

**FY2005-2006
UNIFIED PLANNING WORK PROGRAM**

**For the Central Lane
Metropolitan Planning Organization**

Adopted by the Metropolitan Policy Committee

April 14, 2005

**Lane Council of Governments
99 East Broadway, Suite 400
Eugene, OR 97401**

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I. INTRODUCTION

A. Purpose of UPWP

The Unified Planning Work Program (UPWP) for the Central Lane Metropolitan Planning Organization (MPO) is a federally required certification document describing the transportation planning activities to be undertaken in and surrounding the Central Lane metropolitan area from July 1, 2005, to June 30, 2006. Development of the UPWP provides local agencies participating in the transportation planning process with an opportunity to identify transportation planning needs, objectives and products. Within the guidelines set by the U.S. Department of Transportation, the UPWP sets priorities for local transportation planning activities.

B. Participating Agencies

Staff from the following agencies participate in the development of the UPWP and in the completion of its work activities:

- Lane Council of Governments (LCOG)
- City of Eugene
- City of Springfield
- City of Coburg
- Lane County
- Lane Transit District (LTD)
- Lane Regional Air Pollution Authority (LRAPA)
- Oregon Department of Transportation (ODOT)
- Federal Highway Administration (FHWA)
- Federal Transit Administration (FTA)

C. Development of UPWP

Using the October 28, 1993 rules on Metropolitan Transportation Planning promulgated by the US. Department of Transportation, local, state and federal transportation planning needs are assembled by LCOG staff into a draft UPWP. The draft is reviewed and approved by the Transportation Planning Committee (TPC) and adopted by the Central Lane Metropolitan Policy Committee (MPC).

Maintaining the air quality conformity of the Regional Transportation Plan (RTP) and improvement program requires participation in the air quality planning process conducted by the Lane Regional Air Pollution Authority.

D. Objectives of the MPO Transportation Planning Process

Seven major objectives for the Central Lane MPO's transportation planning program are supported by the activities described in this UPWP. The seven objectives are:

1. Provide a neutral forum that allows local officials to make informed decisions and set priorities on area-wide transportation matters.
2. Ensure timely and logical development of the transportation system in the Central Lane metropolitan area.
3. Ensure maintenance of federal and state ambient air standards for carbon monoxide and ozone; work with Lane Regional Air Pollution Authority to help attain standards for fine particulates.
4. Ensure development of the RTP and Transportation Improvement Program (TIP) in a manner that is consistent with the Metropolitan Area General Plan and other functional plans.
5. Ensure consistency of the RTP and planning process with federal and state transportation planning requirements including the Transportation Equity Act (TEA-21), the Clean Air Act, Title VI, Environmental Justice, the Statewide Transportation Planning Rule (TPR) and the Oregon Transportation Plan (OTP). Federal planning requirements as set forth in TEA-21 require consideration of the following seven factors:
 - a. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
 - b. Increase the safety and security of the transportation system for motorized and nonmotorized users;
 - c. Increase the accessibility and mobility options available to people and for freight;
 - d. Protect and enhance the environment, promote energy conservation, and improve quality of life;
 - e. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
 - f. Promote efficient system management and operation; and
 - g. Emphasize the preservation of the existing transportation system.
6. Ensure consideration of the needs of all persons in transportation planning, especially the elderly and persons with disabilities.
7. Ensure public participation and private sector participation in all phases of transportation planning, programming and decision-making.

E. Key Issues Addressed in the FY05-06 UPWP

The Central Lane MPO region will be experiencing a wide range of planning and construction activities in FY06. These activities fall generally into the following three categories – Regional Planning Activities, Key Regional System Improvements, and Other Key Activities affecting the regional transportation system. These activities are described below.

Summary of Activities

A. Regional Planning Activities

- i) *Formation and operation of the Central Lane MPO Citizen Advisory Committee (CAC)* – The CAC is expected to be up and running in late January or early February.
- ii) *Development of an MPO Public Involvement Plan* – this document will outline the procedures to be used for public involvement on MPO products and processes. It is a federal requirement and will be the CAC's number one priority
- iii) *Work on an update to the Regional Transportation Plan (RTP) to extend its planning horizon to 2030* – federal guidelines require that the RTP maintain a 20-year planning horizon throughout the life of the plan. The currently adopted plan has a horizon of 2025, which is only a 20 year horizon for 2005. This effort would extend the horizon to 2030
- iv) *Amendments and Updates to the Metropolitan Transportation Improvement Program (MTIP)*
 - ⇒ *Ongoing amendments* – Given the MTIP's role as a communication document among the regional and federal partners, MPC considers amendments to the MTIP based on the needs of various agencies, typically 5 to 7 times annually to reflect ongoing refinements to project design and funding.
 - ⇒ *Update to reflect reauthorization of federal transportation bill* – the earliest reauthorization is expected is May 2005. An update to the MTIP to reflect reauthorization would likely take place 2-3 months after the reauthorization is signed into law.
 - ⇒ *Allocation of STP-U funds* – this would likely be a part of the reauthorization-related update
- v) *Adoption of Alternative Mobility Standards for State Facilities* – the Oregon Highway Plan provides a process for the adoption of Alternative Mobility Standards on state facilities where it has been determined to be infeasible to meet the standards in the plan. MPC will be considering alternative mobility standards for the state facilities within the MPO mid-year. These standards would also be adopted by the Oregon transportation Commission.

- vi) *Air Quality Limited Maintenance Plan* - Following EPA and USDOT recommendations, a limited maintenance plan is being prepared for the second 10-year maintenance period required by the Clean Air Act. MPC will be considering this plan in the latter part of 2005.
- vii) *Transportation Analysis of Region 2050 Scenarios* – A transportation analysis of three Region 2050 growth scenarios is expected to be complete in early 2005. The results of this analysis will be shared with MPC and could have importance in the RTP update discussion.
- viii) *I-5/Franklin System Planning* - Transportation system analysis for possible ramp connections to Interstate 5 at Franklin Blvd (Hwy 99/126B) is now underway. Desired outcomes include, as appropriate: project definition, purpose and need, and associated TSP and RTP amendments to include the project and specific policies in those plans that would protect the public investment in, and support, such a project. The system analysis is on an accelerated timeline in an effort to take advantage of the planned permanent bridge replacement project funded by OTIA 3.
- ix) *OR 126 EMP (Expressway Management Plan) Phase 2* - Phase 2 of the management plan includes alternatives identification and feasibility screening for the three existing interchanges and the two existing signalized intersections along the corridor. Alternatives evaluation and ranking will be completed for the two at-grade signalized intersections at the eastern end of the corridor. Desired outcomes include a set of preferred improvement alternatives for each of the two existing intersections, as well as a phasing plan with triggers identified for the timing of proposed improvements.
- x) *I-5/Beltline IAMP (Interchange Area Management Plan)* - This IAMP is a requirement of OTIA 1 and subsequent project funding. The purpose of the IAMP is to protect the public investment at this location through local and state adoption of plan elements such as access management and land use controls as appropriate.
- xi) *I-5/Coburg IAMP (Interchange Area Management Plan)* – This IAMP is a requirement for an interchange upgrade project. The purpose of the IAMP is to protect the public investment at this location through local and state adoption of plan elements such as access management and land use controls as appropriate. The project is an update to the existing interchange refinement plan to reevaluate the preferred alternative and phasing scheme in context of Coburg's future growth plans both east and west of the interchange.
- xii) *Beltline, River Rd. to Coburg Rd., System Planning* – This system analysis project is a necessary pre-requisite to NEPA milestone work that has been programmed with \$1m in D-STIP funding for 2009. Project will describe current and no build conditions, assess range of solution alternatives, develop planning level cost estimates, and identify potential stand-alone construction project elements.

B. Key Regional System Improvements - these projects are further described in the FY05-07 MTIP.

- i) *I-105 Preservation Project (ODOT)*
- ii) *I-5/Beltline Project (ODOT)*
- iii) *Courthouse District Transportation Improvements (Eugene)*
- iv) *Martin Luther King Parkway Project (Springfield)*
- v) *42nd Street Improvements (Springfield)*
- vi) *Game Farm North Project (Lane County)*
- vii) *BRT Phase 1 (LTD)*
- viii) *Resurfacing of several Eugene Bike paths:*
 - ⇒ *Fern Ridge (Chambers to City View)*
 - ⇒ *North Bank (Greenway Bike Bridge to 1500' East of Hwy 227)*
 - ⇒ *Garden Way (Garden Way to Canoe Canal)*

C. Other Key Activities Affecting the Regional Transportation System

- i) *Travel Smart (Individualized Marketing) Grant* - ODOT's 2003-2005 Public Transit Division budget includes \$1.5 million for marketing of Transportation Options (TO). Specifically, the intent is to develop public outreach methods which encourage Oregonians to use their automobiles more wisely. This project has two components; a mass marketing project (\$850,000) and a series of Individualized Marketing (IM) pilot projects, conducted in four different cities (\$650,000). The Central Lane MPO area is one of the four areas in Oregon receiving a grant of \$150,000 for an Individualized Marketing (IM) project.

IM consists of direct marketing to residents of a given area, providing them with information on alternative travel modes and incentives to use them, and measuring the change in travel mode choice. Surveys are conducted before and after the marketing activities to measure the results. The initial pilot project done in the Multnomah/Hillsdale neighborhood of Portland resulted in a 9 percent reduction in SOV trips among the 600 participating households. This project is expected to begin in February 2005.
- ii) *Smart Ways to School Project* – The Smart Ways to School Program was designed to improve school safety while reducing energy consumption and traffic congestion by promoting alternative ways to school for students and parents. Participating schools include elementary and middle schools serving nearly 6,000 students in the Bethel, Eugene, and Springfield school districts.
- iii) *Oregon Legislative Session* - MPC will receive regular updates on the status of key transportation legislation throughout the session.
 - ⇒ *“ConnectOregon”* - ConnectOregon is a concept in Gov. Kulongoski's biennial budget where lottery-backed bonds are used to improve connections between the highway infrastructure and rail, port, transit and marine facilities across the state.

- iv) *Statewide MPO Meetings* – there have been two ‘MPO Summits’ held to date – the first in Portland and the second in Eugene. MPC members have participated in both. A third is scheduled for February, 2005 in Salem. At the last Summit, the group agreed to develop a jointly supported set of legislative priorities for the state’s MPOs.
- v) *Reauthorization of Federal Transportation Bill* – as noted above, reauthorization is expected sometime in 2005, likely not until May. While the level of funding for the reauthorization is uncertain, it is expected that the region will receive earmarks for several projects. It is also anticipated that there will be an increase in the level of STP-U funds at the discretion of MPC.
- vi) *Road User Fee Task Force Mileage Fee Pilot Project* – The legislature adopted the following statutory purpose for the Road User Fee Task Force: "To develop a design for revenue collection for Oregon’s roads and highways that will replace the current system for revenue collection." As required by law, ODOT is undertaking a pilot test of the task force recommendations. Because of its size and relative isolation from other urban areas, this pilot test will take place in the Eugene-Springfield area. Several hundred volunteers would be recruited to test the technologies associated with mileage fees over a multiyear period
- vii) *Oregon Transportation Plan Update* – the Oregon Transportation Plan (OTP) is currently undergoing a major update. Draft policies have been developed and reviewed by the OTP.
- viii) *Adoption of FY06-09 Statewide Transportation Improvement Program (STIP)* – OTC is scheduled to adopt the FY06-09 STIP in August 2005. There will be a review opportunity for MPC in July of the Final STIP prior to the OTC’s adoption in August.
- ix) *Beginning of development of FY08-11 Statewide Transportation Improvement Program* – In fall of 2005, the Oregon Transportation Commission will develop proposed program goals and funding levels and distribute them for comment. MPC will be asked to provide comment at that time.

II. **ORGANIZATION AND MANAGEMENT OF MPO PROCESS**

A. **MPO Organization**

In 1973, the Governor designated LCOG as the Metropolitan Planning Organization (MPO) for the Central Lane area. With this designation came the responsibility for conducting the continuing, comprehensive and cooperative transportation planning process in the Central Lane metropolitan area.

Acting as the MPO, the LCOG Board has delegated all MPO policy responsibilities to the Metropolitan Policy Committee. The Metropolitan Policy Committee (MPC) is comprised of two elected officials each from Lane

County, Eugene and Springfield, two appointed board members from Lane Transit District, one elected official from Coburg, one designated official from the Oregon Department of Transportation (ODOT) and as ex-officio members, the chief administrative officers of Lane County, Eugene, Springfield, Coburg, and Lane Transit District and the Region 2 Manager for the Oregon Department of Transportation. MPC adopts the Transportation Improvement Program, the long-range regional transportation plan, this UPWP and provides policy guidance related to the conduct of the transportation planning process, the annual review process and other transportation issues.

The Transportation Planning Committee (TPC) conducts the technical portions of the process and public participation and is composed of staff from all participating jurisdictions.

B. Management

The LCOG Executive Director, as the agent of LCOG, is held accountable by the contracting agencies. LCOG has a Transportation and Public Infrastructure Program within its Local Government Services Division. The Program Manager supervises a work group of professional planners who are aided on some work activities by LCOG staff from other program areas.

In conducting the transportation planning process, LCOG also draws upon the expertise of members of TPC, other staff from member agencies, and LTD, LRAPA and ODOT.

C. Roles and Responsibilities

In performing the activities of this UPWP, LCOG, ODOT, the Cities of Springfield, Eugene, and Coburg, and LTD each have specific responsibilities. LCOG is the lead transportation planning agency for regional metropolitan issues. ODOT assists with the planning process by assigning staff to the project and by providing the match for federal PL funds awarded to LCOG. The cities assign staff to coordinate and participate on UPWP tasks, and LTD assigns staff at its own expense to assist with activities in the UPWP. The LTD staff time devoted to the project serves as in-kind match for the FTA Section 5303 funds awarded to LCOG.

By adopting this UPWP, LCOG reaffirms its commitment to the continuing, cooperative and comprehensive transportation planning process as described in the Transportation Efficiency Act (TEA 21).

D. Funding Sources

The work described in this UPWP is funded by a variety of sources - federal, state and local (through direct funds as well as in-kind services). These funding sources include:

- FTA Section 5303 Funds
- FTA Section 5307 Funds (for BRT Planning)
- LTD In-Kind Match for FTA funds
- FHWA PL Funds
- MPO Discretion STP Funds (STP-MPO)
- ODOT Match for FHWA funds
- Local Match for STP funds

The planning activities described are those that can be accomplished using programmed PL, FTA and STP funds. Due to the collaborative nature of metropolitan transportation planning and the availability of unsecured funding from a variety of other program sources (such as TGM), additional work activities may be accomplished. An amendment to the UPWP will occur should additional funding become available.

Additional funding sources, beyond those set out in the UPWP work program, may also become available during the fiscal year for work on special projects. These projects are typically part of the broader multi-jurisdictional transportation planning effort within the MPO. These projects may be financed by ODOT using federal funds for the purpose of facility planning projects and TGM grants focused on providing refinement to and implementation of the Transportation System Plan.

Detail on specific products is described in Section III. Work Elements section of this UPWP. Detail on specific amounts and use of these funds is provided in Section IV. Funding.

III.

WORK ELEMENTS

Ongoing MPO work described in this UPWP is divided into eight general work elements. These work elements include:

- Transportation System Modeling and Data Maintenance
- Regional Transportation Plan
- Technical Assistance
- Short Range Planning
- Programming and Implementation
- Air Quality Planning
- Public Involvement
- Intergovernmental Coordination and Staff Support

These work elements, while general in scope, allow the comprehensive set of work activities involved in the MPO transportation planning process to be described in an organized fashion.

Each ongoing work element includes objectives and a context statement, lists of LCOG work activities, LTD work activities, products, and budget. LCOG activities and, to a lesser extent, LTD activities draw upon the staff of other local jurisdictions for some individual tasks. Participation by these agencies is specifically identified in this UPWP only in cases of major involvement.

The transportation planning process used in the Central Lane area integrates several individual work elements to produce specific products (e.g., the RTP, TIP, and air quality conformity). For example, development of the RTP involves data maintenance and modeling, public involvement, air quality planning and intergovernmental coordination and staff support.

A. Ongoing Work Elements of the MPO Planning Process

1. Transportation System Modeling and Data Maintenance

Objective: Monitor RTP implementation; maintain transportation modeling capabilities for application to policy and facility planning issues required under TEA21 and the State TPR; maintain regional and small-area population and employment forecasts; maintain a data base required for effective multimodal transportation planning and programming; maintain data on vehicular travel and operations; minority and low-income data, maintain transit operational/ridership data. Investigate travel behavior response to various incentives (e.g., bus pass programs).

Discussion: LCOG has the responsibility locally for drawing together all necessary data to forecast future population levels, employment activities and trip-making. Travel forecasting requires that staff time be spent updating data from land use inventories, zoning, tax assessor's file, Bureau of the Census, Portland State Center for Population Research and Census, State Employment Department and other sources. Data files must be kept current so that the appropriate information will be available to monitor plan implementation, achieve plan goals, perform plan reviews and assist local programming. Careful monitoring of RTP implementation and pertinent system characteristics are necessary to ensure that changing trends are identified and that progress toward adopted goals can be evaluated. It is also necessary to monitor changes in travel behavior, vehicle usage, and residential location choices through periodic household activity and travel surveys.

As more elements of the Census 2000 and Census Transportation Planning Package were released in FY04, LCOG has analyzed Census 2000 and CTPP data and used it to update distributions of household income, workers, and vehicles for our trip generation and mode choice models. LCOG has also used the census data to locate concentrations of ethnic and racial minorities and households below the poverty level in the Central Lane TMA. In FY06, following release of CTPP Part 3, LCOG will analyze work commute patterns within the TMA, and between the TMA and other communities. LCOG will also continue to use the Census data to analyze the availability of transportation services to minorities and persons with disabilities, and to learn whether minorities are disproportionately affected by adverse transportation-related impacts.

LCOG has continued to work with Portland Metro and our other MPO modeling partners on development of JEMnR, a state-of-the-art trip-based model that tracks travelers by income class, that incorporates both standard bus and "premium" (e.g., MAX or BRT) transit modes, that uses multi-modal accessibility for destination choice (or more commonly, "trip distribution"), and that incorporates a new "urban accessibility" variable that stemmed of a joint research project in FY02. The model is implemented using the "R" open-source programming language. Our MPO partnership is also developing a "best practices" protocol for air quality analysis, and which will be implemented through the model application code. We continue to use the EMME/2 software package for assignment of truck, auto, and transit passenger trips to the model network. We are considering augmenting or replacing the EMME/2 package in FY05 with a dynamic assignment software package that would provide a more accurate and detailed representation of traffic conditions and delays on congested arterial networks.

In FY05, LCOG implemented the Oregon Small Urban Model (OSUM) program developed by the ODOT Planning Analysis Unit (TPAU). The

model, estimated from survey data gathered in small cities and rural areas throughout the state, is implemented using the “R” open-source programming language. LCOG has updated the models for several Lane County cities, including Oakridge, Cottage Grove, Junction City, Veneta, and Creswell. These individual models were then combined, together with a tour-based inter-city model developed by TPAU, to analyze long-range planning alternatives for all of central Lane County. We have analyzed transportation and air quality impacts for the three ‘Region 2050’ growth scenarios, each of which assumes UGB modifications with the existing TMA as well as in the satellite communities. The scenarios also differ in the amount of long-range growth allocated within the TMA.

Regional decisions leading to a ‘Region 2050’ preferred alternative will form the basis for a technical protocol that we will use to modify the land use allocation model in FY 05. Preliminary 2025 forecasts that we have developed for the RTP update will also be revised.

LCOG made a host of other updates and improvements to the land use allocation model in FY04. Among them, the model now tracks dwelling unit allocations to both intermediate-sloped and steep-sloped lands, and reduces projected residential densities to those found in recent development projects. The model’s buildable land supply has also been updated to removed lands acquired for wetlands preservation, parks, and other public purposes after the 1998 model base year.

LCOG completed model forecasts for the RTP update, including needs analysis and plan performance data. Other model applications in FY05 included continued work on West Eugene Parkway design alternatives, Highway 58 refinement plan; Eugene-Springfield highway management plan, traffic diversion analysis for planned partial closures of I-105 and of Main St. for surfacing and safety improvements, development of alternative mobility standards, and Pioneer Parkway / MLK Parkway BRT corridor analysis.

LCOG, in cooperation with Portland Metro, prepared model analysis for a BRT “New Starts” application to the Federal Transit Administration. This analysis included calculation of transit system user benefits for both the “build” and “no-build” alternatives using the FTA “SUMMIT” analysis tool. As a result, LCOG now has the tools and expertise to undertake user benefit analysis on other BRT corridors in the future.

In FY05, LCOG continued to participate in cooperative modeling research and development projects with ODOT and our fellow MPO’s. We have completed work on a project to develop and test new transportation plan performance measures for Oregon, and have participated in the development of a joint multi-year work program have continued to provide data, to participate in research, to serve on the Oregon Modeling Steering

Committee, to chair the Performance Measures standing committee and participate in ODOT's Transportation / Land Use Model Integration Program (TLUMIP). We have participated in special workshops to plan for future surveys and to guide statewide modeling efforts. We have participated in the OMSC Survey Committee, which has taken initial steps toward a new household activity and travel behavior survey to be conducted statewide. The survey, currently undergoing a pilot study in Portland, combines a continuous series of cross-sectional samples with a small longitudinal panel. The pilot study is designed to evaluate the benefits personal GPS units in survey data retrieval and geocoding. Following completion of the pilot study and final survey, MPC will be asked to consider an annual allocation of funds for ongoing behavioral data collection in the Central Lane TMA.

In FY05, LCOG made a number of additional enhancements and updates to the regional land-use allocation model which allocates forecasted regional growth to Transportation Analysis Zones. The model still allocates growth primarily on the basis of available lands, taking constraints such as slopes, soils, and wetlands into account. At the same time, we recognize the potential benefits of the more complex models that explicitly consider land prices and developer returns, especially for analysis of redevelopment and infill potential, both of which must be manually allocated in the current model. These models also consider the effects of changes in accessibility on land values. We continue to explore alternative methods to integrate our land use and travel models, and monitor new developments in UrbanSim, MetroScope, and the Generation II statewide model. We will continue to work with ODOT and our MPO modeling partners in FY06 to develop the most efficient and effective strategy for integrating land use and transportation models.

LCOG continued work on the TMA's Congestion Management System in FY05. The system identifies congested corridors, measures of congestion, various management alternatives, and ongoing data needs. The data\surveillance\modeling element of the UPWP will expand data gathering to meet the needs identified in the CMS, and will continue to explore modeling software and methods to better represent queues, signal delays, and the effects of ITS projects in congested corridors.

Work Activities (LCOG):

- Monitor transportation system activity through analysis of traffic counts, bicycle and pedestrian counts, transit on-board survey data, transit ridership data, HPMS data, and other information as appropriate.

- Continue development and refinement of jointly-developed travel model. Enhance commercial vehicle, college, and external trip components.
- Analyze population, housing, employment, and work trip data from the PUMS and CTPP elements of Census 2000. Continue to refine and update Census-based model input data.
- Coordinate with local traffic count programs to develop and maintain data on truck counts for major roadways.
- Incorporate information on freight generators and receivers into data development effort.
- Develop subarea models as needed for refinement plans, corridor studies, and other special studies within the metro area.
- Continue to participate in ODOT/MPO cooperative modeling research and development programs. Attend oversight committee meetings, conduct research, develop data, produce reports, and implement models.
- Continue to participate with Statewide Modeling Steering Committee in development of integrated statewide transportation / land use models.
- Continue to refine and test land use / transport integrated models for Central Lane. Investigate market-based allocation models.
- Update future year allocations of land use, population, and employment to 2030.
- Continue to document model procedures.
- Operate model programs for local travel forecasting work.
- Maintain and update model programs and database as needed.
- Assist LTD in preparation of Title VI report.
- Provide transportation, population and employment data for local and state projects and transit studies.
- Provide modeling for required Clean Air Act conformity analysis of the RTP, TIP, and transportation projects.
- Continue to maintain and enhance the tie between EMME2 programs and output with the countywide geographic information system.
- Attend training related to data sources and related topics.
- Continue work on interactive transportation project database to facilitate programming.
- Continue work on Congestion Management Plan.

- Cooperate with local jurisdictions in local traffic count programs and identify possible refinements for counts used in calibration of travel model; identify key count locations.
- Pursue process to formally mine data from Transportation impact Analyses provided to cities, refinement plans, facility plans, and ITS. Work with ODOT to coordinate with Highway Performance Monitoring System (HPMS).

Work Activities (LTD):

- Update of RideSource data base to assist service planning
- Gather and maintain ridership data, including passenger surveys.
- Gather and maintain operational data on the vehicle fleet including maintenance information.

Work Activities (Springfield)

- Collect and maintain annual traffic counts
- Analyze large, regional traffic studies for LCOG model
- Support regional model with local land use growth estimates

Work Activities (Eugene)

- Collect and maintain annual traffic counts and specific location counts for planning and LCOG model calibration as needed.
- Collect and maintain truck count data as needed.
- Attend training for MPO-related traffic modeling and analysis.
- Analyze large, regional traffic studies for LCOG model as needed.

Products:

- Operational multi-modal model for local transportation planning.
- Operational land use allocation model for travel forecasts and land use analysis
- Multimodal data files as required for both passenger and freight transportation studies.
- Periodic transit ridership and maintenance reports.
- National Transit Database report.
- Route segment analysis reports and delay study.
- Model output for technical and policy-level evaluations.
- Technical documentation of forecasts, allocation method, O-D survey, model procedures.

- Scope for development of system modeling for regional Congestion Management System
- Annual traffic count map in the City of Eugene for LCOG model
- Annual traffic count map in City of Springfield for LCOG model

| Funding Summary for FY06 Transportation System Modeling and Data Maintenance | | |
|---|----------------------|-------------------|
| Funding Source | Person Months | Total Cost |
| FTA Sec. 5303 | 1.55 | \$24,164 |
| LTD In-Kind Match | 0.39 | \$6,041 |
| FHWA (includes ODOT Match) | 3.49 | \$54,406 |
| STP-MPO | 6.41 | \$100,000 |
| MPO Match | 0.73 | \$11,445 |
| STP Eugene | 0.75 | \$8,000 |
| Eugene Match | 0.08 | \$916 |
| STP-Springfield | 1.62 | \$20,000 |
| Springfield Match | 0.16 | \$2,289 |
| Total | 15.18 | \$227,261 |
| Note: Overall UPWP funding detail is provided in Section IV: Funding | | |

2. Long-Range Regional Transportation Plan (RTP)

Objective: Carry out work activities to update the RTP, the area's long-range transportation plan, to meet requirements of the Transportation Equity Act for the 21st Century (TEA 21) and the Oregon TPR.

Discussion: Federal planning guidelines envision a planning process that effectively integrates current operational and preservation considerations with longer-term mobility, environmental, and development concerns. This reflects the perspective that the function of the planning process is to provide a relevant and contemporary framework for decision-making.

The adoption of the 2025 RTP Update was completed in December 2004 and replaced the version adopted in 2002.

Work in FY06 will focus on completing an update of the RTP to extend the long-range planning horizon to 2030, thus maintaining the minimum 20-year horizon of the plan throughout its adopted life. Extension of the RTP horizon to 2030 will require significant work on the future land use allocations. Work will also focus on providing assistance to adopting agencies in the implementation of the plan. Work completed by Eugene and Springfield under this task is in support of the RTP development.

Pursuing work to merge the RTP and the Eugene-Springfield Transportation System Plan ("TransPlan") will also be part of this element during the fiscal year.

Work Activities (LCOG):

- Prepare minor amendments, if necessary, to keep the RTP current.
- Assist local agencies in implementation of RTP (e.g., nodal development, bus rapid transit, TDM, corridor studies, etc.).
- Assist City of Coburg in update of its Transportation System Plan (TSP), as needed
- Metropolitan Policy Committee meetings
- LCOG Board meetings, as needed
- TPC and Technical Advisory Subcommittee (TASC) meetings
- Develop refinements to plan policy/project elements consistent with direction from elected officials and input from the public including elements related to freight planning, congestion management and transportation demand management.
- Develop analysis and materials necessary for establishing alternative mobility standards consistent with the 1999 Oregon Highway Plan.
- Continue work on development and implementation of congestion management plan as part of update and implementation of RTP.
- Update RTP forecasts of revenues and costs, prepare assessment of financial impacts, and develop strategies to address the fiscal constraint requirements of TEA 21 and the anticipated federal reauthorization of the transportation bill (SAFETEA).
- Refine financially constrained project lists.
- Perform air quality conformity technical analysis.
- Develop draft determination of air quality conformity.
- Develop and refine draft update of RTP.
- Adopt updated RTP.
- Pursue work to merge the RTP and the Eugene-Springfield Transportation System Plan ("TransPlan").
- Generate and maintain benchmarks and performance measures.
- Monitor performance measures as included in RTP.

Work Activities (Springfield):

- Analyze and collect regional and local data for RTP.
- Analyze and collect data for alternative mobility standards.

- Prepare draft policies as part of RTP Update.
- Assist in development of RTP Update-related work program and schedule for presentation to Metropolitan Policy Committee (MPC), and Transportation Planning Committee (TPC).
- Implement regional transportation system plan (TSP), TransPlan, and coordinate transportation and land use analysis and plans with RTP.
- Create and implement TransPlan nodal development land use actions in support of regional transportation planning.
- Participate on the ODOT Highway 126 Facility and Management Plan.
- Analyze and collect data for the Highway 126 Facility and Management Plan.
- Conduct facility planning on Franklin Boulevard (Highway 126) in Glenwood
- Collect and analyze data and evaluate alternatives for the I-5/Franklin interchange systems planning study
- Conduct preliminary designs and public process for the Gateway/Beltline intersection project.

Work Activities (Eugene)

- Assist in development of RTP Update-related work program and schedule for presentation to Metropolitan Policy Committee (MPC), and Transportation Planning Committee (TPC).
- Assist in development of TSP Update-related work program and schedule for presentation to Metropolitan Policy Committee (MPC), and Transportation Planning Committee (TPC).
- Implement regional transportation system plan (TSP, or TransPlan), and coordinate transportation and land use analysis and plans with RTP.
- Analyze and collect data for West Eugene Parkway as needed.
- Analyze and collect regional and local data for RTP as needed.
- Analyze and collect regional and local data for TSP as needed.
- Analyze and collect data for alternative mobility standards as needed.
- Identify potential bicycle and pedestrian projects or project elements as part of RTP Update.

- Identify potential bicycle and pedestrian projects or project elements as part of TSP Update.
- Assist in planning for Interstate 5 Willamette River Bridge replacement and Interstate 5/Franklin Boulevard interchange project. Process necessary amendments to local system plan as needed.
- Assist in study of Beltline Highway to identify system needs and identify future improvement projects.

Work Activities (Coburg)

- Coordinate update of Coburg TSP with Central Lane MPO Regional Transportation Plan (RTP) , including the following subtasks:
 - Policy Consistency Evaluation
 - Existing conditions update
 - Public involvement
 - Adoption process: notice, map reproduction, printing/postage
 - Transportation finance analysis
- Participate in the Interchange Area Management Plan coordination with ODOT, Lane County, and MPO
- Assist in development of RTP update related work program
- Coordinate with Metropolitan Policy Committee and Transportation Planning Committee

Products:

- RTP amendments, if necessary.
- Updates of base data and forecasts.
- Interim update products, as appropriate.
- Memos and reports as necessary to support plan implementation.
- Alternate mobility standards for Central Lane MPO, and supporting documentation.
- Nodal development code implementation with transportation analysis as needed to support the RTP.
- Draft and adopted versions of updated 2030 RTP, including financially constrained and illustrative project lists and updated RTP maps.
- Web version of draft and adopted updated 2030 RTP.

| Funding Summary for FY06 RTP | | |
|--|----------------------|-------------------|
| Funding Source | Person Months | Total Cost |
| FTA Sec. 5303 | 1.15 | \$18,000 |
| LTD In-Kind Match | 0.29 | \$4,500 |
| FHWA (includes ODOT Match) | 6.09 | \$95,000 |
| STP-MPO | 2.56 | \$40,000 |
| MPO Match | 0.29 | \$4,578 |
| STP Eugene | 3.00 | \$20,000 |
| Eugene Match | 0.30 | \$2,289 |
| STP-Springfield | 8.54 | \$105,274 |
| Springfield Match | 0.87 | \$12,049 |
| STP Coburg | 4.49 | \$27,000 |
| Coburg Match | 0.51 | \$3,091 |
| Total | 28.09 | \$331,781 |
| Note: Overall UPWP funding detail is provided in Section IV: Funding | | |

3. Technical Assistance

Objective: Perform corridor studies and transportation analysis of subarea studies to provide a basis for land use decisions and transportation improvement programming.

Discussion: Refinement studies are performed periodically throughout the Central Lane metropolitan area. One purpose of this work element is to assist in the development of these refinement studies by providing data and the regional planning perspective, including the impacts of freight movements. In addition, LCOG plays the lead role in modeling for corridor and refinement studies, particularly on state facilities. This work activity is restricted to attending meetings as appropriate and providing a base level of technical assistance (approximately four hours per request). Significant participation in the actual conduct of the refinement studies will be done through separate contracts outside the scope of the UPWP. The UPWP would be amended in the event that additional resources are provided for refinement plans.

Work Activities (LCOG):

- Participate in Major Investment Analysis as needed.
- Provide data and perform studies as required to allow policy bodies to evaluate the impacts of implementing specific policies of the RTP, including transit-related policies.
- Provide data and perform studies as required to allow policy bodies to evaluate and administrators to develop recommendations for programming transportation improvement investments.
- Consider the impact of transit passengers, bicyclists, pedestrians and freight movement in refinement/corridor studies.
- Provide technical assistance to LCOG member agencies on transportation-related issues within the urbanized area.
- Respond to local priorities for refinement/corridor studies.
- Respond to data requests from ODOT Transportation Planning and Analysis Unit (TPAU).

Products:

- Technical memoranda, plots and reports and data, as required.

| Funding Summary for FY06 Technical Assistance | | |
|--|----------------------|-------------------|
| Funding Source | Person Months | Total Cost |
| FTA Sec. 5303 | 0.00 | \$0 |
| LTD In-Kind Match | 0.00 | \$0 |
| FHWA (includes ODOT Match) | 0.19 | \$3,000 |
| STP-MPO | 0.64 | \$10,000 |
| MPO Match | 0.07 | \$1,145 |
| Total | 0.90 | \$14,145 |
| Note: Overall UPWP funding detail is provided in Section IV: Funding | | |

4. Short-Range Transportation Planning

Objectives: Plan, program and promote actions to ensure efficient use of existing road space, to encourage implementation of RTP policies, to reduce vehicle use in congested areas, to improve and encourage the use of Transportation Demand Management (TDM) measures, to improve transit service and to increase internal transit management efficiency, evaluate senior and disabled service provider performance, assess progress toward attainment of the applicable air quality standards.

Discussion: Especially in an era of diminishing resources, Transportation System Management (TSM) and TDM activities assume an increasingly important role in the planning process. LCOG responsibilities include evaluating transit and other TSM and TDM-type policies and actions in the RTP, and assisting LTD with transit studies and other local jurisdictions with traffic and other system management studies. LTD retains primary responsibility for transit-related TSM activities, including management analysis, transit maintenance planning and service planning as part of the short-range transportation planning element. Commuter Solutions manages the operational component of the region's TDM program.

LRAPA and LCOG coordinate their activities related to assessment of transportation-related pollution problems.

Work Activities (LCOG):

- Assist LTD with transit studies, transit service planning and data needs.
- Assist Eugene, Springfield, Coburg, and Lane County with traffic and transportation system management studies.
- Coordinate with Eugene, Springfield, Lane County, LTD, LRAPA and ODOT for implementation of Commuter Solutions Transportation Demand Management programs. Participate as a member of the regional TDM committee.

- Provide planning support for Commuter Solutions Regional TDM program.
- Provide planning assistance to and coordinate with providers of elderly and disabled transportation service.

Work Activities (LTD):

- Undertake annual service planning process and prepare revised routes and schedules as necessary.
- Analyze maintenance records and procedures.
- Assist with planning and coordination of the elderly and handicapped transportation service providers.
- Review and update each department's performance objectives and action plans.
- Conduct transit administrative and operational studies to improve efficiency, such as school transit issues and analysis of minor transit station opportunities.
- Conduct studies of passenger boarding improvements.

Work Activities (Springfield):

- Participate as member of regional Transportation Demand Management Committee to create strategic TDM plans
- Analyze options and create strategies for regional ITS plan
- Participate on regional ITS committee to formulate plans and projects

Work Activities (Eugene)

- Participate as a member of the regional Transportation Demand Management (TDM) committee.
- Participate in regional Intelligent Transportation System (ITS) committee to develop and analyze regional ITS strategies as needed.
- Plan specific improvements identified by the Central Area Transportation Study.
- Review safety data to develop and prioritize capital projects as needed.
- Develop plans for adequate bicycle and pedestrian access and circulation in new development.
- Study Agate Street for function as Minor Arterial. Identify future improvement projects.

- Study East Campus neighborhood traffic patterns to plan for possible traffic calming projects.
- Study Crest Drive Neighborhood streets to identify functional classifications. Develop street design alternatives to facilitate classification decision.
- Participate in Walnut Node (mixed-use center) planning.

Work Activities (Coburg)

- Participate as a member of regional Transportation Demand Management Committee
- Participate in regional Intelligent Transportation System (ITS) committee to develop and analyze regional ITS strategies as needed.

Products:

- Transit studies or technical memoranda as needed.
- Transportation studies or technical memoranda as needed.
- Annual Route Review recommendations and revised route and schedule package.
- Various reports and recommendations on transit improvements.
- Regional ITS planning strategies and projects
- Regional TDM plan, strategies, and projects

| Funding Summary for FY06 Short Range Transportation Planning | | |
|--|----------------------|-------------------|
| Funding Source | Person Months | Total Cost |
| FTA Sec. 5303 | 0.26 | \$4,000 |
| LTD In-Kind Match | 0.06 | \$1,000 |
| FHWA (includes ODOT Match) | 0.19 | \$3,000 |
| STP-MPO | 0.96 | \$15,000 |
| MPO Match | 0.11 | \$1,717 |
| STP Eugene | 7.20 | \$47,000 |
| Eugene Match | 0.73 | \$5,379 |
| STP Springfield | 1.25 | \$15,500 |
| Springfield Match | 0.12 | \$1,774 |
| STP Coburg | 0.0 | 0 |
| Coburg Match | 0.0 | 0 |
| Total | 10.88 | \$94,370 |
| Note: Overall UPWP funding detail is provided in Section IV: Funding | | |

5. Programming and Implementation

Objective: Translate RTP goals, objectives, policies, priorities and recommendations into practical use by public agencies, private enterprise and the general citizenry; set area-wide priorities and develop area-wide Metropolitan Transportation Improvement Program (MTIP) with Program of Projects. Develop process to meet TEA 21 project financial planning, funding and prioritization requirements. Participate in the development of statewide Transportation Improvement Program (STIP) and direct programming of STP-U funds.

Discussion: Programming and coordination activities include short- to mid-range improvement programming and the setting of area-wide priorities for various classes of federal and state transportation funds. In this activity in particular, the planning process provides a neutral forum for local officials to set area-wide transportation priorities. Programming of STP-Urban (STP-U) funds will be reviewed and updated as needed (Fall 2005).

Work Activities (LCOG):

- Prepare MTIP amendments as necessary. Process administrative amendments through the Transportation Planning Committee (TPC) and non-administrative amendments through the MPO Policy Board (Metropolitan Policy Committee, or MPC).
- Revise process for allocation of STP-U funds.
- Set annual Federal funding priorities, as allowed.
- Continue to work with Central Lane MPO policy body to develop policies, criteria and processes for programming of funds.
 - Develop freight-related criteria to assist in evaluating TIP priorities.
 - Review and redevelop project evaluation process and selection criteria.
 - Redefine public involvement process.
- Notify private providers of transportation (including freight providers) and the general public about the MTIP and opportunities for input.
- Prepare Central Lane MPO STIP priorities for roadway, transit and TDM projects.
- Develop regionally significant project list for Metropolitan Transportation Improvement Program.

- Enhance public notification, education, involvement and input regarding the MTIP.
- Improve the connection between the RTP and the MTIP to ensure that the MTIP supports RTP priorities, policies, goals and objectives.

Work Activities (LTD):

- Prepare multi-year operational and capital plans and budgets.

Work Activities (Springfield):

- Develop and refine STP criteria and priorities.
- Develop local ODOT STIP priorities and coordinate with metro and state officials.
- Coordinate with Springfield elected officials about STP and STIP projects.
- Assist in preparation of, and amendments to Springfield portion of MTIP project tables and related materials for presentation to MPC and TPC

Work Activities (Eugene)

- Develop local ODOT STIP priorities and coordinate with metro and state officials.
- Develop and refine STP criteria and priorities.
- Coordinate with Eugene elected officials about STP and STIP projects.
- Develop Access Management policy to implement RTP strategy.
- Assist in preparation of, and amendments to Eugene portion of MTIP project tables and related materials for presentation to MPC and TPC

Work Activities (Coburg)

- Participate in development of local STP criteria and priorities
- Coordinate with Coburg elected officials about STP and STIP projects
- Assist in preparation of, and amendments to Coburg portion of MTIP project tables and related materials for presentation to MPC and TPC

Products:

- Five-year Metropolitan Transportation Improvement Program.
- Annual Federal funding priorities.

- Central Lane STIP priorities for freight, roadway, transit and TDM projects.
- Annual LTD Capital Improvements Program.
- Revenue forecast updates.
- Strategies to address fiscally constrained plan and MTIP.
- Policy guidance for development and maintenance of Central Lane TIP.
- Revised allocation method for STP-U funds as needed.
- City of Springfield STP priority list
- City of Springfield STIP analysis and priority lists
- City of Springfield staff reports and analysis to City Council about the STP and STIP evaluation and selection process
- City of Eugene STP priority list
- City of Eugene STIP analysis and priority lists
- City of Eugene staff reports and analysis to City Council about the STP and STIP evaluation and selection process

| Funding Summary for FY06 Programming and Implementation | | |
|--|----------------------|-------------------|
| Funding Source | Person Months | Total Cost |
| FTA Sec. 5303 | 0.19 | \$3,000 |
| LTD In-Kind Match | 0.05 | \$750 |
| FHWA (includes ODOT Match) | 1.36 | \$21,254 |
| STP-MPO | 1.60 | \$25,000 |
| MPO Match | 0.18 | \$2,861 |
| STP Eugene | 4.50 | \$39,000 |
| Eugene Match | 0.46 | \$4,464 |
| STP Springfield | 1.62 | \$20,000 |
| Springfield Match | 0.16 | \$2,289 |
| STP Coburg | 0.0 | 0 |
| Coburg Match | 0.0 | 0 |
| Total | 10.12 | \$118,618 |
| Note: Overall UPWP funding detail is provided in Section IV: Funding | | |

6. Public Participation

Objective: Provide for a proactive two-way public involvement process that provides complete information and documentation, timely public notice, full public access to key decisions, and supports early and continuing involvement of the public in developing the plan and MTIP.

Discussion: The public involvement work program element is described below. The public involvement efforts cover several work elements including the RTP update, MTIP updates and amendments, air quality, and refinement plans.

This work element provides the tasks needed to carry out public involvement activities to meet requirements of TEA 21. The focus of FY2005-06 public involvement will be related to phasing in of the newly formed Citizen Advisory Committee, update of the Public Involvement Plan, preparation of the update of the RTP to the year 2030, and to a periodic update of the MTIP. Several public involvement techniques will be employed including seeking comments from the Citizen Advisory Committee, wide distribution of the draft RTP, newsletters, and presentations to neighborhood and community groups including minority and low-income groups, advertisements in newspapers, e-mail announcements, display ads, media coverage, and direct communication with the public. During FY 2005-06, MPC is reviewing its public involvement strategies and will be implementing enhancements to the public involvement process. It is anticipated that in the early part of FY06, the MPO will adopt a significant update to the public involvement plan.

Work Activities (LCOG):

- Provide technical support to ensure opportunity for public hearings and public review of transportation studies, plans, and programs.
- Conduct comprehensive public involvement process for update of the MTIP.
- Conduct comprehensive public involvement process for update of Public Involvement Plan.
- Respond to inquiries and comments from, and provide information to the public.
- Prepare periodic newsletters as part of 2030 RTP update.
- Continued distribution of adopted RTP.
- Provide staff support for monthly CAC meetings.
- Maintain a current MPO interested parties email distribution list.
- As needed, employ a variety of public involvement and education techniques, including:
 - Make presentations to community groups including outreach to minority and low-income groups.
 - Use Metro TV as a technique to keep the public informed.
 - Produce media notices for public meetings.

- Regular updates to the website reflecting status of key products and public involvement opportunities.
- Provide public displays of RTP update products.
- Prepare documentation of RTP update public involvement process.
- Provide technical support and materials necessary to help private providers of transportation service learn about the transportation planning process.
- Provide technical support and materials to help private sector representatives to participate in public hearings and public review of transportation studies, plans and programs.
- Continue to use the web site to provide information about transportation related meetings, plans and reports.
- Ensure that public involvement process complies with state and federal requirements including Title VI of the Civil Rights Act and Environmental Justice by making a proactive effort to include minority and low-income communities in all public participation activities.
- When appropriate, identify potential freight stakeholders for inclusion in MPO advisory committee processes.

Work Activities (LTD):

- Maintain an updated list of private providers of transit-related services.
- Inform private transportation providers and the general public of opportunities to comment on the transit planning process and LTD's service.
- Prepare updates on estimates of fully allocated costs of transit operations.

Work Activities (Springfield):

- Assist in development of public outreach materials for public hearings and public review of MPO-related transportation studies, plans and programs.
- Assist with Citizen Advisory Committee.

Work Activities (Eugene):

- Assist in development of public outreach and education materials for public hearings and public review of MPO-related transportation studies, plans and programs.

Work Activities (Coburg)

- Assist in development of public outreach materials for public hearings and public review of MPO-related transportation studies, plans and programs.

Products:

- Support and public information materials as necessary.
- Updated Public Involvement Plan.
- Agenda packets, minutes, and other support materials for monthly meetings of the Citizen Advisory Committee.
- Media notices, display ads, email messages, updated website displays, newsletters, and other materials for public outreach,
- Citizen-friendly public outreach materials such as fact sheets, flow charts, and other graphics to explain the key products and activities of the MPO.
- Public involvement program for TIP update conforming to TEA 21 requirements.
- Public involvement program for STIP update conforming to TEA 21 requirements.
- Public involvement program for RTP update conforming to TEA 21 requirements.
- Annual list of funded projects.
- Informational materials to assist private providers understand the transportation planning process, public meetings and hearings.
- Informational materials on transit service for private providers.

| Funding Summary for FY06 Public Participation | | |
|--|----------------------|-------------------|
| Funding Source | Person Months | Total Cost |
| FTA Sec. 5303 | 0.26 | \$4,000 |
| LTD In-Kind Match | 0.06 | \$1,000 |
| FHWA (includes ODOT Match) | 2.56 | \$40,000 |
| STP-MPO | 5.13 | \$80,000 |
| MPO Match | 0.59 | \$9,156 |
| STP Eugene | 0.60 | \$6,000 |
| Eugene Match | 0.07 | \$687 |
| STP Springfield | 0.86 | \$10,626 |
| Springfield Match | 0.08 | \$1,216 |
| STP Coburg | 0.0 | 0 |
| Coburg Match | 0.00 | 0 |
| Total | 10.21 | \$152,685 |
| Note: Overall UPWP funding detail is provided in Section IV: Funding | | |

7. Air Quality

Objective: Maintain conformity with Federal Clean Air Act Amendments and the Oregon conformity rules.

Discussion: The continued implementation of the Clean Air Act Amendments (CAAA) as applied to the development of the RTP, MTIP, and transportation projects.

The Central Lane MPO area has been designated as in attainment of the new ozone (O₃) and particulate matter (PM_{2.5}) standards. While it is not anticipated that the area will fall into non-attainment, it is prudent to continue educational efforts to remain informed of the pertinent regulations for all criteria pollutants and their impacts on transportation planning. Further, the state is showing interest in the effects of air toxics, and MPO staff will need to be able to address this issue if and when necessary.

In FY04, a conformity determination was completed for the FY04-06 Metropolitan Transportation Improvement Program. In FY05, two conformity determinations were completed for the 2025 RTP and the FY05-07 Metropolitan Transportation Improvement Program. Significant changes to the MTIP are expected as a matter of course during FY05-06, requiring conformity determinations.

Due to the need to maintain a 20-year planning horizon in the RTP, a 2030 RTP is anticipated for FY06. An air quality conformity determination will be required.

The current Central Lane carbon monoxide (CO) portion of the State Implementation Plan (SIP) is outdated. Work is underway to develop a Limited Maintenance Plan for CO for the next 10-year period. USEPA, LRAPA and LCOG are the primary partners in this effort, with interagency consultation including USDOT, ODOT and ODEQ. This work will most likely continue into FY06 as the final public involvement phases are undertaken.

As air toxics standards are considered by the state, the effects of transportation sources may need to be considered in conformity determinations or in other regulatory arenas. The MPO may consult with and/or assist LRAPA, in particular, on diesel air toxic emissions.

Work Activities (LCOG):

- Meet with the Standing Committee on Air Quality (Transportation Planning Committee) quarterly as required by the Oregon Conformity Rule.
- Perform air quality conformity analyses as required by the Oregon Conformity Rule and the Clean Air Act Amendments.
- Develop the regionally significant project list for each MTIP update.
- Track each project phase in the MTIP project lists as to whether funding has been obligated, the project start date, scope, and anticipated completion date.
- Update and perform analysis on the regional transportation forecasting model as needed for emission analysis.
- Consult with interagency partners on MTIP and RTP updates
- Prepare project level conformity analysis as necessary, including NEPA analyses.
- Coordinate with LRAPA on maintenance of the carbon monoxide ambient air standard.
- Coordinate with LRAPA on other transportation air pollutants, as necessary.
- Complete CO SIP update and submit to the state for inclusion into the State Implementation Plan.
- Perform any required emissions analysis for the CO SIP update.
- Attend training sessions and workshops to remain informed of new air quality regulations and analysis tools.

Products:

- TIP and RTP Air Quality Conformity Determination(s).
- On-going TIP data base
- Updated maintenance plan for carbon monoxide SIP.

| Funding Summary for FY06 Air Quality | | |
|---|----------------------|-------------------|
| Funding Source | Person Months | Total Cost |
| FTA Sec. 5303 | 0.24 | \$3,700 |
| LTD In-Kind Match | 0.06 | \$ 925 |
| FHWA (includes ODOT Match) | 2.24 | \$35,000 |
| STP-MPO | 0.00 | \$0 |
| Local In-Kind Match | 0.00 | \$0 |
| Total | 2.54 | \$39,625 |

Note: Overall UPWP funding detail is provided in Section IV: Funding

8. Intergovernmental Coordination and Staff Support

Objective: Ensure coordination between federal, state and local processes. Provide planning and administrative support to maintain the area's comprehensive transportation planning process. Ensure conformity with federal TMA requirements.

Discussion: This work activity provides the general support for the committee structure and functions necessary to efficiently operate the continuing, comprehensive and cooperative planning process in the Central Lane metropolitan area.

In addition, redesignation as a Transportation Management Area (TMA) will require an education process for all involved staff, elected officials and other decision makers. Federal TMA/MPO certification review during FY03 resulted in guidance for enhancements to the functioning of the MPO. Work in FY06 will continue work begun in FY04 to implement the refined MPO/TMA policy body structure and process and recommendations arising from the federal certification review.

Work Activities (LCOG):

- Coordinate local planning activities to prevent duplication and ensure efficiency and connectivity in transportation system development.
- Perform administrative functions required for the 3-C process.
- Continue coordinating transportation planning activities affecting the metropolitan area with local, state and federal activities. Example tasks include:

- Oregon Transportation Plan Update
- Transportation Planning Rule review
- TEA 21 Reauthorization changes
- Bypass Policy review
- Review of ACT Guidelines
- Provide staff support for the Transportation Planning Committee and its subcommittees, the transportation activities of the MPO Policy Board (MPC), and other committees necessary to carry out the 3-C transportation process, including:
 - Produce and distribute meeting packets
 - Ensure adequate notice of meetings
 - Record and distribute meeting minutes and other meeting records
 - Arrange meeting logistics
- Continue to attend state level meetings related to TPR implementation, ODOT Transportation Demand Management Program, implementation of TEA 21 and CAAA.
- Prepare certification materials for the Central Lane area's transportation planning process.
- Prepare draft and final versions of the annual UPWP.
- Attend conferences and workshops specific to transportation planning.
- Follow up on results of federal certification review.
- Participate in state-wide quarterly MPO meetings

Work Activities (City of Springfield):

- Coordinate transportation planning activities with metropolitan agencies.
- Attend conferences and workshops specific to MPO planning.

Work Activities (City of Eugene)

- Coordinate transportation planning activities with metropolitan agencies.
- Attend conferences and workshops specific to MPO planning.

Work Activities (Coburg)

- Coordinate transportation planning activities with metropolitan agencies

- Attend conferences and workshops specific to MPO planning

Products:

- Minutes and agendas for MPC and TPC.
- Unified Planning Work Program.
- Monthly and Quarterly financial reports.
- Certification of compliance with federal planning regulations.
- Renewed agreements with other agencies.
- Coordination of local, state and federal transportation plans.
- Continuing assessment of TMA requirements.
- Education about, and implementation of, TMA responsibilities.
- Improvements and enhancements to MPO processes in response to FY03 federal certification review.

| Funding Summary for FY06 Intergovernmental Coordination and Staff Support | | |
|--|----------------------|-------------------|
| Funding Source | Person Months | Total Cost |
| FTA Sec. 5303 | 0.74 | \$11,543 |
| LTD In-Kind Match | 0.19 | \$2,886 |
| FHWA (includes ODOT Match) | 6.17 | \$96,225 |
| STP-MPO | 1.92 | \$30,000 |
| MPO Match | 0.22 | \$3,434 |
| STP Eugene | 0.45 | \$5,000 |
| Eugene Match | 0.05 | \$572 |
| STP Springfield | 0.81 | \$10,000 |
| Springfield Match | 0.08 | \$1,145 |
| STP Coburg | 0.26 | \$3,000 |
| Coburg Match | 0.03 | \$343 |
| Total | 10.92 | \$164,148 |

Note: Overall UPWP funding detail is provided in Section IV: Funding

B. Special Projects

1. Within Metropolitan Planning Organization Area

(a) Transportation Growth Management Projects

The Transportation Growth Management (TGM) grant program is a joint program between ODOT and DLCD. The objectives of the program are to help local governments comply with the Transportation Planning Rule, integrate transportation and land use planning, encourage land development patterns which support modal choice and high transportation facility performance, strengthen growth management capability, and preserve and enhance livability.

1. Coburg Transportation System Plan Update

The objective of this project is to update Coburg's TSP.

2. Eugene Nodal Development

There are three TGM grants being sought by Eugene to support nodal development planning.

3. TSP Update for Eugene-Springfield area

The Eugene-Springfield Metro Plan partners are seeking TGM grant funds to update their jointly adopted TSP.

(b) *Facility Studies/Refinement Planning*

1. Bus Rapid Transit Planning

Bus Rapid Transit (BRT) is identified in the Regional Transportation Plan as the preferred transit strategy for the community. The first BRT corridor is the Franklin EmX Corridor (EmX is the name given to this community's BRT system) that links downtown Eugene and downtown Springfield. That corridor is under construction with an estimated completion date of late 2006. This project is to study a possible second EmX corridor. The second corridor would link downtown Springfield with the Gateway area to the north and would be called the Pioneer Parkway EmX Corridor. The study includes planning, environmental analysis, preliminary engineering, and public involvement.

2. Coburg and I-5 Interchange Area Management Plan

This project will update and revise the current interchange facility plan to meet IAMP requirements, analyze build alternatives with TDM solutions in mind, and to fold in Coburg UGB expansion proposals.

3. OR 126 (Eugene-Springfield) Expressway Management Plan, Phase 2

This project will address the Expressway Management Plan implementation requirements for this facility. Purpose of Phase 2 is to identify solution alternatives to existing at-grade intersections at 126/52nd St. and at 126/McKenzie Hwy (Main St.)/Jasper Road Extension.

2. Outside Metropolitan Planning Organization Area

(a) Facility Studies

1. Highway 58 Conditions Report

The purpose of this project is to create a highway conditions report describing existing geometry, operations, safety and pavement/bridge conditions, and to project the future no build condition of this facility.

2. US 101 Pedestrian Crossing Study – Florence

This project will analyze safe pedestrian crossing options on US 101 in Florence, and examine up to three specific areas for safety improvements, and provide up to three potential design solutions for each location.

IV. FUNDING

The table on the following page provides a summary of FY06 UPWP work elements and funding sources. Funding sources are described in Section I. D. on page 6. The FHWA PL total is \$347,885. The STP total is \$300,000 for MPO activities, \$336,400 for Eugene and Springfield and Coburg work activities, and another \$143,500 for LTD activities. Addition of FTA 5303 funds, LTD, MPO and Eugene and Springfield match bring the estimate of total resources (federal and state funds and local match) for the work described for FY06 to \$1,958,378 of which \$750,628 is the LCOG total and \$1,207,750 is the local agency total.

**Central Lane MPO
Transportation Planning Work Program
FY2005-06**

| Row No. | Work Element | Column No. | Source of Funds | | | | | | Totals | | |
|---------|---|------------|-----------------------|-------------------|-----------------|------------|----------------------------|-------------------|--------------------|---------------------|--------------------|
| | | | 1 FTA Sec. 5303 | 2 LTD Match | 3 FHWA PL | 4 STP | 5 Local STP Match | 6 State TGM | 7 LCOG Total | 8 Local Total | 9 UPWP TOTAL |
| 1 | Transportation System Modeling and Data Maintenance | | \$24,164 | \$6,041 | \$54,406 | \$ 118,000 | \$ 14,650 | | \$190,015 | \$27,246 | \$217,261 |
| 2 | RTP | | \$18,000 | \$4,500 | \$95,000 | \$ 192,274 | \$ 22,007 | | \$157,578 | \$174,202 | \$331,781 |
| 3 | Technical Assistance | | \$0 | \$0 | \$3,000 | \$ 10,000 | \$ 1,145 | | \$14,145 | \$0 | \$14,145 |
| 4 | Short-Range Planning | | \$4,000 | \$1,000 | \$3,000 | \$ 77,500 | \$ 8,870 | | \$23,717 | \$70,653 | \$94,370 |
| 5 | Programming and Implementation | | \$3,000 | \$750 | \$21,254 | \$ 84,000 | \$ 9,614 | | \$52,115 | \$66,503 | \$118,618 |
| 6 | Public Involvement | | \$4,000 | \$1,000 | \$40,000 | \$ 96,626 | \$ 11,059 | | \$133,156 | \$19,529 | \$152,685 |
| 7 | Air Quality Planning | | \$3,700 | \$925 | \$35,000 | \$ - | \$ - | | \$38,700 | \$925 | \$39,625 |
| 8 | Intergovtl Coord. & Staff Support | | \$11,543 | \$2,886 | \$78,225 | \$ 38,000 | \$ 5,494 | | \$123,202 | \$12,946 | \$136,148 |
| 9 | Direct Costs | | | | \$18,000 | \$ 20,000 | | | \$38,000 | | \$38,000 |
| 10 | ODOT Facility Planning - In MPO | | | | | | | | \$0 | \$0 | \$0 |
| 11 | ODOT Facility Planning - other | | | | | | | | \$0 | \$0 | \$0 |
| 12 | TGM Grants | | | | | | | | \$0 | \$0 | \$0 |
| | Coburg TSP Update | | | | | | | | \$0 | | \$0 |
| | Other Applications Pending | | | | | | | | | | |
| 14 | Bus Rapid Transit Planning/PE | | | \$16,424 | | \$143,500 | | | \$0 | \$159,924 | \$159,924 |
| 15 | | | | | | | | | | | |
| 16 | Total Transportation UPWP | | \$68,407 | \$33,526 | \$347,885 | \$779,900 | \$72,839 | \$0 | \$770,628 | \$531,928 | \$1,302,557 |

Notes:

The amounts in column 2, rows 1-8 serve as in-kind match for amounts in column 1.

The amount in column 2, row 14 serves as cash match for the amount in column 4, row 14.

The funds in column 3 include \$35,728 in ODOT funds used as cash match required for use of \$312,157 in federal PL funds.

The amount listed in column 4, rows 1-8 are \$300,000 in MPO-STP funds, provided by ODOT; plus \$336,400 in STP funds for Eugene, Springfield, and Coburg tasks. Row 14 represents LTD planning and PE for BRT in FY06.

The amounts in column 5, rows 1-8 serve as in-kind match From Eugene, Springfield, and LCOG for amounts in column 4, rows 1-8.

The funding level in column 6 will be determined upon notification of TGM grant awards at which time the UPWP will be amended.

The amount in column 7 is a summation of the amounts in columns 1,3, and 4 and the LCOG portion of column 6.

The amount in column 8 is a combination of LTD match for FTA funds, and local match for STP funds.

The amount in Row 9 reflects estimates of the direct costs associated with advertising, printing, travel, and other expenses associated with MPO operations.

The amount in column 10 is the salary, fringe and direct costs associated with LCOG's total in column 7.

The amount in column 11 is an approximation of LCOG's 49 percent indirect rate applied to column 7.

The amount in columns 12 and 13 reflect the breakout of column 8 between LTD and local agencies.

**Eugene-Springfield MPO
Transportation Planning Work Program
FY2004-05**

| Row No. | Work Element | Column No. | Uses of Funds | | | | TOTAL |
|---------|---|------------|-------------------|---------------------|-----------|-------------|-------------|
| | | | 10 LCOG Direct | 11 LCOG Indirect | 12 LTD | 13 Local | |
| 1 | Transportation System Modeling and Data Maintenance | | \$126,785 | \$63,231 | \$6,041 | \$21,205 | \$217,261 |
| 2 | RTP | | \$105,141 | \$52,437 | \$4,500 | \$169,702 | \$331,781 |
| 3 | Technical Assistance | | \$9,438 | \$4,707 | \$0 | \$0 | \$14,145 |
| 4 | Short-Range Planning | | \$15,825 | \$7,892 | \$1,000 | \$69,653 | \$94,370 |
| 5 | Programming and Implementation | | \$34,773 | \$17,342 | \$750 | \$65,753 | \$118,618 |
| 6 | Public Involvement | | \$88,846 | \$44,310 | \$1,000 | \$18,529 | \$152,685 |
| 7 | Air Quality Planning | | \$25,822 | \$12,878 | \$925 | \$0 | \$39,625 |
| 8 | Intergovtl Coord. & Staff Support | | \$82,204 | \$40,997 | \$2,886 | \$10,060 | \$136,148 |
| 9 | Direct Costs | | \$38,000 | \$0 | | | \$38,000 |
| 10 | ODOT Facility Planning - In MPO | | \$0 | \$0 | \$0 | \$0 | \$0 |
| 11 | ODOT Facility Planning - other | | \$0 | \$0 | \$0 | \$0 | \$0 |
| 12 | TGM Grants | | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | | \$0 | \$0 | \$0 | \$0 | \$0 |
| 14 | Bus Rapid Transit Planning/PE | | \$0 | \$0 | \$159,924 | \$0 | \$159,924 |
| 15 | | | | | | | |
| 16 | Total Transportation UPWP | | \$526,834 | \$243,794 | \$177,026 | \$354,902 | \$1,302,557 |

