

What is a Metropolitan Planning Organization?

A metropolitan planning organization (MPO) is the local agency designated by federal law to have the lead responsibility for regional transportation planning for areas with a population greater than 50,000. Lane Council of Governments is the MPO for the central Lane County area.

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What is the Central Lane MPO?

Lane Council of Governments (LCOG) is the MPO for the central Lane County area that includes the Eugene-Springfield metropolitan area and Coburg. The Governor designated LCOG as the MPO for this area in 1974. LCOG, the Oregon Department of Transportation, and the Lane Transit District are jointly responsible for annually certifying that the transportation planning process meets federal regulations. The Central Lane MPO is one of approximately 350 MPOs across the country and one of 6 MPOs in Oregon.

Who makes decisions for the Central Lane MPO?

The decision making body of the Central Lane MPO is the Metropolitan Policy Committee. The Metropolitan Policy Committee is comprised of elected officials from Springfield, Eugene, Lane County, Coburg, Lane Transit District, and the Oregon Department of Transportation. Eugene, Springfield, and Lane County created the Metropolitan Policy Committee to cooperate on issues of metro-wide importance.

What does the Central Lane MPO do?

The Central Lane MPO serves as the forum for cooperative transportation decision making for the Eugene-Springfield metropolitan area and Coburg. The MPO channels federal funding for transportation projects and programs through a sound planning process that is comprehensive, cooperative, and continuing. There are five core functions of an MPO:

1. Establish a fair and impartial setting for regional decision making.
2. Evaluate transportation alternatives.
3. Maintain a long-range transportation plan covering a 20 year planning horizon.
4. Develop a Transportation Improvement Program and Priorities Project
5. Involve the public

How is the MPO process funded?

The federal government is the primary funding source for transportation plans and projects in the Central Lane MPO. Other funding may come from a variety of sources including the state government, transit districts, and local government contributions.

Key MPO Products

Public Involvement Plan

- Describes public involvement opportunities and timing for key MPO products

Unified Planning Work Program

- Identifies funding sources, timing, and the responsible agency
- Lists work tasks to be performed by the MPO and local agencies
- Includes federally funded tasks as well as those with state and local funding
- Adopted annually

Regional Transportation Plan

- The broad transportation framework plan for the MPO
- Identifies projects needed to support the projected growth within 20 years
- Contains cost estimates and identifies funding sources
- Includes both long and short range policies, strategies, and actions
- Local transportation system plans must be consistent with this plan
- Provides a framework for future project selection

Transportation Improvement Program

- Lists priorities from the regional plan that can realistically be funded within the next 3 to 5 years
- Allocates state and federal resources for both capital and operating needs
- Becomes part of the Statewide Transportation Improvement Program
- Updated every two years

Air Quality Conformity

- A finding that local transportation projects do not exceed the region's limit for motor vehicle pollution set by state and federal standards
- Reviews projects in the Regional Transportation Plan and the Transportation Improvement Program



For more information about transportation planning and the Central Lane MPO:

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