulations as provided in OAR 660-012-0400 through 0445.

### *City of Eugene*

- An alternative date of December 31, 2026 for OAR 660-012-0012(4)(c) to adopt land use requirements as provided in OAR 660-012-0315.
- An alternative date of December 31, 2029 for OAR 660-012-0012(4)(e) to adopt land use regulations as provided in OAR 660-012-0330.

### *City of Springfield*

- An alternative date of December 31, 2029 for OAR 660-012-0012(4)(b) to adopt transportation performance standards as provided in OAR 660-012-0215.
- An alternative date of December 31, 2026 for OAR 660-012-0012(4)(c) to adopt land use requirements as provided in OAR 660-012-0315.
- An alternative date of December 31, 2029 for OAR 660-012-0012(4)(e) to adopt land use regulations as provided in OAR 660-012-0330.

The combined work program included some requests for alternative dates for deadlines provided in OAR 660-012-0012(5). The rule does not provide for the director to adjust these dates. The commission has directed the department to develop amendments to the rule which could change some of these dates. I expect the commission to consider adoption of these amendments in November 2023.

I have considered each of the criteria in OAR 660-012-0012(3)(e) in granting these alternative dates. The criteria are:

- (e) The director shall review the proposed alternative dates to determine whether the proposed alternative dates meet the following criteria:
  - (A) Ensures urgent action;
  - (B) Coordinates actions across jurisdictions within the metropolitan area;
  - (C) Coordinates with work required as provided in OAR 660-044-0100;
  - (D) Sequences elements into a logical progression; and
  - (E) Considers availability of funding and other resources to complete the work.

I find that the cities meet the criteria in OAR 660-012-0012(3)(e), and therefore the **alternative dates are granted**. A summary of this approval is included in Attachments B through D. The cities of Eugene and Springfield have previously approved alternative dates; these are included in the attachments.

Sincerely,



Brenda Bateman, Ph.D.  
Director

CC: Matt Crall, DLCD Planning Services Division Manager  
Erik Havig, ODOT Statewide Policy and Planning Manager  
Patrick Wingard, DLCD Regional Representative  
Naomi Zwerdling, ODOT Region 2 Planning Manager  
Theresa Conley, ODOT Transportation Planner  
Bill Holmstrom, DLCD Land Use and Transportation Planning Coordinator  
Evan Manvel, DLCD Climate Mitigation Planner  
Cody Meyer, DLCD Land Use and Transportation Planner  
Kelly Clarke, Lane Council of Governments  
Megan Winner, City of Coburg Planner  
Alissa Hansen, City of Eugene Planning Director  
Lydia Bishop, City of Eugene Building and Permit Services Director  
Jenifer Willer, PE, City of Eugene City Engineer  
Rob Inerfeld, City of Eugene Transportation Planning Manager  
Terri Harding, City of Eugene Principal Planner  
Sasha Vartanian, Transportation Planning Supervisor  
Andrew Larson, City of Springfield Transportation Planner

**Attachment A**  
**Regional Work Program Dates – Central Lane**

The region has been granted the following dates for regional work program tasks as provided in OAR 660-012-0012(3).

- A date of December 31, 2024 is approved for OAR 660-044-0015(2)(a)(B) to prepare and submit a land use and transportation scenario plan as provided in:  
OAR 660-044-0120: Commission Review of a Land Use and Transportation Scenario Plan
- A date of December 31, 2029 is approved for OAR 660-044-0015(2)(a)(C) to adopt local amendments as provided in:  
OAR 660-044-0130: Local Amendments to Implement Approved Land Use and Transportation Scenario Plan

**Attachment B**  
**Alternative Dates – City of Coburg**

The city has been granted the following alternative dates as provided in OAR 660-012-0012(3).

- An alternative date of June 30, 2025 is approved for OAR 660-012-0012(4)(e) to adopt land use regulations as provided in:  
OAR 660-012-0330: Land Use Requirements
  
- An alternative date of June 30, 2025 is approved for OAR 660-012-0012(4)(f) to adopt comprehensive plan amendments and land use regulations as provided in:  
OAR 660-012-0400: Parking Management  
OAR 660-012-0405: Parking Regulation Improvements  
OAR 660-012-0415: Parking Maximums and Evaluation in More Populous Communities  
OAR 660-012-0420: Exemption for Communities without Parking Mandates  
OAR 660-012-0425: Reducing the Burden of Parking Mandates  
OAR 660-012-0430: Reduction of Parking Mandates for Development Types  
OAR 660-012-0435: Parking Reform in Climate Friendly Areas  
OAR 660-012-0440: Parking Reform Near Transit Corridors  
OAR 660-012-0445: Parking Management Alternative Approaches

The department approves this with the understanding until that date, the City will not be enforcing parking mandates, per OAR 660-012-0012(4)(f).

**Attachment C**  
**Alternative Dates – City of Eugene**

The city has been granted the following alternative dates as provided in OAR 660-012-0012(3).

- An alternative date of December 31, 2026 is approved for OAR 660-012-0012(4)(c) to adopt land use requirements as provided in:  
OAR 660-012-0315: Designation of Climate Friendly Areas
- An alternative date of December 31, 2029 is approved for OAR 660-012-0012(4)(e) to adopt land use regulations as provided in:  
OAR 660-012-0330: Land Use Requirements
- An alternative date of December 31, 2023 is approved for OAR 660-012-0012(4)(f) to adopt comprehensive plan amendments and land use regulations as provided in:
  - OAR 660-012-0400: Parking Management
  - OAR 660-012-0405: Parking Regulation Improvements
  - OAR 660-012-0415: Parking Maximums and Evaluation in More Populous Communities
  - OAR 660-012-0420: Exemption for Communities without Parking Mandates
  - OAR 660-012-0425: Reducing the Burden of Parking Mandates
  - OAR 660-012-0430: Reduction of Parking Mandates for Development Types
  - OAR 660-012-0435: Parking Reform in Climate Friendly Areas
  - OAR 660-012-0440: Parking Reform Near Transit Corridors
  - OAR 660-012-0445: Parking Management Alternative Approaches
  - OAR 660-012-0450: Parking Management in More Populous Communities

## **Attachment D**

### **Alternative Dates – City of Springfield**

The city has been granted the following alternative dates as provided in OAR 660-012-0012(3).

- An alternative date of December 31, 2029 is approved for OAR 660-012-0012(4)(b) to adopt transportation performance standards as provided in:  
OAR 660-012-0215: Transportation Performance Standards
- An alternative date of December 31, 2026 is approved for OAR 660-012-0012(4)(c) to adopt land use requirements as provided in:  
OAR 660-012-0315: Designation of Climate Friendly Areas
- An alternative date of December 31, 2029 is approved for OAR 660-012-0012(4)(e) to adopt land use regulations as provided in:  
OAR 660-012-0330: Land Use Requirements
- An alternative date of December 31, 2023 is approved for OAR 660-012-0012(4)(f) to adopt comprehensive plan amendments and land use regulations as provided in:
  - OAR 660-012-0400: Parking Management
  - OAR 660-012-0405: Parking Regulation Improvements
  - OAR 660-012-0415: Parking Maximums and Evaluation in More Populous Communities
  - OAR 660-012-0420: Exemption for Communities without Parking Mandates
  - OAR 660-012-0425: Reducing the Burden of Parking Mandates
  - OAR 660-012-0430: Reduction of Parking Mandates for Development Types
  - OAR 660-012-0435: Parking Reform in Climate Friendly Areas
  - OAR 660-012-0440: Parking Reform Near Transit Corridors
  - OAR 660-012-0445: Parking Management Alternative Approaches
  - OAR 660-012-0450: Parking Management in More Populous Communities

Transportation Improvement Program (TIP) Project Changes  
Transportation Planning Committee (TPC) – Central Lane MPO  
February 15, 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.*

**Project Name:** Amazon Creek Bridge at Bailey Hill Rd (Eugene)

**Applicant:** City of Eugene

**STIP Key Number:** 22405

**Description:** Strengthening of bridge #40039 on Bailey Hill Rd over Amazon Creek to help prevent damage from an earthquake.

**Funding:** \$884,000 (Urban Surface Transportation Block Grant)

**Proposed Changes:** Add \$549,802.84 of local funding to construction phase.

**Notes on Changes:** Changes due to a revised estimate

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

**Public review period:** January 31, 2024 – February 14, 2024

**Project Name:** Bus & bus facilities 5339(b) - LTD FFY21

**Applicant:** Lane Transit District

**STIP Key Number:** 23587

**Description:** Purchase new buses to improve safety and service reliability for riders.

**Funding:** \$288,000 (FTA Section 5339b)

**Proposed Changes:** Add new project to purchase buses.

**Notes on Changes:** This request is a result of an Oregon Transportation Commission letter signed February 1, 2024.

**Action:** These changes are requested by ODOT on behalf of Lane Transit District. 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 as per [Title 23 U.S.C. 450.326](#).

**Public review period:** February 2, 2024 – February 16, 2024

*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:** City of Springfield

**STIP Key Number:** 21393

**Description:** Repave roadway to create a smoother driving surface and make ADA upgrades. Complete reconstruction from Main St to Centennial Blvd. Decorative lighting from Main St to A St, replacement of

sanitary sewer line, lateral lining, complete replacement of storm water line, adding bicycle facilities, adding traffic calming measures.

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

**Proposed Changes:** Move \$75,000 from construction to preliminary engineering phase.

**Notes on Changes:** Additional engineering has become necessary. An updated construction estimate allows for the payment of these costs without affecting the scope of construction.

**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

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**Comments received:**

[none]