



UPWP

Unified Planning Work Program
FY 2020 and 2021
Interim Review and Update

ADDENDUM TO THE UPWP

May 2020

Prepared by:
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RESOLUTION 2020-02

**ADOPTING THE CENTRAL LANE METROPOLITAN PLANNING ORGANIZATION
FY20/FY21 UNIFIED PLANNING WORK PROGRAM (UPWP) ADDENDUM
and
PROGRAMMING FY2020 SURFACE TRANSPORTATION BLOCK GRANT FUNDING**

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

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

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

WHEREAS, the Central Lane Metropolitan Planning Organization has developed an FY2020/2021 Unified Planning Work Program, in coordination with the United States Department of Transportation (USDOT) and the Oregon Department of Transportation (ODOT); and

WHEREAS, the Unified Planning Work Program has been reviewed and is found to conform to all federal and state planning regulations and to reflect the priorities, scope of work, and level of effort desired for regional transportation planning for FY2020 and FY2021; and

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

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

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

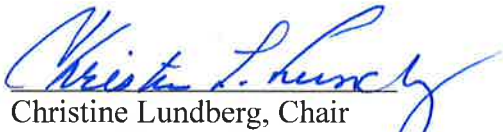
NOW, THEREFORE, BE IT RESOLVED:


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

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

PASSED AND APPROVED THIS 7th DAY OF MAY, 2020, BY THE METROPOLITAN POLICY COMMITTEE.

ATTEST:


Christine Lundberg, Chair
Metropolitan Policy Committee


Brendalee Wilson, Executive Director
Lane Council of Governments

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INTRODUCTION

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

In May 2019, the Central Lane Metropolitan Planning Organization (the MPO) adopted a UPWP covering a two year period. The UPWP for Fiscal Years 2020 and 2021 contains the following:

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

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

UPDATES TO THE ADOPTED UPWP

The following addendum to the adopted 2020 and 2021 UPWP describes changes to action items, additional action items that are anticipated to occur within the FY 2020 and 2021 and revisions to estimated timelines, as needed. The remaining work items outlined in the adopted UPWP are proposed to remain as adopted, unless otherwise modified herein. The adopted UPWP can be found at <http://www.thempo.org/359/Our-Work-Plan>.

STATUS OF PLANNING DOCUMENTS

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

LCOG Planning Documents	Current Status	Next Update
Metropolitan Transportation Improvement Program	Reviewed by MPC April 6, 2017; adopted May 4, 2017	FY21-24 MTIP anticipated for adoption FY 2020.
Regional Transportation Plan	Reviewed by MPC April 6, 2017; adopted May 4, 2017	Work on the next update began in FY 2018. Approval is anticipated FY 2021.
Air Quality Conformity Determination	Reviewed by MPC April 6, 2017; adopted May 4, 2017	As required.
Unified Planning Work Program	FY20-21 UPWP reviewed by MPC April 4, 2019; adopted May 2, 2019	Addendum to FY20-21 UPWP anticipated for adoption April/May 2020
Annual Listing of Obligated Projects	Published December 2018	March 2020
Title VI Plan	Approved September 6, 2018	The Title VI plan is updated every 3 years, next update will be in 2021. Annual report August 2020
Transportation Safety Action Plan	Approved April 6, 2017	To be reviewed, updated and integrated into the next RTP update.
Regional Transportation Options Plan	Approved November 6, 2014	To be reviewed, updated and integrated into the next RTP update.
Public Participation Plan	Approved October 1, 2015	Approval is anticipated FY 2021
Regional ITS Operations and Implementation Plan	Approved November 2003	To be reviewed, updated and integrated into the next RTP update.

Federal Certification

The MPO received its 2019 MPO Certification Review Final Report in October 2019. This certification will remain in effect for a period of four years. The MPO, ODOT, and FHWA will be incorporating these corrections and recommendations into the CLMPO program. The following table lists corrective actions and recommendations from the 2019 report.

Topic	Finding	Proposed Actions
CLMPO and ODOT Action to Resolve Findings	<p style="text-align: center;"><i>Recommendation 1: Certification Action Team</i></p> <p>The Certification Review Team recommends CLMPO create a certification action team, composed of local, state, and Federal partners, to assist in the successful resolution of corrective actions.</p>	CLMPO staff is in the process of creating an action team to guide the process of the incorporating recommendations and corrective action.
MPO Structure & Air Quality Status	<p style="text-align: center;"><i>Recommendation 2: MPO By-Laws</i></p> <p>It is recommended CLMPO update the Metropolitan Policy Committee (MPC) and Transportation Planning committee (TPC) by-laws to reflect current metropolitan planning processes including committee memberships, voting structures, accurately outlining roles and responsibilities of the MPC and TPC core function, capture FHWA and FTA required documents and amendment procedures, general information on meeting times and location. In addition, By-Laws should be updated on a cycle that aligns with changes to the MPO boundaries and/or urban growth boundaries.</p>	CLMPO staff will work with MPC and TPC to update bylaws to meet stated requirements.
	<p style="text-align: center;"><i>Recommendation 3: MPO By-Laws</i></p> <p>It is recommended CLMPO post their TPC By-Laws and meeting materials on the CLMPO website to provide the public access to these documents.</p>	Current meeting materials and bylaws are posted on the website. Changes to bylaws will be uploaded when complete.
	<p style="text-align: center;"><i>Recommendation 4: MPO By-Laws</i></p> <p>It is recommended CLMPO separate the MPO core function from other MPC functions in the MPC By-Laws to provide clarity on the roles and responsibilities of the MPC.</p>	Roles and functions of MPC will be clarified in updated bylaws.

	<p>Commendation 1: Policy Board Meeting Broadcast</p> <p>The CLMPO is commended for making live and archive broadcasts of MPC meetings accessible online.</p>	
Metropolitan Transportation Plan (MTP)	<p>Corrective Action 1: MTP Latest Available Estimates and Assumptions</p> <p>To meet the requirements set forth in 23 CFR 450.324, CLMPO must:</p> <ul style="list-style-type: none"> a. Base the MTP on the latest available estimates and assumptions for population, land use, travel, employment, congestion, and economic activity and include associated supporting/technical analysis. b. Document an analysis of current and projected transportation demand of persons and goods in the metropolitan area over the full period of the MTP. c. The MPO, the State(s), and the public transportation operator(s) shall validate data used in preparing other existing modal plans for providing input to the transportation plan. 	<p>CLMPO is currently documenting and updating all base data. Metro and Jacobs are supporting model development and deployment.</p>
	<p>Corrective Action 2: MTP Existing and Proposed Facilities</p> <p>To meet the requirements set forth in 23 CFR 450.324, CLMPO must:</p> <ul style="list-style-type: none"> a. Document existing and proposed facilities, intermodal connectors, and emphasize facilities that serve important national and regional transportations functions over the period of the transportation plan and determine the need for proposed facilities and link to MTP goals, objectives, and policies. b. Document the current system and future needs for pedestrian/ADA infrastructure and bicycle transportation facilities. c. Document actions and short- and long-range strategies that provide for the integration of multimodal systems including accessible pedestrian walkways and bicycle transportation facilities to facilitate the safe and 	<p>CLMPO is currently documenting and updating all base data including facilities for all modes and ADA requirements. Multimodal systems will be included in goal setting strategy development. Lane Transit District updated the Coordinated Public Transportation Plan in 2019. A link to this plan will be included in the 2045 MTP.</p>

<p>efficient movement of people and goods in addressing current and future transportation demand.</p> <p>d. Document transportation and transit enhancement activities. The documentation should include consideration of the role that intercity buses may play in reducing congestion, pollution, and energy consumption in a cost-effective manner and strategies and investments that preserve and enhance the intercity bus system.</p> <p>e. Document a link to the public transit human services transportation plan in the MTP.</p>	
<p><i>Corrective Action 3: Goals, Objectives, and Project Selection</i></p> <p>CLMPO must fully address the following required MTP elements to meet the requirements set forth in 23 CFR 450.324:</p> <p>a. Document a clear linkage between MTP Goals, objectives and policies to project selection in the MTP.</p> <p>b. Document an assessment of capital investment and identify other strategies to preserve the existing and projected future metropolitan transportation infrastructure.</p> <p>c. Document multimodal capacity increases are based on regional priorities and needs.</p> <p>d. Document vulnerabilities to existing transportation infrastructure to natural disasters.</p> <p>e. Document how all the federal planning factors were considered.</p> <p>f. Document a clear linkage to CLMPO's Safety Action plan, ODOT Transportation Safety Action Plan, and Public Transportation Safety Action Plans.</p>	<p>These requirements will be included in the next MTP. Preliminary work has been done on performance based planning that will be incorporated into new planning documents. 2045 MTP goals will be linked to objectives and project selection. Previous safety planning work will be incorporated and updated as necessary as it is incorporated into 2045 MTP.</p>
<p><i>Corrective Action 4: MTP Financial Plan</i></p> <p>CLMPO must fully address the following required MTP elements to meet the requirements set forth in 23 CFR 450.324:</p>	<p>Full financial planning and any related documentation will be included in the 2045 MTP</p>

<p>a. Document a financial plan that demonstrates how the adopted transportation plan can be implemented. Specifically, address system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain the Federal-aid highways, bike/pedestrian networks, and public transportation.</p> <p>b. b. Document how cost estimates were developed for proposed improvements.</p>	
<p style="text-align: center;">Corrective Action 5: MTP Public Involvement</p> <p>To meet the requirements set forth in 23 CFR 450.316 and 23 CFR 450.324, CLMPO must conduct and document its outreach efforts consistent with the public participation plan, document a summary of public comments received, and include a disposition of comments in the MTP. CLMPO must include a signed version of the signed MPC resolution documenting the adoption process of the final MTP and make it publicly available.</p>	<p>CLMPO will document all public involvement processes, include comments and resolution as an appendix and post on MTP page.</p>
<p style="text-align: center;">Corrective Action 6: MTP Consultation</p> <p>To meet the requirements set forth in 23 CFR 450.324, CLMPO must conduct and document the applicable Tribal consultation processes and consultation with local, state, environmental, and historic agencies, and document comments received and disposition of comments in the MTP.</p>	<p>CLMPO will follow updated state process for interagency consultation included all relevant agencies.</p>
<p style="text-align: center;">Recommendation 5: MTP Environmental Justice (EJ) Analysis</p> <p>It is recommended CLMPO document EJ analysis in the MTP and document disproportionately high and adverse effects on minority populations and low-income populations, including the distribution of benefits and burdens of Federally funded transportation projects in the region.</p>	<p>Environmental justice analyses will be included in the MTP project selection methodology. CLMPO staff will incorporate recent EJ trainings.</p>
<p style="text-align: center;">Recommendation 6: Emergency and Security</p> <p>It is recommended CLMPO document emergency and disaster preparedness strategies and policies that support homeland security.</p>	<p>Emergency and disaster preparedness strategies will be included in MTP, policies, goals, and objectives.</p>

	<p style="text-align: center;">Recommendation 7: MTP Formatting and General Documentation</p> <p>It is recommended CLMPO consider the following items when updating the MTP to make the document easier to read:</p> <ol style="list-style-type: none"> a. Specify the 20-year planning horizon year within and on the cover of the MTP. b. b. Ensure headings and page numbers are consistent between the table of contents and body of the document. c. More clearly differentiate the list of projects and illustrative list with corresponding funded and unfunded headings. 	<p>CLMPO will ensure the 2045 MTP document will include; Twenty year planning years on the cover page, headings and page numbers will be consistent, and project list will clearly identify funded and unfunded projects.</p>
	<p style="text-align: center;">Corrective Action 7: Congestion Management Process (CMP) Objectives</p> <p>To meet the requirements set forth in 23 CFR 450.322, and to be used in the next MTP/TIP update, CLMPO must develop regional objectives for congestion management that clearly define and support the region’s goals for congestion management. Objectives can be the same or in addition to the MTP objectives and should have “SMART” characteristics (specific, measurable, agreed, realistic, and time-bound).</p>	<p>CLMPO will incorporate and update existing CMP strategies from the Regional Transportation Options Plan into a new Congestion Management Process as part of the 2045 MTP update.</p>
<p>Congestion Management Process (CMP)</p>	<p style="text-align: center;">Corrective Action 8: CMP Data Collection, System Monitoring, and Analysis</p> <p>To meet the requirements set forth in 23 CFR 450.322, and to be used in the next MTP/TIP update, CLMPO must:</p> <ol style="list-style-type: none"> a. Develop a CMP data collection and system monitoring program/plan to ensure data is available to support each performance measure. The plan should include where the data is collected, data sources, how often it will be collected, and by whom, data accuracy levels, data formats, and any other information needed to ensure data is being routinely collected for use in the CMP and to ensure ongoing system monitoring is occurring. To the extent practicable, data collection should be coordinated with existing data sources and coordinated with transportation operators in the region. 	<p>A data collection and monitoring program will be developed as part of a larger congestion management process to identify locations of recurring and nonrecurring congestions. Analysis will be documented and made publicly available.</p>

<p>b. Develop a process, using current data, to identify congested areas using CMP performance measures, to identify underlying causes of the recurring and nonrecurring congestion, and document analysis and results in a format that can be used in the strategy evaluation and identification process.</p>	
<p style="text-align: center;"><i>Corrective Action 9: CMP Strategies</i></p> <p>To meet the requirements set forth in 23 CFR 450.322, and to be used in the next MTP/TIP update, CLMPO must:</p> <p>a. Develop and use a process for identifying, evaluating, and selecting strategies for congested CMP corridors to help the region meet congestion objectives. This process should build off data and information collected in previous CMP steps.</p> <p>b. Document an implementation schedule for selected CMP strategies on congested corridors and link to the MTP and TIP project prioritization process.</p> <p>c. Develop a periodic or ongoing process to evaluate system-level effectiveness and strategy effectiveness to ensure implemented strategies are addressing congestion as intended. This information will be used to inform the MTP and TIP and to identify and assess strategies in the CMP</p>	<p>The CMP strategies will be developed with a data driven process. The process will be documented and a schedule will be included for implementation and prioritization. This process will be linked with MTP and TIP project selection.</p>
<p style="text-align: center;"><i>Recommendation 8: CMP Network Evaluation</i></p> <p>It is recommended CLMPO evaluate the identified CMP corridors with current data and information to ensure the CMP network is still appropriate for the current transportation system, travel patterns, and development/traffic generators in the region. The CLMPO should also consider an interconnected multimodal network which also includes transit services, bicycle networks, and pedestrian networks.</p>	<p>The CLMPO will use current data to evaluate and identify corridors. The CLMPO will include multimodal network planning and strategies from the Regional Transportation Options Plan.</p>

	<p><i>Recommendation 9: CMP Multimodal Performance Measures and Data Development Plan</i></p> <p>It is recommended CLMPO consider a wider array of performance measures (PMs) to include bicycle, pedestrian, freight, accessibility, land use, or non-recurring congestion PMs, and ensure the four existing PMs are still relevant. CLMPO can consider regional and/or corridor, segment, or intersection level performance measures. CLMPO should consider PMs that for which data can be collected and that can be used to assess the extent of congestion, identify locations experiencing congestion, select and evaluate the effectiveness of congestion reduction and mobility enhancement strategies, and monitoring progress to meeting congestion objectives.</p>	<p>Multimodal Performance Measures will be updated to include bike, ped, freight, accessibility, land use impacts, and non-recurring congestion.</p>
	<p><i>Recommendation 10: CMP Strategies</i></p> <p>It is recommended CLMPO include a comprehensive list of strategies that fall under each of the six existing broad groups of strategies to further clarify the focus of the CMP. For example: Traffic Operation Strategies should be expanded to include types of highway operations strategies (i.e., reversible commuter lanes, access management) and Arterial operations strategies (i.e., traffic signal optimization, road diets).</p>	<p>All strategies will be refined and revised as the CMP is updated.</p>
	<p><i>Recommendation 11: ITS Plan</i></p> <p>It is recommended CLMPO review and update the ITS Architecture and Plan and determine an appropriate update cycle and strategy so that it complements the MTP planning and TIP and programming.</p>	<p>CLMPO has included a new ITS plan as part of the scope for the next MTP. This work will be closely coordinated with ODOT.</p>
<p>Transportation Improvement Program (TIP)</p>	<p><i>Corrective Action 10: TIP Financial Plan</i></p> <p>To meet the requirements set forth in 23 CFR 450.326(j), the 2021-2024 TIP must include a financial plan that includes clear documentation of:</p> <ul style="list-style-type: none"> a. A cooperative revenue estimation process, b. Adequate funding availability by year to operate and maintain the transportation system (highway, transit, other), c. Adequate revenue availability to deliver projects on the schedule proposed in the TIP, 	<p>The TIP financial plan will be updated to include the required documentation.</p>

	<p>d. Year of expenditure rate and the development and application process,</p> <p>e. Resources from public and private sources that are reasonably expected to be made available to carry out the TIP,</p> <p>f. Recommendations of additional financing strategies for needed projects and programs, and</p> <p>g. Strategies for ensuring the availability of new funding sources.</p>	
	<p><i>Corrective Action 11: TIP Air Quality Conformity Determination</i></p> <p>To meet the requirements set forth in 23 CFR 450.326(a), the 2021-2024 TIP must include documentation of the CLMPO's air quality conformity determination and supporting documentation. Key elements include: interagency consultation, public involvement, developed from latest planning assumptions, timely implementation of transportation control measures (if applicable), and a demonstration of financial constraint. Projects of regional significance should also clearly be noted and the definition of regionally significant included.</p>	<p>Required elements for Air Quality Conformity will be include in the CLMPO's MTIP.</p>
	<p><i>Corrective Action 12: TIP Project Prioritization, Monitoring, and Amendment</i></p> <p>To meet the requirements set forth in 23 CFR 450.326 and 23 CFR 450.328, the 2021-2024 TIP must:</p> <p>a. Include documentation of the criteria and process for prioritizing projects or programs, including multimodal tradeoffs, any changes in priorities from the 2018-2021 TIP, major projects that were implemented in the 2018-2021 TIP, and any significant delays in planned implementation of major projects from the 2018-2021 TIP.</p> <p>b. Include amendment procedures which clearly define the thresholds for project changes that trigger an amendment and clearly define what minor changes can</p>	<p>Criteria and process for project selection will be added to TIP.</p>

	<p>be done administratively that do not need Federal approval.</p> <p>ODOT and CLMPO should work with local agencies to identify causes of project delays, identify solutions, and provide the oversight necessary to ensure that project implementation schedules and cost estimates are realistic and that projects are delivered on schedule.</p>	
	<p>Recommendation 12: TIP Environmental (EJ) Analysis</p> <p>It is recommended CLMPO document EJ analysis in the TIP and document disproportionately high and adverse effects on minority populations and low-income populations, including the distribution of benefits and burdens of Federally funded transportation projects in the region.</p>	<p>EJ and Title VI analysis will be added to MTIP.</p>
	<p>Recommendation 13: TIP Financial Plan format</p> <p>It is recommended ODOT work with all Oregon MPOs to cooperatively create a consistent statewide TIP financial planning process and format to demonstrate financial constraint by year.</p>	<p>CLMPO will work with ODOT on financial planning</p>
	<p>Recommendation 14: TIP - MTP Connection</p> <p>It is recommended CLMPO provide consistent and clear language in the TIP on how the short-range programming process is consistent with the MTP, as well as other plans or programs.</p>	<p>Connection from programming funds to broader planning goals, including the MTP will be clearly described in both the MTIP and the MTP.</p>
<p>Performance-Based Planning and Programming (PBPP)</p>	<p>Recommendation 15: MTP Performance-Based Planning</p> <p>It is recommended CLMPO identify and document in the 2045 MTP a process for establishing performance measures and targets in the long-range planning process, including the linkage to the goals, objectives, performance measures, and targets from other performance-based plans and processes to meet the requirements set forth in 23 CFR 450.306.</p>	<p>The process for establishing PMs will be documented in the MTP and MTIP with clear connections to goals and objectives.</p>

<p>Recommendation 16: MTP System Performance Report</p> <p>It is recommended CLMPO determine process and format for a system performance report that conveys baseline data/condition, performance measures and targets used in assessing the performance of the transportation system in the 2045 MTP, and document progress achieved in meeting performance targets in comparison with system performance to meet the requirements set forth in 23 CFR 450.324(f)(4).</p>	<p>CLMPO will include a system performance report as part of the 2045 MTP update.</p>
<p>Recommendation 17: TIP Performance-based Programming</p> <p>It is recommended CLMPO review short-range programming processes to ensure they support a performance-based programming process that will make progress toward achieving performance targets and is documented in the 2021-2024 TIP to meet the requirements set forth in 23 CFR 450.326(c).</p>	<p>CLMPO will review short-range programming process to support progress on targets. The process will be documented in 21-24 TIP and posted online.</p>
<p>Recommendation 18: TIP Linking Performance Targets to Investment Priorities</p> <p>It is recommended CLMPO work with ODOT, LTD, and member agencies to develop a process to determine and describe the anticipated effect of the 2021-2024 TIP toward achieving performance targets adopted, linking performance targets with investment priorities to meet the requirements set forth in 23 CFR 450.326(d).</p>	<p>CLMPO will work with member agencies to link the TIP to adopted targets and performance measures.</p>
<p>Recommendation 19: CMP and PBPP</p> <p>It is recommended that the CLMPO address FHWA's performance measures for traffic congestion, travel time reliability, and freight reliability in their congestion management processes to maximize resources (e.g. funding, staff time, data, etc.) and avoid unnecessary duplication and redundancy to meet requirements set forth in 23 CFR 450.322.</p>	<p>CLMPO will address these performance measures to meet the federal requirements.</p>
<p>Recommendation 20: PBPP Activities in the UPWP</p> <p>It is recommended that the CLMPO allocate sufficient resources in the UPWP to ensure the 2045 MTP and 2021-2024 TIP meet all PBPP requirements.</p>	<p>CLMPO will allocate sufficient funds for 2045 MTP and TIP requirements.</p>

UPWP WORK ELEMENTS

A. Regional Transportation Plan and Long-Range Planning

UPDATE AND REVISED TIMELINE

1. RTP

Update of the RTP began 2018 with model development. The MPO has contracted with DKS to support development of the RTP during FY 20 and 21.

- Finalize land use and travel models and inputs
- Congestion Management Process
- Intelligent Transportation Systems planning
- Adoption of RTP anticipated in May 2021

2. Regional Intelligent Transportation System (ITS) Plan

The Regional ITS planning process will now begin in FY20 and be integrated into the new RTP, creation of which will commence in FY20/21. The MPO has contracted with DKS to complete the ITS plan as part of the larger RTP process.

RTP and Long-Range Planning

Task	Task Description	Deliverable	Timeline/ Status
Confirm federal and state requirements and policies	<ul style="list-style-type: none"> ● Regional Transportation Plan ● Congestion Management Process ● Performance Measures ● Title VI and Environmental Justice ● Public Participation Plan ● Transportation Safety Action Plan ● Regional Transportation Options Plan ● Regional ITS Operations and Implementation Plan 	White paper summarizing federal FAST-Act requirements and policies for all plans. White paper will be incorporated in to final RTP document where applicable.	In progress completion anticipated FY21 Q2
Evaluate plans for content elements	<ul style="list-style-type: none"> ● Regional Transportation Plan ● Congestion Management Process ● Performance Measures ● Title VI and Environmental Justice ● Public Participation Plan ● Transportation Safety Action Plan ● Regional Transportation Options Plan ● Regional ITS Operations and Implementation Plan 	Audit of plans containing: <ul style="list-style-type: none"> ● Relationship to federal requirements ● Overlap of elements amongst various plans <ul style="list-style-type: none"> ○ Goals ○ Policies ○ Actions ○ Projects ○ Financial forecast ○ Etc. 	In progress completion anticipated FY21 Q2
Initiate Updates of Discrete Plan Elements	<ul style="list-style-type: none"> ● ITS ● CMP ● Title VI ● Etc. 		FY21 Q2

Establish draft goals	Establish draft RTP goals based on: <ul style="list-style-type: none"> • Audit of plans • MPC direction • Fast Act goal areas 	Draft RTP goals	FY21 Q2
Population and employment base forecast years	<ul style="list-style-type: none"> • Develop land use allocation model • Population, household and employment base for 2018 • Population, household and employment forecasts for 2045 	White paper, including maps, on population and employment base line and forecast	FY20 Q1, Q2, Q3
Travel model development and update	<ul style="list-style-type: none"> • Complete development of Regional Travel Model • Update model for 2018 base with 2045 forecast year 	Updated travel model	In progress, completion FY20 Q2
Run travel model	<ul style="list-style-type: none"> • 2018 base year run • 2045 “no-build” run • Mid-horizon year runs as possible 	White paper summarizing: <ul style="list-style-type: none"> • Roadway analysis, including congestion, volumes, VMT, etc. • Mode share 	FY20 Q2, Q3
Task	Task Description	Deliverable	Timeline/ Status
Update existing conditions	Update existing conditions from CLMPO plans	Draft existing conditions “chapter,” including maps of the transportation network, land uses, socioeconomic & environmental characteristics, etc.	In progress, completion FY20 Q2
Update objectives, policies and actions/strategies	<ul style="list-style-type: none"> • Review and update objectives, policies and actions/strategies compiled in the plan audit • Various plans have differing terms for guiding tenants. Consolidate. 	Draft goals, objectives, policies and actions/strategies, performance measures and targets “chapter”	FY20 Q3
Define Performance Measures	<ul style="list-style-type: none"> • Participate in ODOT led performance measure setting • Determine if CLMPO will adopt ODOT or other specific performance measures 	Performance measures that meet federal and state requirements	In progress, Completion with adoption of RTP FY21 Q3
Congestion Management Process	<ul style="list-style-type: none"> • With updated land use and travel model outputs, determine if the current 9 roadways are still the regional congestion management corridors. • Update the 4 area-wide performance measures as needed 	Updated Congestion Management Process	FY20 Q2
Scenario based planning/alternatives analysis	In collaboration with ODOT/DLCD, develop scenarios/alternatives to inform decision making regarding funding and projects?	Preferred funding allocation and prioritized project list.	In progress, completion FY20 Q2
Financial Plan	<ul style="list-style-type: none"> • Estimate revenue forecast out to 2045 • Review funding assumptions and update as needed. • Develop fiscally constrained forecast. 	Summary of funding plan including the methodology used to generate the revenue forecast and funding assumptions.	FY20 Q4
Project list	<ul style="list-style-type: none"> • Review project lists from all plans and confirm consistency with Cities, County and State plans. Update lists, maps and cost estimates as needed. 	Financially constrained and illustrative project lists and maps set up to reflect projects supporting the various plans.	FY20 Q1, Q2

	<ul style="list-style-type: none"> • Create new project list spreadsheet. • Create updated GIS maps and database. • Financially constrain the project list and consider developing a prioritized list of projects. • Develop financially constrained and illustrative project lists. 		
Draft RTP	Prepare draft of the 2045 RTP: <ul style="list-style-type: none"> • Text • Maps • Incorporate all CLMPO plans • Appendices 	Draft 2045 RTP; including text, maps and appendices	FY20 Q3, Q4
Adoption process/finalize RTP	<ul style="list-style-type: none"> • TPC and MPC review and feedback. • Public notice/feedback. • Incorporate feedback and prepare the final version of the RTP. 	Final 2045 RTP	FY21 Q1

B. Programming and Implementation

FY 21-24 MTIP project entry REVISED ESTIMATED TIMELINE

Action Item Number/Title		Q1 and Q2 FY 2020	Q3 and Q4 FY 2020	Q1 and Q2 FY 2021	Q3 and Q4 FY 2021
1	STIP	OTC approval of 21-24 STIP	USDOT approval of final STIP	Ongoing amendments	Ongoing amendments
2	MTIP	Policy Board approval of 21-24 TIP	TIP signed by Governor	Ongoing amendments	Ongoing amendments

C. Public Participation

NOTE: No changes to this section.

D. Air Quality Planning

REVISED ESTIMATED TIMELINE

Action Item Number/Title	Q1 and Q2 FY 2020	Q3 and Q4 FY 2020	Q1 and Q2 FY 2021	Q3 and Q4 FY 2021
1 Air Quality Performance Measures		Coordinate with ODOT regarding baseline values and targets for CMAQ On-Road Mobile Source Emissions PM	Adopt local targets or support state targets	Report on targets
Core Activities	On-going			

E. Transportation System Modeling and Data Maintenance

REVISED ACTION ITEMS (LCOG)

5. RTP TRAVEL MODEL UPDATE AND IMPLEMENTATION

Metro is contracted to complete the MPO's new 4-step travel model within FY 20. Tasks and Products identified in the UPWP will still occur in the iterative process described.

F. Transportation Options

POINT2POINT REVISED ACTION ITEMS

1. Program Enhancements

- Expand congestions mitigation outreach and strategies to address major disruptions from events or construction.

Year 1 and Year 2 Products

- Remove Annual ODOT TO Survey (survey is no longer being conducted by ODOT)

G. Intergovernmental Coordination

The Central Lane MPO is currently working with the ODOT to complete the Local Agency Certification Program to become certified in consultant selection and contract administration processes for planning professional services. The procurement process for the Regional Transportation Plan is the demonstration project for this certification. The MPO will continue to work with ODOT over the next fiscal year to finalize processes and documentation.

Appendices

Appendix A: Special Projects

The list contains changes to special projects listed in the adopted UPWP.

Regional Safety Planning and Programming

In 2017 the MPO in partnership with Lane County created the Safe Lane Coalition. The coalition is focused on implementing the plan to reduce fatal and severe crashes using the most effective countermeasures. The coalition will continue to support safety education, programming, marketing, and staffing with the addition of more safety planning in Springfield and pilot tactical urbanism projects in the MPO area.

Lead Agency: LCOG

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

Current Status: Scoping

Estimated Completion: Ongoing

Estimated Project Cost: \$800,000

Funding Source: STBG, ODOT TSD

Comprehensive Operations Analysis (COA)

The COA will involve a comprehensive, objective examination of LTD's range of mobility services. The primary goal of the project is to facilitate a robust and focused community dialogue that leads to a clear statement of transit goals and priorities that the Lane Transit District can use to guide future transit planning and investment. In addition, the analysis will consider changes in local and regional travel demand patterns, strategies to increase ridership and improve farebox recovery, identifying opportunities and challenges offered by new mobility options, identifying service planning principles to guide LTD service development moving forward, building strong relationships with customers and stakeholders, providing opportunity for disadvantaged populations, and adhering to a high standard of transparency in decision-making.

A specific task included in the COA is the Pedestrian Network Analysis funded using STBG funds. Through the Pedestrian Network Analysis Project, LTD and its regional partners are developing an objective, data-driven system for prioritizing places around the region where pedestrian infrastructure investments will provide safer and more comfortable access to transit.

Lead Agency: LTD

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

Current Status: Underway

Estimated Completion: 2020

Estimated Project Cost: \$297,000

Funding Source: STBG, Local

Main Street/McVay Transit Study

The purpose of the Main-McVay Transit Study is to evaluate the most promising transit options for the Main Street – McVay Highway Corridor as potential solutions to address growing concerns about safety, congestion, and quality of life that could be improved through transportation improvements. A NEPA process would involve additional evaluation and refinement of the Most Promising Solutions and selection of a Locally Preferred Solution either as part of, or prior to completion of the appropriate NEPA document.

Local Agency: LTD

Partner Agencies: City of Springfield, ODOT

Current Status: Coordinating with Springfield and the Main Street Safety Project to select a transit mode choice and transit alignment for Main Street

Estimated Completion: 2023

Estimated Project Cost: \$1,500,000

Funding Source: FTA-5339

Lane Transit District Strategic Business Plan

LTD's Strategic Business Plan will provide the district with a tool to coordinate short-term actions (annual processes related to budgeting and capital programming,) with broader regional goals related to growth, equity and environment; longer-term financial conditions; and the goals and policies contained in the agency's Long-Range Transit Plan.

Lead Agency: Lane Transit District

Partner Agencies: MPO Partner Agencies

Current Status: Currently in Scoping.

Estimated Completion: Interim product – late 2020. Full plan late 2021-early 2022

Estimated Project Cost: \$200,000

Funding Source: STBG-U for part of Interim Product

MovingAhead

This project is a partnership between the City of Eugene and Lane Transit District to make five major corridors safer and more accessible for people walking, biking, using a mobility device and/or riding the bus. Enhanced bus service is under consideration on all five corridors and four corridors also include an EmX option. The LTD Board and Eugene City Council are expected to make a decision on a preferred investment package including a build option on each corridor in 2020.

Lead Agencies: City of Eugene, LTD

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

Current Status: Scoping Estimated Cost: uncertain of current funding/Estimated Completion: 2020

Funding Source: STP-U

Included in Previous MovingAhead project

MovingAhead (NEPA)

~~The City of Eugene and Lane Transit District will identify alternatives for multi-modal corridor development that will be evaluated through a programmatic alternatives analysis. Required environmental documentation and preliminary engineering will be completed for one or more corridors. The original project name was *NW Eugene LCC Transit Corridors Plan*, and has since been revised to better suit the project.~~

~~Lead Agencies: City of Eugene, LTD~~

~~Partner Agencies: ODOT, Lane County, LCOG~~

~~Current Status: Scoping Estimated Cost: \$2,225,000~~

~~Estimated Completion: 2019~~

~~Funding Source: STP-FLX~~

Franklin Boulevard Transformation (Eugene)

The Eugene City Council adopted the Walnut Station Special Area Plan in July 2010. One of the major elements of the plan is the transformation of Franklin Boulevard from an auto-oriented arterial to a multimodal boulevard that safely and comfortably accommodates all modes and encourages compact mixed-use development along adjacent properties. The final product will be a refined and more detailed conceptual design and cost estimate.

Lead Agency: City of Eugene

Partner Agencies: LTD, ODOT, University of Oregon, City of Springfield

Current Status: Design process started in December 2018; public involvement began in January 2019

Estimated Completion: 2020

Estimated Project Cost: \$650,000

Funding Source: STP-U and CMAQ

Eugene Street Design Standards

The document guiding the design of street features in the City of Eugene is currently the 1999 Design Standards and Guidelines for Eugene Streets, Sidewalks, Bikeways and Accessways. It provides specific direction on transportation policies as they apply to Eugene's major streets and clarifies the process for making decisions that affect existing arterial and collector streets. The focus of the Design Standards and Guidelines has been to create a comprehensive multimodal street network that accommodates bicyclists, pedestrians, transit vehicles, automobiles, and trucks. Eugene Street Design Standards is focused on updating policies and defining guidelines for street features in Eugene that address advances in geometric design and effective accommodation of all transportation modes within the right-of-way.

Lead Agencies: City of Eugene

Partner Agencies: ODOT, Lane County, LTD

Current Status: Scoping

Estimated Completion: 2020

Estimated Project Cost: \$112,000

Funding Source: STP-U

River Road Transit Community Implementation Plan (Eugene)

The Federal Transit Administration (FTA) awarded Lane Transit District and the City of Eugene a \$450,000 grant to conduct a transit-oriented development planning project along the River

Road corridor. The planning initiative will (1) analyze the housing affordability issues that may follow the construction of major transit infrastructure in the corridor, (2) convene public design workshops (i.e., charrettes) to create a future vision of the built environment, and (3) conduct a 'Triple Transit Analysis' to address the financial feasibility of the vision, its effect on transit service, and compatibility with the existing development pattern. The final deliverables are amendments to the comprehensive plan and land use code to adopt development standards that implement the publicly preferred vision.

Lead Agency: City of Eugene (project management lead)

Partner Agencies: LTD (lead grant recipient)

Current Status: Work is underway developing new transit supportive base zones to implement the preferred land use concept. Draft anticipated in May 2020.

Estimated Completion: 2020

Grant award (total Project budget): \$450,000 (in-kind services are provided as a local match)

Funding Source: FTA Transit-Oriented Development Planning Pilot Program Grant

Central Eugene In Motion

The City of Eugene has received funding MPO for constructing three upcoming complete streets projects in the greater downtown area. Construction on the 13th Avenue Two-Way Protected Bikeway is scheduled for 2020. To inform the design of the High Street Protected Bikeway and Eight Avenue Two-Way Conversion and Bikeway both funded with MPO funds, the city conducted a traffic analysis and public engagement process that began in 2019 and focused on the Willamette Street (18th to 20th), 8th Ave. (Mill to Lincoln) and Pearl/High Street (19th to 6th) corridors. The city has selected alternatives for Willamette and 8th and is still conducting technical analysis for Pearl/High.

Lead Agency: City of Eugene

Partner Agencies: LTD, LCOG

Current Status: Project scoping and estimating in progress

Estimated Completion: 2020

Estimated Project Cost: \$TBD

Funding Source: local funds

City of Eugene Transportation Demand Management Program

The recently adopted Eugene 2035 TSP calls for the development of a TDM regulatory program in Eugene. This project will develop a regulatory structure for City Council adoption that covers both employers and developers. The funding will also be used to develop a proposed staffing and technical assistance model and to provide technical assistance to employers and developers. This project will also update the City of Eugene's Traffic Impact Assessment (TIA) regulations.

Lead Agency: City of Eugene

Partner Agencies: Point2Point, LCOG

Current Status: Project initiation expected in March 2020.

Estimated Completion: 2021

Estimated Project Cost: \$400,000

Funding Source: STBG and TGM grant program

Project Completed

~~City of Eugene New Mobility and Autonomous Vehicle Research and Policy Development~~

~~To implement City Council direction provided during the adoption of the Eugene 2035 TSP, the city is working with the Urbanism Next and Sustainable Cities Initiative programs at the University of Oregon to research the potential impacts and opportunities associated with autonomous vehicles and other forms of new mobility and to develop proposed policies for ensuring that these modes help to achieve the city's transportation vision.~~

~~Lead Agency: City of Eugene~~

~~Partner Agencies: University of Oregon, LCOG, LTD~~

~~Current Status: Work in progress~~

~~Estimated Completion: 2019~~

~~Estimated Project Cost: \$65,000~~

~~Funding Source: local funding~~

Franklin Boulevard Project, Phase 2 Design and Construction

As funding becomes available the City of Springfield intends to complete construction of the remaining phase(s) of Franklin Blvd improvements. This will involve completing design, acquiring right of way, and constructing improvements from Mississippi Ave to Glenwood Blvd. The City received funding to complete the design of Phase 2 (Mississippi Ave to Henderson Ave), which will begin once the contract between the consultant and ODOT is complete.

Lead Agency: City of Springfield

Partner Agencies: ODOT, LTD

Current Status: 15% design complete, NEPA complete, Phase 2 design starting spring 2020, partnering with Eugene to apply for BUILD grant for construction of Phase 2

Estimated Completion: TBD

Estimated Project Cost: \$827,000 Phase 2 design

Funding Source: STBG-U for Phase 2 Design; remainder TBD – potentially BUILD grant

Glenwood Riverfront Path

Glenwood Refinement Plan policies identify the Glenwood Riverfront Path project—a proposed multi-use path alignment along the Willamette River in Glenwood from I-5 to the southern tip of Springfield's Urban Growth Boundary—as envisioned in adopted regional and local transportation, open space, and recreation plans. City of Springfield will be starting the NEPA work and design in early 2020.

Lead Agency: City of Springfield

Partner Agencies: ODOT and Willamalane

Current Status: NEPA and design to begin in early 2020. Construction TBD depending on funding.

Estimated Completion: NEPA and Design 2022

Estimated Project Cost: \$750,000

Funding Source: STP-U, Other

Springfield Downtown Demonstration Project

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

Lead Agency: City of Springfield

Partner Agencies: ODOT and SUB

Current Status: Phase 1 and Phase 2 completed. Phase 3 in feasibility analysis and scope of work refinement.

Estimated Completion: TBD

Estimated Project Cost: TBD

Funding Source: Urban Renewal

Gateway/Kruse – Hutton/Beltline

The City of Springfield anticipates studying near and long term solutions to congestion and safety issues at the Gateway/Kruse and Hutton/Beltline intersections. The 2003 I-5/Beltline Revised Environmental Assessment (REA) anticipates future signalization of Hutton/Beltline. Detailed system analysis must occur to support that project and to better understand benefits and impacts to nearby intersections. Currently the City is working on a project at the Gateway/Kruse intersection. The intersection has had a significant number of crashes as well as the inside northbound lane backing up on a regular basis at Gateway/Beltline blocking the intersection of Gateway/Kruse. The IGA with ODOT is complete and the City just received notice to proceed.

Lead Agency: City of Springfield

Partner Agencies: ODOT, LTD

Current Status: Starting design process

Estimated Completion: 2020

Estimated Project Cost: \$238,000

Funding Source: All Roads Transportation Safety (ARTS) and local funds

~~Main Street Pedestrian Crossings~~ (Project Completed in 2019)

~~In a collaborative effort between the City of Springfield, ODOT and LTD, six pedestrian crossing improvements recommended by the 2010 Main Street Pedestrian Safety Study and the Springfield 2035 Transportation System Plan have been constructed to provide safer crossing opportunities along the Main Street corridor. A seventh pedestrian crossing on Main Street between 66th Street and 67th Street was recently completed.~~

-

~~Lead Agency: City of Springfield~~

~~Partner Agencies: ODOT, LTD~~

~~Current Status: Seven crossings are completed, final project inspection and acceptance anticipated in early 2020.~~

~~Estimated Completion: 2019~~

~~Estimated Project Cost: \$900,000~~

~~Fund Source: S080~~

Main Street Safety Project

The City of Springfield and ODOT are collaborating to develop a facility plan for the 4.9-mile-long segment of Main Street (OR 126 East) between S. 20th Street (M.P. 2.98) and 72nd Street (M.P. 7.88). The project will assess existing and future transportation safety and mobility conditions within the study area for all modes of travel and identify solutions for adoption into state and local plans. This will include an analysis of the need, technical viability, and public support for alternative solutions to improve safety, including the incorporation of raised safety median treatments and roundabouts. The plan will coordinate with Main-McVay Transit Study to consider transit improvements along the corridor.

Lead Agency: City of Springfield

Partner Agencies: ODOT, LTD

Current Status: Project Kickoff/Community Priorities began in summer 2018. Existing Conditions Inventory & Analysis, Goals & Objectives, and Develop Solutions completed in 2019. Evaluate Solutions anticipated for 2020.

Estimated Completion: 2020/2021

Estimated Project Cost: \$913,000,000 (includes \$200,000 for a portion of City's expenses)

Funding Source: ODOT ARTS (All Roads Transportation Safety), ODOT SPR (State Planning Research)

Virginia-Daisy Bikeway Project

The City of Springfield engaged the community in developing a design concept for Virginia Avenue and Daisy Street between S. 32nd St and Bob Straub Parkway, which was approved by City Council in November 2016. The project will provide a safe and comfortable bicycle corridor that can be used by people of all ages and abilities. The corridor will serve as an east-west bike network option that will provide an alternative to Main Street. The project also strives to enhance the overall appeal of the corridor for all users and residents, improve pedestrian safety and usage, and provide traffic calming to emphasize safety and active transportation along the street. The project has been split into four phases. Phase 1A includes S. 42nd Street east to South 51st Pl. Phase 1B includes S 51st Pl. east to Bob Straub Parkway. Phase 2 is the single-lane roundabout at S. 42nd Street and Daisy Street. Phase 3 includes S. 32nd Street remaining intersection elements and the remainder of project east to S. 42nd Street.

Lead Agencies: City of Springfield

Partner Agencies: ODOT

Current Status: Phase 1A Construction – Early 2020, full corridor engineering design in progress

Estimated Completion: Phase 1A estimated completion Fall 2020

Estimated Project Cost: \$3,600,000 (including overlay and ADA ramps)

Funding Source: ODOT Bike/Ped Enhance Program, STP-U (Surface Transportation Planning – Urban), local funds

Springfield Street Design Standards

Springfield's street design standards are outdated. Based on the policies and implementation actions in the 2035 Transportation System Plan, this project will modernize the city's street standards, moving to a complete streets approach that will include water quality facilities, multiple modes, and a context sensitive approach that can be scaled to topographic and built environment conditions.

Lead Agencies: City of Springfield

Partner Agencies: ODOT, Lane County

Current Status: TBD
 Estimated Completion: Unprogrammed
 Estimated Project Cost: \$100,000
 Funding Source: TBD

~~City of Springfield Transportation System Plan (TSP) Implementation~~ (Complete)

~~The Springfield TSP was adopted in 2014. Certain Springfield Development Code and TSP amendments are necessary to help further implement the adopted TSP policies and actions.~~

-

~~Lead Agency: City of Springfield
 Partner Agencies: ODOT, Lane County, LTD
 Current Status: Springfield and Lane County Planning Commissions completed their recommendation in August 2018. Springfield City Council and Lane County Board held a joint public hearing in November 2019. Adoption is anticipated in early 2020.
 Estimated Completion: 2020
 Estimated Project Cost: \$100,000
 Funding Source: Other~~

Springfield Bicycle and Pedestrian Master Plan

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

Lead Agency: City of Springfield
 Partner Agencies: Point2Point, LTD
 Current Status: Unprogrammed
 Estimated Completion: TBD
 Estimated Project Cost: TBD
 Funding Source: TBD

Gateway Refinement Plan Update

In December 2016, the City of Springfield and Lane County adopted a modest urban growth boundary expansion for employment lands. This Metro Plan amendment also included adoption of Economic and Urbanization elements for the City's 2030 Comprehensive Plan to replace those in the Metro Plan. The Land Conservation and Development Commission acknowledged the amendments in spring of 2019. The City will need to amend the Gateway Refinement Plan, update the Transportation System Plan and Public Facilities and Services Plan, and inventory and assess the wetland and riparian areas to plan for urban land uses and infrastructure. DLCDC has awarded a technical assistance grant to undertake the natural resource work.

Lead Agency: City of Springfield
 Partner Agencies: ODOT, DLCDC, LTD
 Current Status: TBD
 Estimated Completion: TBD
 Estimated Project Cost: TBD
 Funding Source: TBD

Beaver Hunsaker Corridor Plan – Design Completion

This area is relevant to several current planning processes including the Beltline Facility Plan. Lane County recently completed the Beaver-Hunsaker Corridor Plan and now has design funding allocated to develop the recommendations into a shovel-ready project. The corridor plan addressed the need for improved bicycle/pedestrian access along the Hunsaker Lane Beaver Street corridor, from Division Avenue to River Road and from Beaver Street extending north to Wilkes Drive.

Lead Agency: Lane County

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

Current Status: The corridor plan was adopted by the Board of County Commissioners in 2017.

Estimated Completion: 2022/2023

Estimated Project Cost: \$1,199,844

Funding Source: STBG-U

Beaver Hunsaker Short Term Safety Improvements

This project is intended to provide short-term safety improvements on the Beaver-Hunsaker corridor to address safety concerns escalated by a pedestrian fatality in January 2019. The short-term safety improvements will include restriping and adding delineators to create a safer shoulder, and constructing a multi-use path.

Lead Agency: Lane County

Partner Agencies: City of Eugene, ODOT, and LCOG

Current Status: The short-term safety improvements project has been funded and implementation is pending.

Estimated Completion: 2021

Estimated Project Cost: \$640,811

Funding Source: STBG-U

30th Avenue Corridor Active Transportation Plan

This project will develop a corridor plan to support active transportation on 30th Avenue, between Hilyard Street and McVay Highway. This plan is expected to identify specific improvements on and adjacent to 30th Avenue to improve conditions for people walking and biking. The plan will explore potential off-road and multi-use paths that would create additional bicycle and pedestrian connectivity to the Lane Community College 30th Avenue campus.

Lead Agency: Lane County

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

Current Status: Funding has been awarded for the planning work

Estimated Completion: 2021

Estimated Project Cost: \$250,000

Funding Source: CMAQ

Gilham Road Sidewalk and Safety Improvements

Gilham Road, between Ayres Road and Mirror Pond Way, was built as a rural roadway in the County with no sidewalks; however, the road is within the City of Eugene's UGB. The lack of

sidewalks creates a safety issue for people, especially school children, walking on Gilham Road. This project will build sidewalks and improve the walkability of the neighborhood.

Lead Agency: Lane County
 Partner Agencies: City of Eugene, ODOT
 Current Status: Preliminary Engineering is underway
 Estimated Completion: 2021
 Estimated Project Cost: \$1,849,321
 Funding Source: CMAQ

Howard Elementary - Maxwell Road and North Park Avenue

The project objective is to improve the safety and comfort of school children crossing Maxwell Road and walking and biking on North Park Avenue to and from Collin Kelly Middle and Howard Elementary. This project is for a pedestrian-activated crossing at the east leg of the Maxwell Road and North Park Avenue intersection and sidewalk infill along the east side of North Park Avenue, between Maxwell Road and Howard Avenue. The schools are located east of North Park Avenue and south of Howard Avenue. Currently, Maxwell Road only has a striped crosswalk and there are no sidewalks on the east side of North Park Avenue.

Lead Agency: Lane County
 Partner Agencies: City of Eugene
 Current Status: Preliminary Engineering is underway
 Estimated Completion: 2021
 Estimated Project Cost: \$805,461
 Funding Source: STBG-U

~~Canceled—Yolanda Elementary and Briggs Middle School~~—not CMAQ eligible

~~The streets identified as part of this project are essential walking and biking connections for school aged children who travel to and from nearby elementary and middle schools, yet these routes currently lack sidewalks and bike lanes. Without alternative routes, school children must walk in the vehicle travel lanes and between parked cars on 23rd Street, 31st Street and Yolanda Avenue. The scope of improvements include walking and bicycling facilities to support safe routes to schools.~~

~~Lead Agency: Lane County
 Partner Agencies: City of Springfield
 Current Status: TBD
 Estimated Completion: 2021
 Estimated Project Cost: \$1,744,540
 Funding Source: CMAQ~~

Traffic Communications Plan

The Lane County Traffic Communications Master Plan will establish the planning framework for implementing state-of-the-art communications technology and Intelligent Transportation Systems (ITS) to meet the area's immediate and long-term traffic operation's needs. Lane County has placed great emphasis on immediate and long-range planning with the goal of maintaining quality of life along with growth. The Traffic Communications Master Plan within

the Central Lane MPO will establish a proactive approach to better serve the public through state-of-the-art traffic systems technology.

Lead Agency: Lane County
 Partner Agencies: LCOG, City of Eugene, City of Springfield, ODOT
 Current Status: Funding has been awarded
 Estimated Completion: 2021
 Estimated Project Cost: \$175,000
 Funding Source: STBG-U

Lane County Bicycle Plan

The objective of this new plan is to establish a guide for supporting bicycling throughout Lane County, including identifying connectivity points between rural Lane County and the Central Lane Metropolitan Planning Area. The guidance provided by this plan will include mapping networks (existing and visionary), identify infrastructure needs, and recommend actions to create safe, efficient and convenient opportunities for people to get where they need to go by bike.

Lead Agency: Lane County
 Partner Agencies: City of Eugene, City of Springfield, ODOT, LTD, and LCOG
 Current Status: Not yet started
 Estimated Completion: 2021
 Estimated Project Cost: \$150,000
 Funding Source: Lane County

Lane County Transportation Safety Action Plan (TSAP) Implementation

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

Lead Agency: Lane County
 Current Status: The plan has been completed and Lane County is working on implementing strategies.
 Estimated Completion: Ongoing
 Estimated Project Cost: TBD
 Funding Source: Varies

City of Coburg TSP Update

Amend the City of Coburg's Transportation System Plan and proceed through the Department of Land Conservation and Development adoption process by incorporating the most recent population forecast and removing the Urban Growth Boundary (UGB) expansion area as well as the east/west collector road.

Lead Agency: City of Coburg
 Partner Agencies: Lane County, LCOG
 Current Status: In progress
 Estimated Completion: January 2021

Estimated Project Cost: \$26,000
Funding Source: Coburg

Other Accomplishments of Note

Special Projects

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

- Springfield completed construction of four new enhanced crosswalks near schools and community activity centers and built the S. 54th Street multi-use path.
- Springfield installed bicycle wayfinding in three areas: Northbank Path/Downtown/Middle Fork Path/Mill Race Path, EWEB Path (along with other maintenance and enhancements), and Glenwood 14th Avenue bicycle route. 30 path safety signs were installed along key regional multi-use paths throughout Springfield.
- The Springfield City Council and Lane County Board of Commissioners held a joint public hearing on the Springfield Transportation System Plan Implementation Project and co-adopted the Transportation System Plan Project List and Figures amendments and Springfield Development Code amendments in early 2020.

FY 2020 FUNDING

Central Lane MPO Unified Planning Work Program FY 2021 Funding

Work Element	SOURCE OF FUNDS										TOTALS		
	1	2	3a	3b	4	5	LCOG Total	Local STBG Match	Local Match Total	Estimated Consultant Total	IPWP Total		
	FTA Sec 5303	LTD 5303 Match	FHWA PL	ODOT match for FHWA PL	ODOT SPR*	Central Lane MPO STBG							
A Regional Transportation Plan (RTP) and Long-Range Planning	\$ 13,875	\$ 1,588	\$ 82,322	\$ 9,422		\$ 388,449	\$ 44,459	\$ 266,193	\$ 46,047	\$ 227,875	\$ 540,115		
B Programming and Implementation	\$ 16,650	\$ 1,906	\$ 31,662	\$ 3,624		\$ 50,000	\$ 5,723	\$ 101,936	\$ 7,628	\$ 93,215	\$ 109,565		
C Public Participation	\$ 8,325	\$ 953	\$ 12,665	\$ 1,450		\$ 10,000	\$ 1,145	\$ 32,439	\$ 2,097	\$ 41,250	\$ 34,537		
D Air Quality Planning	\$ 13,875	\$ 1,588	\$ 126,649	\$ 14,496	\$ 68,750	\$ 80,000	\$ 9,156	\$ 101,270	\$ 10,744	\$ 133,750	\$ 314,514		
E Transportation System Modeling and Data Maintenance	\$ 9,257	\$ 1,060	\$ 25,330	\$ 2,899		\$ 25,000	\$ 2,861	\$ 62,486	\$ 3,921	\$ 66,407	\$ 66,407		
F Transportation Options	\$ 20,813	\$ 2,382	\$ 129,689	\$ 14,843		\$ 100,000	\$ 11,445	\$ 265,345	\$ 13,827	\$ 279,172	\$ 279,172		
G Intergovernmental Coordination			\$ 22,433	\$ 2,568		\$ 50,000	\$ 5,723	\$ 75,000	\$ 5,723	\$ 80,723	\$ 80,723		
H Direct Costs													
Funds Distributed to Local Partners													
I MPO Partner Regional Transportation Planning						\$ 170,000	\$ 19,457			\$ 19,457	\$ 189,457		
J Point2Point Regional Transportation Options Funding						\$ 300,000	\$ 34,336			\$ 34,336	\$ 334,336		
Discrete Projects													
L Intelligent Transportation Systems (ITS) Plan					\$ 103,125			\$ -		\$ 103,125	\$ 103,125		
M Land Use Model						\$ 20,000	\$ 2,289		\$ 2,289	\$ 20,000	\$ 22,289		
N Traffic Counts						\$ 20,000	\$ 2,289		\$ 2,289	\$ 20,000	\$ 22,289		
O LTD Data	\$ 50,000	\$ 5,723						\$ 50,000	\$ 5,723	\$ 55,723	\$ 55,723		
P Member Services (minimum) ¹	\$ 20,000	\$ 2,289	\$ 17,946	\$ 2,054		\$ 20,000	\$ 2,289	\$ 60,000	\$ 4,578	\$ 64,578	\$ 64,578		
TOTALS	\$ 169,445	\$ 19,394	\$ 505,688	\$ 57,878	\$ 171,875	\$ 1,243,449	\$ 142,316	\$ 1,063,585	\$ 161,710	\$ 546,000	\$ 2,310,045		

Funding amounts are estimates only, based on anticipated amounts.

* Tentative

1. These costs are for anticipated one-time requests from MPO partners for additional planning assistance from MPO staff.