

**FY2008-2009
UNIFIED PLANNING WORK PROGRAM**

**For the Central Lane
Metropolitan Planning Organization**

**Adopted by the Metropolitan Policy Committee
April 10, 2008**

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

FY2008-2009
UNIFIED PLANNING WORK PROGRAM

**For the Central Lane
Metropolitan Planning Organization**

**Adopted by the Metropolitan Policy Committee
April 10, 2008**

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

RESOLUTION 2008-01

**ADOPTING THE CENTRAL LANE METROPOLITAN PLANNING ORGANIZATION
FY2008-2009 UNIFIED PLANNING WORK PROGRAM**

WHEREAS, the Lane Council of Governments Board 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 an annual Unified Planning Work Program that delineates the MPO's planning and programming activities over a fiscal year is among the major requirements of the Metropolitan Transportation Planning Process; and

WHEREAS, the Central Lane Metropolitan Planning Organization has developed a Unified Planning Work Program for FY2008-2009, in coordination with the United States Department of Transportation (USDOT) and the Oregon Department of Transportation (ODOT); and

WHEREAS, the proposed 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 FY2008-2009.

NOW, THEREFORE, BE IT RESOLVED:

That the Metropolitan Policy Committee adopts the attached Central Lane MPO FY2008-2009 Unified Planning Work Program.

PASSED AND APPROVED THIS 10th DAY OF APRIL, 2008, BY THE METROPOLITAN POLICY COMMITTEE.

ATTEST:


George Kløeppel
Executive Director
Lane Council of Governments

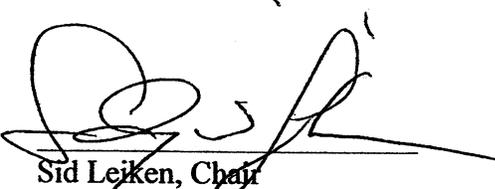

Sid Leiken, Chair
Metropolitan Policy Committee

TABLE OF CONTENTS

I. INTRODUCTION.....	1
A. Purpose of UPWP.....	1
B. Participating Agencies	1
C. Development of UPWP	2
D. Objectives of the MPO Transportation Planning Process.....	2
E. Key Issues Addressed in the FY08-09 UPWP.....	3
II. ORGANIZATION AND MANAGEMENT OF MPO PROCESS.....	9
A. MPO Organization	9
B. Management	10
C. Roles and Responsibilities	10
D. Funding Sources.....	10
III. WORK ELEMENTS.....	11
A. Ongoing Work Elements of the MPO Planning Process	12
1. Transportation System Modeling and Data Maintenance	12
2. Long-Range Planning and Regional Transportation Plan (RTP)	19
3. Technical Assistance	25
4. Short-Range Transportation Planning	26
5. Programming and Implementation	31
6. Public Participation	35
7. Air Quality and Environmental Planning	40
8. Intergovernmental Coordination and Staff Support	44
B. Special Projects	47
1. Within Metropolitan Planning Organization Area.....	47
(a) Transportation Growth Management Projects.....	47
(b) Facility Studies/Refinement Planning.....	47
(c) Technical Studies	48
2. Outside Metropolitan Planning Organization Area	48
IV. FUNDING.....	49

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, 2008, to June 30, 2009. Development of the UPWP provides the Oregon Department of Transportation (ODOT) and local agencies participating in the transportation planning process with an opportunity to identify regional transportation planning responsibilities, needs, objectives and products. Within the guidelines set by the U.S. Department of Transportation, the UPWP sets priorities for regional transportation planning activities that are responsive to the federal mandates of SAFETEA-LU and the goals set by the regional transportation plan.

The UPWP describes the amount of funding available for each major activity. It does not describe how much effort and therefore funding each separate item within the work task will receive. The amount of work required to accomplish a task is heavily dependent on the context of the work at the time it is undertaken. Also, unforeseen events or requirements typically arise necessitating a shift in resources. During the year, the MPO policy board can direct staff effort toward certain tasks listed in the UPWP or can direct amendment of the UPWP to include new tasks that are unforeseen at this time.

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)

UPWP funds may be directed, as needed, toward expert consultants in order to conduct special studies and analyses to accomplish tasks described herein.

C. Development of UPWP

Using the rules on Metropolitan Transportation Planning promulgated by the U.S. Department of Transportation, local, state, and federal transportation planning needs are assembled by LCOG staff into a draft UPWP. A public comment period of approximately 30 days is provided for citizen input; the Citizens Advisory Committee also reviews the document and provides comments. The draft is reviewed and approved by the Transportation Planning Committee (TPC), which recommends adoption to the MPO Policy Board – the Metropolitan Policy Committee (MPC). It is adopted by the MPC.

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; work with Lane Regional Air Pollution Authority to ensure that other criteria pollutants remain below the National Ambient Air Quality Standards.
4. Ensure development of the RTP and MTIP in a manner that is consistent with the local plans.
5. Ensure consistency of the RTP and the MPO planning process with federal and state transportation planning requirements including the Safe, Accountable, Flexible, Efficient Transportation Equity Act – Legacy for Users (SAFETEA-LU), the Clean Air Act, Title VI, Environmental Justice, the Statewide Transportation Planning Rule (TPR), the Oregon Transportation Plan (OTP) and other state modal or topic plans, and the Oregon Highway Plan (OHP), among others. Federal planning requirements as set forth in SAFETEA-LU require consideration of the following eight factors:
 - i. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;

- ii. Increase the safety of the transportation system for motorized and nonmotorized users;
 - iii. Increase the security of the transportation system for motorized and nonmotorized users;
 - iv. Increase the accessibility and mobility of people and for freight;
 - v. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
 - vi. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
 - vii. Promote efficient system management and operation, and;
 - viii. 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 FY08-09 UPWP

The Central Lane MPO region will be experiencing a wide range of planning and construction activities in FY09. 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 summarized below.

1. Regional Planning Activities

- i) *Complying with SAFETEA-LU Planning Requirements* – Several changes were made to MPO planning requirements as a part of the passage of SAFETEA-LU, the federal transportation reauthorization bill. The final rule changes promulgated as a result of these changes were transmitted to the MPO in late February, 2007. Changes required to address the new rules and further requirements of, or refinements due to, SAFETEA-LU will be continue to be undertaken in FY09.
- ii) *Responding to Federal Certification Review* – The federal certification review of the Central Lane MPO occurred in May 2007, with the final report issued in September 2007 detailing the MPO's operation and its compliance with federal planning requirements. Responding to the corrective actions and recommendations specified in the review will continue to be undertaken in FY09.

- iii) *Implementation of the MPO Public Participation Plan (PPP)* – this document outlines the procedures to be used for public involvement on key MPO products and processes. It was a significant work task for the MPO's Citizens Advisory Committee (CAC) in FY06 and FY07, and was adopted in January 2007. The CAC will play a key ongoing role in making recommendations to the MPC to implement the PPP. Techniques and processes for tracking and reporting on performance measures listed in the PPP will be undertaken.
- iv) *Continued work on the development of e-MPO* – These activities involve continuing the redesign of the existing transportation web pages and integration of an interactive website and project database and map. The overall effort for the Central Lane MPO is being termed 'e-MPO'. This publicly available tool will receive or provide information, illustrate concepts or processes and provide more dynamic opportunities for interactive public engagement as well as more efficient coordination of information at the staff level. In FY08 Phase II of this project is projected to begin. Phase II includes development of an MTIP database and map, e-MPO maintenance, further integration of the content management system (CMS), and content expansion.
- v) *Develop work plan for next RTP update, targeted for adoption in 2011.* During FY08, the 2031 RTP was adopted for consistency with SAFETEA-LU requirements and to ensure at least a 20-year time frame during its four-year cycle. Due to the status of the local Eugene/Springfield transportation system plan and associated comprehensive land use plan, policy review was not an element of the 2031 RTP update. The MPO will work with local jurisdictions to develop and implement a work plan for the next update of the RTP that will be consistent with pending work on local and state transportation plans.
- vi) *Coordinate with and support local work on Transportation System Plan(s) and processes.* The MPO will provide coordination, analysis and other technical assistance to local jurisdictions as they develop or update local and/or regional transportation system plans (TSP). The MPO will help coordinate and facilitate, as appropriate, the efforts of the member jurisdictions, ODOT, and DLCD in the development and implementation of transportation planning and integrated transportation-land use planning. The work may include analysis of performance benchmarks, development of population, employment, land use or other forecasts, transportation system modeling, financial forecasting, and more.
- vii) *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 to reflect ongoing refinements to project design and funding.

⇒ *Allocation of STP-U funds* – Complete allocation of FY05-09 STP-U funds. Following completion in FY07 of the revised process for the allocation of STP-U funds, and the programming of STP-U funds for Preservation, Modernization, and Project Development activities through FY09 and Planning and Transportation Options (TDM) activities through FY08, the FY09 Planning and TDM funds remain to be programmed.

⇒ *Development of an electronic web-based MTIP* -- to expedite updates, ensure accuracy, improve interagency communication and ultimately provide for user-friendly public viewing. This work will continue as a part of the e-MPO effort.

- viii)** *Congestion Management Process* – Tighter integration of the Congestion Mitigation Program, the ITS program and the analyses from the Alternative Mobility Standards project will be undertaken in FY09 to develop a strategic *Congestion Mitigation Process* approach to dealing with future congestion.
- ix)** *I-5/Glenwood System Planning* –The I-5 Glenwood Area Planning Study (IGAPS) is examining improved access to the metropolitan area from I-5 in the area of Franklin Blvd (OR 126B) and Glenwood Boulevard.
- x)** *Coburg Development and Adoption of a Transportation System Plan (TSP) Update* – The TSP update is a necessary follow-up for the I-5 at Coburg interchange upgrade in order to protect the public investment in various plan elements such as access management and land use controls.
- xi)** *OR 126 EMP (Expressway Management Plan) Phase 3* - The third phase will involve a focus on refining the design concepts for 52nd and Main Streets. Efforts will include development of IAMPs as well as supporting policies, and preparing materials to support decisions regarding the inclusion of projects in the regional transportation plan. Based on the work completed in Phase 2, the alternative concepts for 52nd and Main Streets will be evaluated and ranked based on their ability to implement plan policies for 52nd and Main Streets.
- xii)** *I-5/Beltline IAMP (Interchange Area Management Plan)* - This IAMP is a requirement of OTIA 1 and subsequent project funding. It was adopted by the OTC in January 2006. Current work is focused on amending the document for clarity to include BRT and local street connectivity maps and language supportive of BRT and mixed use center implementation.
- xiii)** *Beltline, River Rd. to Coburg Rd., System Planning* – This system analysis project is a necessary pre-requisite to NEPA milestone work that has been proposed for programming with \$2.5 million in D-STIP

funding for the draft FY2010-2013 STIP. The project will describe current and no build conditions, develop a problem statement, develop a purpose and need statement, assess a range of solution alternatives, develop planning level cost estimates, and identify potential stand-alone construction project elements.

- xiv)** *Franklin Boulevard Conceptual Design Project* – This facility planning effort is being conducted by the City of Springfield in cooperation with ODOT and Lane Transit District. Concept refinement, the local plan amendment process to incorporate the project, and NEPA activities are anticipated in this fiscal cycle. The project goal is a preferred urban standards alternative in an area proposed for mixed use redevelopment. The project includes redesign of the Franklin/McVay intersection and the Franklin/Glenwood intersection.
- xv)** *Walnut Station Mixed Use Center Planning* – In collaboration with ODOT and LTD, the City of Eugene is developing a mixed use center plan for the area centered around the Agate and Walnut EmX stations. A major element of the plan is the conversion of Franklin Boulevard from an auto-oriented arterial into a multiway boulevard that serves all transportation modes well.
- xvi)** *Public Transit/Human Services Plan* – In response to SAFETEA-LU, LTD is updating the Public Transit/Human Services Plan to serve elderly individuals and individuals with disabilities program, Job Access and Reverse Commute Program and the New Freedom Program. Following adoption of the update, LTD and the MPO will embark on the solicitation, evaluation, and funding of projects under these funding programs in accordance with the Plan.
- xvii)** *Pioneer Parkway BRT* – This project was successful in receiving a Finding of No Significant Impact from FTA and has been in project design since FY07. The project has also received federal Small Starts funding and a ConnectOregon grant. LTD expects elements of the project to be under construction in late FY08 with the project complete in mid 2010.
- xviii)** *West 11th Avenue Transportation Corridor Study* –The purpose of this study, managed by the City of Eugene in coordination with ODOT, and LTD, is to develop short and medium term alternatives to address safety, mobility, circulation, and access for the corridor for all transportation modes. Recommendations will be in the areas of signal timing, access management, and operational improvements such as striping, lane modifications, and other low cost improvements. The study will also be used to inform the development of a refinement plan for the section of West 11th from Terry Street to Greenhill Road that also serves as Highway 126 and is under ODOT jurisdiction.

- xix)** *West Eugene Extension EmX Study* – Following a request from the Eugene City Council, the LTD Board of Directors identified West Eugene as the highest priority corridor for Phase III expansion of the regional Bus Rapid Transit (BRT) system. An environmental process was initiated in FY07 with formal Scoping starting in September 2007. Project Development is expected to extend through FY09. LTD is coordinating with the City of Eugene’s West 11th Transportation Corridor Study.
- xx)** *I-5 Bridge over Willamette River Planning* – The draft EA has recently been completed. Additional planning efforts may be needed to support the REA and FONSI such as additional land use analysis, evaluation of state and local planning goals and potential exceptions, or other activities as required.

2. Key Regional System Improvements - these projects are further described in the MTIP

- *I-5/Beltline Project (ODOT) – ongoing*
- *I-5 @ City of Coburg interchange – ongoing*
- *I-5 @ Willamette River Bridge replacement (ODOT)*
- *Beltline Highway @ Coburg Rd Interchange (ODOT)*
- *OR 99: Barger-Washington (ODOT)*
- *OR 99W @ Corp Bridge (ODOT)*
- *OR 222: Springfield SCL-Jasper Bridge safety (ODOT) - ongoing*
- *Region 2 CCTV project (ODOT)*
- *Chad Drive Extension (Eugene) - ongoing*
- *West Bank Trail: Beaver Street-River Avenue (Eugene) - ongoing*
- *Delta Ponds Bike Path and Bridge (Eugene) - ongoing*
- *Eugene Train Depot Upgrade – Unit 2 (Eugene) - ongoing*
- *Gateway/Beltline: International Way-Postal Way (Springfield)*
- *BRT – Bus Plus Progressive Corridor Enhancement (LTD)*
- *Pioneer Parkway EmX*

3. Other Key Activities Affecting the Regional Transportation System

- i)** *Oregon MPO Consortium (OMPOC) Meetings* – The Consortium will continue to meet to discuss issues of mutual interest among the state’s 6 MPOs in FY09.
- ii)** *Statewide Transportation Options (TO) Meetings* – ODOT has reinstated quarterly TO meetings. The meeting locations rotate throughout the State.

The purpose is to support and network respective statewide demand management practices, programs and service.

- iii) *Oregon Freight Advisory Committee Meetings* – The MPO is represented in this committee which is working to address issues related to freight movement within the State.
- iv) *Congestion Mitigation Program* – In partnership with public and private entities, agencies, and individual citizens, LCOG and Commuter Solutions provide a multi-faceted mitigation program to address congestion associated with major road facilities modernization and preservation projects. The initial phase was the I-105 Improvement Project. The program scope includes development of a regional website, KeepUsMoving.info (KUMI) and regional public outreach strategies to inform the public and promote transportation options before, during and after project completion. Program enhancements include expansion of web-based information services for jurisdictions and the public. This effort is being integrated with the e-MPO efforts described above.

4. Challenges and Concerns for Transportation Planning in the MPO Region

The MPO has identified the following challenges and concerns related to transportation planning that it anticipates facing in FY09:

- *Local Planning Horizon* – The local planning horizon in the Eugene-Springfield metropolitan area (the majority of the MPO's planning area) for both transportation and land use planning is currently 2015. The MPO's RTP currently has a planning horizon of 2031. While the 2031 RTP was developed consistent with the local 2015 planning, it will continue to be a challenge to develop the MPO's RTP for a horizon that extends significantly beyond the local planning horizon.
- *Inadequate Revenues* – Revenues for meeting the MPO's local and regional transportation needs are inadequate, and future uncertainty around several current revenue sources, including Secure Rural Schools funding, is cause for further concern.
- *Congestion Management Process Data Needs* – Successful development and implementation of a robust congestion management process will depend on securing a wide range of data to allow the MPO to assess and monitor current and future forecasted congestion, and to assess the performance of potential or planned projects in addressing congestion.
- *Transportation Demand Management Funding* – The region has a strong commitment to its current transportation demand management (TDM) programs and activities. However, in addition to the overall uncertainty about funding, the lack of an explicit state or federal venue

for addressing TDM funding needs, coupled with the region's desire to expand TDM activities, will present a challenge.

- *Promoting Regional Perspective* – The MPO's role to promote, implement and maintain a *regional* transportation planning perspective can be tested by locally-focused perspectives and priorities.
- *Climate Change and Greenhouse Gasses* – Although there are not yet specific federal or state requirements for addressing climate change and reducing the emissions of greenhouse gasses, it is clear that significant changes, including in the transportation sector, will be needed to meet the state's targets for reducing emissions by the years 2010, 2020 and 2050. In addition to coordinating the activities of the MPO with state and federal regulators, the MPC should set policy direction on this topic for the Central Lane MPO.

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, the Public Participation Plan, and 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) is composed of staff from all participating jurisdictions and conducts the technical portions of the process. The MPO's Citizen Advisory Committee (CAC) provides direct citizen input as well as guidance for the MPO's public participation efforts.

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 Technical 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, Lane County, LTD, and LTD/Commuter Solutions 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. Lane County, LTD, and the cities assign staff to coordinate and participate on UPWP tasks.

Included with the UPWP is a *Memorandum of Understanding concerning Agency Responsibilities for Transportation-related Air Quality Planning in the Central Lane Transportation Management Area* that describes the responsibilities concerning air quality planning for each partner agency in the designated air quality management area. Also included is an intergovernmental agreement titled *ODOT/MPO/Transit Operator Agreement for Central Lane Transportation Management Area* that defines the roles and responsibilities for transportation planning between ODOT, the MPO and LTD as required by federal regulation.

By adopting this UPWP, LCOG reaffirms its commitment to the continuing, cooperative and comprehensive transportation planning process as described in SAFETEA-LU.

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:

- FHWA PL Funds
- ODOT Match for FHWA funds
- FTA Section 5303 Funds
- FTA Section 5307 Funds

- FTA Section 5309 Funds
- FTA Section 5316 Funds
- FTA Section 5317 Funds
- FTA Section 5339 Funds
- LTD Match for FTA funds
- MPO Discretionary STP Funds (STP-U)
- Local Match for STP Funds and Other Local Funding
- TGM 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 Transportation System Plans.

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
- Long Range Planning and Regional Transportation Plan
- Technical Assistance
- Short Range Planning
- Programming and Implementation
- Air Quality and Environmental 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/Commuter Solutions 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, PPP, and air quality conformity determinations). 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 SAFETEA-LU 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 is responsible for acquiring, maintaining, updating, and analyzing data describing the performance and characteristics of the regional transportation system. These include roadway network data; traffic counts, travel speed data, VMT estimates, traffic safety data; transit passenger counts, route descriptions, and vehicle operations data, data pertaining to the movement of freight within and through the region, and bicycle and pedestrian network data and counts. These data are used not only to monitor RTP implementation and transportation system performance, but they are also essential to calibrating and validating the travel forecasting model. LCOG is also responsible for acquiring and analyzing demographic, ethnic, socio-economic, and travel behavior data to develop the travel models, and to assess transportation system needs and impacts on various groups of people. The forecasting of future travel demand requires a forecast of future land uses. Thus, LCOG maintains a Land Use Allocation Model (LUAM) that incorporates an inventory of current land uses, an understanding of regional land use plans and growth

policies, and an inventory of development constraints to allocate future households and employment. Work has begun to eventually replace the LUAM with a model that considers land markets and works iteratively with the travel model to reflect the effects of accessibility. 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 household activity patterns and travel behavior, vehicle usage, and residential location choices through periodic household activity and travel surveys.

LCOG has continued to enhance the region's travel forecasting capabilities. In FY08, the transition from a 306-Zone model to a finer-grained 666-Zone model was completed. The more detailed zones facilitate truer representation of local street access to the arterial network, and have resulted in significantly improved assignments of autos, transit passengers, and non-motorized trips. The new model has been recalibrated and validated for studying transit alternatives in the West Eugene corridor. The LUAM has also been updated to sub-allocate population and employment to the more refined TAZ's.

In FY08, LCOG requested and obtained new traffic counts from Lane County at external cordons to the region; acquired and updated traffic counts from other jurisdictions, and acquired updated HPMS data from ODOT. Lane Transit District conducted a system-wide on-board passenger survey in October, 2007. LCOG geocoded the survey trip ends, developed trip record expansion factors and created origin-destination tables for travel model validation. LCOG also obtained and analyzed passenger and transit vehicle operations data. LCOG processed the April, 2006 Quarterly Census of Employment and Wages, which included geocoding employment sites and allocating multi-establishment employment to individual employment sites.

Major model applications in FY08 included the Regional Transportation Plan update, Air Quality Conformity, providing forecast data for local transportation system plans, and the West Eugene EmX Extension Alternatives Analysis. LCOG has also developed and applied models, based upon the Oregon Small Urban Model (OSUM) platform, for smaller cities. In FY08, LCOG prepared land use allocations and travel forecasts for the Junction City TSP update, the Creswell TSP / IAMP, and the Yoncalla Local Streets Plan.

While the quality of LCOG's travel forecasts have improved over the years, the "4-step" model is still not ideally suited for addressing certain policy questions, as noted in TRP Special Report 288 "Metropolitan Travel Forecasting". Longer range enhancements that will enable broader and

more robust model applications include migrating to a household activity-based demand model that better represents household allocation of vehicle use; choice of individual activities, activity sequences, activity locations, start times, and durations within the household travel day, and choice of travel modes conditioned upon previous choices made within the household travel day. A more accurate representation of both small commercial vehicle travel and freight movement is also needed. A compatible transportation supply network will explicitly represent intersection capacities and queueing effects in the delay calculations, and will reflect the dynamic interaction between transport supply and demand throughout the course of the day and the peak periods. LCOG will continue to monitor the state of the practice, as larger MPO's with more resources implement and refine models with these characteristics, with the expectation that "best practice" standards will emerge, model development costs will decrease, and implementation will become more feasible for LCOG. In the near term, we will continue to enhance our current "4-step" model to improve model performance and broaden its applicability to regional and local policy issues.

In FY09, LCOG will continue to plan for implementation of a 1500-household activity and travel survey, beginning fall, 2009. The survey will provide data essential for both making interim improvements to the 4-step model and for later specifying and estimating a more advanced tour-based model. Interim improvements planned for FY10 include updating household trip production tables, updating trip attraction rates, re-estimating trip distribution gravity model parameters and socio-economic calibration factors, and re-estimating mode-choice model alternative-specific constants.

LCOG will work with our regional partners to develop and enhance our traffic count database, and will work to obtain vehicle classification counts and travel time studies. LCOG will begin implementing a new commercial vehicle model in FY09, taking advantage of recent work done nationally on transferable CV models. Classification counts are needed for truck model calibration, and travel time studies are needed for forecasting network delay and reliability issues for our Congestion Management Process.

The LUAM is nearing the end of its useful life. It produces reasonable future land use scenarios, given current plans and policies, but it cannot address broader policy questions, such as the effects of UGB changes on land prices or housing costs, nor adequately consider the potential for redevelopment and infill.

In FY09, LCOG will continue to participate on the Oregon Modeling Steering Committee (OMSC), the Long-Range Strategy Subcommittee, and the Modeling Program Coordination Subcommittee; and will continue

to serve as chair of the Model Applications Subcommittee. We will also continue to participate in the Oregon Modeling Users Group, and will participate in joint modeling research and development projects with ODOT, the Oregon Transportation Research and Education Consortium (OTREC), and our fellow Oregon MPO's. In FY09, LCOG will join forces with Metro in analyzing data developed in OTREC study of bicycle use, and apply the results toward enhancing our bicycle mode choice and network assignment models.

LCOG has made additional enhancements and updates to the regional land-use allocation model which allocates forecasted regional growth to Transportation Analysis Zones. A sub-allocation process was implemented to allocate growth to the 666 TAZ's. 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. LCOG has continued to monitor advances in market-based integrated land use / transport modeling in Oregon. In recent years, LCOG has provided data to update the UrbanSim demonstration model and to implement a comparison with ODOT's LUSDR land use scenario developer. Metro's MetroScope has been rewritten in "R" code, and is in the process of being implemented in the Salem metropolitan area as a demonstration project. Meanwhile, ODOT has completed initial calibration of the Oregon2 Transitional Model, a statewide integrated model, but it is still to be determined how this model will interface with MPO models. In FY09, LCOG will select an eventual replacement for the LUAM, will develop current and historic input data for model parameter estimation, and will begin a longitudinal model calibration.

During FY08, LCOG continued work with Commuter Solutions and other partners on formalizing and expanding the TMA's Congestion Management Process. The process draws together information on 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 CMP, and will continue to explore modeling software and methods to better represent queues, signal delays, and the effects of ITS projects in congested corridors. Results from the 2006 TGM-funded Alternative Mobility Standards continue to provide insight into feasible CMP analyses and data needs.

Working with Lane County, LCOG updated traffic counts at all external stations entering the TMA model area in FY07. We have continued to obtain traffic count data from our regional partners, and are intending to ultimately incorporate counts into a regional database. In FY08-09, ODOT will be taking counts on all ramps of all limited-access highways in the TMA. Additional counts will be undertaken by the MPO at roadway locations identified through the regional model as being critical to the movement of people and goods.

Expansion of the bicycle and pedestrian networks within the MPO area and changes in the format of the GIS data bases have resulted in an incomplete and geographically poor representation of these networks. These networks are important in supporting mode choice modeling, assessing alternate mode accessibility and mobility, identifying land use and infrastructure issues that may affect use, and in particular, for assisting in the Safe Routes to Schools program. In FY09, this work task will review and update the current coverages so that an accurate network description is obtained. It will also outline a process whereby future additions can be incorporated more seamlessly.

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.
- Maintain modeling capabilities suitable for major multi-modal studies. Meet FTA model requirements for transit alternatives analysis and New Starts / Small Starts submittals.
- 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. Investigate recent studies on transferable freight and commercial vehicle models and data requirements. Plan for model updates.
- Conduct research and collect trip generation and distribution data for planned conversion of University of Oregon and Mahlon Sweet Airport to "special generators" in demand model
- 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.

- Review current bike and pedestrian GIS networks. Identify required and desirable attributes, including scale. Determine how to coordinate with the existing road network data base. Correct deficiencies and bring up to date.
- Select integrated lane use modeling platform. Specify input data requirements, begin data collection for 2008 base year and historic data for longitudinal calibration of model parameters.
- Analyze OTREC bicycle study data, develop bicycle network link propensity functions for route choice, recalibrate mode choice model.
- 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 base year model data to 2008. Update future year allocations of land use, population, and employment to 2035.
- 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 and forecasts 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 Process.
- 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 and specific location counts for planning purposes and model calibration as needed.
- Analyze large, regional traffic studies for LCOG model as needed.
- 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.

Work Activities (Lane County)

- Collect and maintain annual traffic counts and specific location counts for planning and LCOG model calibration as needed.
- 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.

- 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
- Attributed GIS coverage of 2008 bike and pedestrian networks in the MPO area.
- Traffic count and database plan

2. Long-Range Planning and Regional Transportation Plan (RTP)

Objective: Carry out work activities to update the RTP, the area's long-range transportation plan, to continue to meet requirements of SAFETEA-LU (and/or subsequent federal regulation) in a manner consistent with state and local plans and requirements.

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.

Work in FY09 will focus on maintenance of the 2031 RTP and wrap-up of any lingering issues related to the new SAFETEA-LU requirements. Work will also focus on providing assistance to adopting agencies in the implementation of the plan.

Pursuing work to further develop consistency in presentation and other aspects among the MPO's RTP and the Eugene-Springfield, Lane County and Coburg Transportation System Plans (TSPs) will also be part of this element during the fiscal year. Looking forward to the next RTP in four years, work will begin on examining the policies of the RTP and the coordination of this plan with the local TSPs.

A baseline congestion management system was a component of the 2025 RTP, and congestion statistics for the congested corridors were updated for the 2031 RTP. Congestion and alternative modes have also been addressed by the Transportation Options team of Commuter Solutions through promotion of programs including Group Pass Program, Rideshare, Valley Van Pool, Emergency Ride Home and Smart Ways to School. Non-recurring congestion caused by certain events in the MPO area has also been targeted through travel analyses by MPO staff and subsequent outreach via the Keep Us Moving website. The May 2007 certification review requires the MPO to bring all of these activities into a single Congestion Management Process (CMP), and to collect and track

data to better understand the effectiveness of the projects undertaken and the decisions made when addressing congestion. During FY09, the MPO will develop a fully operational and SAFETEA-LU compliant CMP, pulling together all current efforts and using existing data sources. Staff will also develop a data collection and analysis plan that will define future data elements needed to better identify, manage and address congestion. At a minimum, this will include traffic counts and accident data. The results of this work task will contribute to the regional prioritization of projects for the MTIP and STIP.

In 2003, the Regional Intelligent Transportation System (ITS) Operations and Implementation Plan for the Eugene-Springfield Metropolitan Area was completed. In July 2007 MPO and local government staff attended a refresher course on ITS architecture. LTD and ODOT have completed and also have ongoing projects that employ ITS components. In FY09, the MPO will re-form the regional ITS committee and will initiate regular meetings for the purpose of reviewing the existing ITS plan and coordinating activities between local agencies and ODOT.

The MPO will also be starting to consider and plan for the likely expansion of the MPO/TMA boundary, and the resulting inclusion of one or more additional local jurisdictions in the MPO, as the result of the 2010 census.

The MPO Policy Board has indicated a desire for a comprehensive review of regional transportation priorities, and discussions to this end commenced in FY08 and work will continue in FY09.

Work Activities (LCOG):

- Prepare and adopt minor amendments, if necessary, to keep the RTP current.
- Assist local agencies in implementation of RTP (e.g., nodal development, bus rapid transit, Transportation Options, corridor studies, etc.).
- Pursue work to further develop consistency in presentation and other aspects of the RTP and the local and regional TSPs in order to clarify the interrelationships of the documents and make the documents more understandable and user-friendly.
- Support and assist updating and implementation of the Eugene-Springfield-Lane County local Transportation System Plan (TransPlan) and other local and regional transportation planning and integrated transportation-land use planning efforts, as appropriate.
- Generate and maintain benchmarks and performance measures.

- Monitor performance measures as included in RTP.
- 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.
- Complete development of a SAFETEA-LU compliant congestion management process (CMP) by pulling together existing programs into a single coordinated process. Work with ODOT and other partners to obtain data suitable for tracking congestion and measuring progress.
- Re-form ITS committee for coordination of ITS activities in the MPO area

Work Activities (LTD):

- Coordinate with Eugene and Springfield on the implementation of TSP nodal development land use actions in support of regional transportation planning.
- Participate on the ODOT OR 126 Expressway Management Plan.
- Continue to coordinate with the City of Springfield on facility planning for Franklin Boulevard (OR 126B) in Glenwood
- Coordinate and participate and evaluate alternatives for the I-5 Glenwood Area Planning Study.
- Assist in planning for Interstate 5 Willamette River Bridge replacement.
- Coordinate with the study of Beltline Highway to identify system needs and identify future improvement projects.
- Continue to promote, plan for and implement Commuter Solutions transportation options efforts.

Work Activities (Springfield):

- Analyze and collect regional and local data for RTP.
- Analyze and collect data for congestion management process.
- Assist in development of RTP Update-related work program and schedule for presentation to Metropolitan Policy Committee (MPC), and Transportation Planning Committee (TPC).
- Update and implement local TSPs and coordinate transportation and land use analysis and plans with RTP.
- Create and implement TSP nodal development land use actions in support of regional transportation planning.

- Participate in the ODOT OR 126 Expressway Management Plan.
- Analyze and collect data for the OR 126 Expressway Management Plan.
- Conduct facility planning and NEPA documentation on Franklin Boulevard (OR 126B/McKenzie Highway) in Glenwood, including Franklin/McVay and Franklin/Glenwood intersections.
- Collect and analyze data and evaluate alternatives for the I-5 Glenwood Area planning study (IGAPS).
- Complete project designs and public process for the Gateway/Beltline intersection project.
- Participate in I-5 Willamette River Bridge replacement project, including NEPA, project design, and local permitting.
- Work cooperatively with Commuter Solutions transportation options efforts.
- Support and assist updating and implementation of the Eugene-Springfield-Lane County local Transportation System Plan (TransPlan) and other local and regional transportation planning and integrated transportation-land use planning efforts, as appropriate.

Work Activities (Eugene)

- Assist in development of TSP Update-related work program and schedule for presentation to Metropolitan Policy Committee (MPC), and Transportation Planning Committee (TPC).
- Implement local TSP and coordinate transportation and land use analysis and plans with RTP.
- 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 congestion management process.
- 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.
- Continue to develop Walnut Station Mixed Use Center plans.

- Work cooperatively with Commuter Solutions transportation options efforts.
- Support and assist updating and implementation of the Eugene-Springfield-Lane County local Transportation System Plan (TransPlan) and other local and regional transportation planning and integrated transportation-land use planning efforts, as appropriate.

Work Activities (Coburg)

- Coordinate incorporation of an adopted Coburg/I-5 IAMP into update of Coburg TSP with Central Lane MPO Regional Transportation Plan (RTP), including the following subtasks:
 - o Policy Consistency Evaluation
 - o Project Priority Analysis
 - o Circulation Analysis
 - o Public involvement
 - o Adoption process: notice, map reproduction, printing/postage
 - o Transportation finance analysis
- Participate in the Interchange Area Management Plan Implementation and interchange project delivery coordination with ODOT, Lane County, and MPO
- Work cooperatively with Commuter Solutions transportation options efforts.
- Support and assist updating and implementation of the Eugene-Springfield-Lane County local Transportation System Plan (TransPlan) and other local and regional transportation planning and integrated transportation-land use planning efforts, as appropriate.

Work Activities (Lane County)

- Participate in Metro Transportation System Planning (TSP) efforts related to Regional Transportation System Planning and TSP/RTP consistency.
- Coordinate with City of Coburg in update and City-County co-adoption of Coburg's Transportation System Plan (TSP).
- Implement local TSP and coordinate transportation and land use analysis and plans with RTP.
- Analyze and collect regional and local data for RTP as needed.
- Participate on the ODOT Highway 126 Facility and Management Plan.

- Analyze and collect data for congestion management process.
- Coordinate with the study of Beltline Highway to identify system needs and identify future improvement projects.
- 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.
- Participate in Commuter Solutions transportation options efforts.
- Participate in Coburg efforts to incorporate Coburg/I-5 IAMP into update of Coburg TSP with Central Lane MPO Regional Transportation Plan (RTP).
- Participate in Interchange Area Management Planning within the MPO with ODOT, cities and MPO.
- Participate in Expressway Management Planning within the MPO with ODOT, cities and MPO.
- Support and assist updating and implementation of the Eugene-Springfield-Lane County local Transportation System Plan (TransPlan) and other local and regional transportation planning and integrated transportation-land use planning efforts, as appropriate.

Products:

- SAFETEA-LU compliant Congestion Management Process
- Identification of ITS priority issues and a strategy for updating the 2003 ITS Plan.
- RTP amendments, if necessary.
- Interim update products, as appropriate.
- Memos and reports as necessary to support plan implementation.
- Nodal development code implementation with transportation analysis as needed to support the RTP.
- Transportation system modeling for IGAPS project.
- Committee and public outreach support for the IGAPS project, including IGAPS project web site, meeting and public outreach materials, etc.
- OR 126 Expressway Management Plan Options Analysis.
- Franklin Boulevard preferred urban standards alternative.
- Gateway/Beltline Intersection Project Plan.

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).
- Coordinate analysis for application in transportation options efforts for congestion mitigation within the Commuter Solutions program.

Products:

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

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/Transportation Options (TDM/TO) 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/TO activities assume an increasingly important role in the planning process. LCOG responsibilities include evaluating transit and other TSM and TDM/TO-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/TO program.

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 Transportation Options Advisory Committee (TOAC) and provide planning support services.
- Provide regional planning support for Commuter Solutions Regional TO program.
- Provide planning assistance to and coordinate with providers of elderly and disabled transportation service.
- Identify and develop funding opportunities that support Transportation Options' programs.
- eMPO Phase I – including MTIP database and interactive map, further integration of content management system for regional staff use, maintenance and other improvements to system.

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.
- In conjunction with Commuter Solutions, conduct transportation administrative and operational studies and transportation options studies to improve efficiency, such as school transportation, carpool, park & ride issues, and analysis of minor transit station opportunities.
- Conduct studies of passenger boarding improvements.
- Coordinate the implementation of Commuter Solutions Transportation Options programs with Eugene, Springfield, Lane County, LCOG, LRAPA and ODOT for implementation of Commuter Solutions Transportation Demand Management programs.
- Participate in regional Intelligent Transportation System (ITS) committee to develop and analyze regional ITS strategies as needed.
- Coordinate with the City of Eugene on specific improvements identified by the Central Area Transportation Study.
- Continue participation in Walnut Node and Rasor Park (mixed-use center) planning.

Work Activities Commuter Solutions:

- Employer/Employee Transportation Benefits Program Activities.
Continue to promote and provide the following services:
 - Group Pass Programs: discounted transit benefits
 - Transit Vouchers: subsidy of individual transit passes for employees
 - Parking Management: for employers/developers of projects in the TMA
 - Emergency Ride Home program: coordination of incentive program services through area employers
 - Bike/Walk Services: promotion of these travel options to employees/employers in the region

- Employee Transportation Coordinators: technical assistance to region's employers with designated coordinator of employer transportation benefits programs.
- Ridesharing Program Activities.
The Commuter Solutions Rideshare Program offers ride-matching services for commuters throughout the region.
 - Carpool Matching: for all members of the community
 - Work with statewide Transportation Options partners supporting a statewide web-based ride matching system in place.
 - Institute a comprehensive validations process for updating of commuter records and measurement of the reduction of VMT and auto emissions.
 - Increase the number of commuters and Emergency Ride Home worksites in the rideshare database.
- Valley Vanpool Activities
 - Continue to promote and provide management support of vanpools in the service areas of the Valley VanPool consortium, a partnership with Cherriots (Salem area) and Oregon Cascades West Council of Governments (Benton, Linn and Lincoln County area).
- Smart Ways to School Program Activities
The Smart Ways to School Program geographic scope reaches K-12 schools throughout the region. Its mission is to improve school safety while reducing energy consumption and traffic congestion by promoting alternative ways to school for students.
 - Transit Activities: (Families of grade 6-12 students):
 - Pursue continuation of Student Transit Pass Program.
 - Foster collaborative efforts that can set policies or establish sustainable funding structures for free or reduced-cost LTD student passes.
 - Carpool Activities: (Families of K-12 students)
 - Continue to promote and provide free carpool match services.
 - Explore opportunities to offer free carpool matching services through local youth organizations (e.g. Kidsports).
 - Walk and Bike Activities: (Families of K-12 students)
 - Continue to promote and provide free assistance to parents interested in forming groups of students to walk and bike to/from school.

- Safe Routes to School Activities: (Families of K-8 students)
 - Assist schools in seeking and using Safe Routes to School funding to increase the number of students who walk or bike to/from school, resulting in a reduction of school-related vehicle trips.
 - Help foster collaborative community efforts that increase walking and biking while reducing school-related traffic.
- Congestion Mitigation Program Activities
 - In partnership with the region's jurisdictions, continue targeted outreach of Commuter Solutions programs and services in areas or along key congested corridors as identified by:
 - Corridors that exceed or expected to exceed established level of service (LOS)
 - Areas experiencing or projected to have high levels of congestion due to:
 - New employment centers or residential developments
 - Major road construction projects
 - Regional Events
 - Identified mixed-used developments
 - Defined Em-X corridors
 - Collaborate with LCOG on KeepUsMoving.Info website providing commuter information of transportation options.
 - Assist in the development of the Congestion Management Process with regional jurisdictions.
 - Develop TGM grant for pilot program to include transportation options review of Type IV development applications.

Work Activities (Springfield):

- Participate as a member of the regional TOAC.
- Analyze options and create strategies for a regional Intelligent Transportation System (ITS) plan.
- Participate on regional ITS committee to formulate plans and projects.
- Develop arterial and collector street plan
- Develop bike and pedestrian plan
- Develop multi-modal elements as part of the Franklin Boulevard urban standards project.

Work Activities (Eugene)

- Participate as a member of the regional TOAC.
- Participate in regional ITS committee to develop and analyze regional ITS strategies.
- 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.
- Participate in Walnut Node and Rasor Park (mixed-use center) planning.
- Study West 11th Avenue corridor transportation system to identify necessary changes and upgrades to improve access and mobility.
- Develop design for improving Elmira Road/Maple Street to urban standards that includes pedestrian and bicycle facilities.

Work Activities (Coburg)

- Participate as a member of regional TOAC.
- Participate in regional ITS committee to develop and analyze regional ITS strategies.
- Promote TO strategies in the planning phase of the Coburg/I-5 Interchange project.
- Transportation System Plan (TSP) Update – The Coburg TSP update will focus on updating policies, capital improvement project priorities, and a circulation analysis. Refinements to the TSP shall maintain consistency with regional transportation goals.

Work Activities (Lane County):

- Participate as a member of the regional TOAC.
- Participate in analysis of options and creation of strategies for a regional Intelligent Transportation System (ITS) plan.
- Participate on regional ITS committee to formulate plans and projects.
- Review safety data to develop and prioritize capital projects as needed.
- Coordinate in the adoption of Interchange Area Management Plan (IAMP) with Transportation System Plan (TSP) Updates.

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.
- Coburg Transportation System Plan Update that is consistent with regional transportation goals and policies and includes the IAMP.

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 programming of projects. Develop process to meet SAFETEA-LU 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 project 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 FY05-09 STP-Urban (STP-U) funds is in progress and will be updated as needed.

The FY08-11 MTIP was approved on 16 January, 2008, in concert with the FY08-11 STIP. In 2007, 41 MTIP amendments were processed for the prior FY06-09 MTIP/STIP. These amendments involved coordination with local agencies and ODOT, examination of air quality and fiscal constraint issues, and follow-up to confirm inclusion in the STIP. In FY09, amendments will need to continue to be made in order to keep the MTIP/STIP current with project timing and funding changes.

Work is currently underway on the draft FY10-13 STIP, and the prioritization of future additional modernization funds for FY10-15 as directed by ODOT. In FY09, the MPO will undertake a re-examination of the prioritization factors that have been used up to and through FY08. This will enable the inclusion of new priorities and/or changes in the priority weightings as determined by the MPO policy board, and will also

incorporate the MPO's congestion management process, as required by SAFETEA-LU.

In June 2007, ODOT initiated a quarterly statewide meeting of MPO, ODOT and FHWA staff aimed at MTIP/STIP coordination concerning programming issues. MPO staff will continue to attend and contribute to these meetings. MPO staff will also continue to meet with ODOT financial planners to develop revenue forecasts, and to track inflation factors.

Work Activities (LCOG):

- Prepare and process updates to the MTIP, as needed.
- Prepare and process MTIP amendments. Work with project managers to obtain scope, timing and funding estimates. Process administrative amendments through the Transportation Planning Committee (TPC) and non-administrative amendments through the MPO Policy Board (Metropolitan Policy Committee, or MPC). Facilitate Citizen Advisory Committee review of amendments.
- Track each project phase in the MTIP project list for funding amounts obligated, project start and completion dates. Ensure that MTIP and STIP are in agreement.
- Work with ODOT Region and State Coordinators to improve and streamline MTIP-STIP coordination process, and maintenance of the Fiscal Plan.
- Continue development of an electronic data base for maintaining project data. Develop reports accessible through the MPO's internet web site by interested public, agencies, and staff.
- Develop annual report of Federally-funded/obligated projects in Metropolitan Transportation Improvement Program.
- Work with ODOT financial staff to develop revenue estimates, and with project partners to ensure that year of expenditure estimates are used in programmed projects.
- Continue to work with MPO policy body to develop policies, criteria and processes for programming of funds
 - Develop new and/or amend existing criteria to assist in evaluating TIP and STIP priorities.
 - Review process for allocation of STP-U funds.
- Improve the connection between the RTP and the MTIP to ensure that the MTIP supports RTP priorities, policies, goals and objectives. Also, demonstrate support of ODOT and USDOT priorities including preservation and enhancement of the existing system.

- Investigate the availability of local data that are required by the HERS-ST or other similar software in order to incorporate economic analyses into project selection for the RTP and MTIP. This work is the first step in determining the feasibility of using HERS-ST in this area.
- Prepare Central Lane MPO STIP priorities for roadway, transit and TDM projects.

Work Activities (LTD):

- Prepare multi-year operational and capital plans and budgets.
- Develop and refine STP criteria and priorities.
- Develop local ODOT STIP priorities and coordinate with metro and state officials.
- Coordinate with LTD Board about STP and STIP projects.
- Assist in preparation of, and amendments to LTD and transportation options portion of MTIP project tables and related materials for presentation to CAC, MPC and TPC and for use in regional model network.
- Provide semi-annual updates on progress of projects listed in the MTIP.

Work Activities (Springfield):

- Participate in development of local STP-U 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 CAC, MPC and TPC and for use in regional model network.
- Provide semi-annual updates on progress of projects listed in the MTIP.

Work Activities (Eugene)

- Develop local ODOT STIP priorities and coordinate with metro and state officials.
- Participate in development of local STP-U 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 CAC, MPC and TPC and for use in regional model network.
- Provide semi-annual updates on progress of projects listed in the MTIP.

Work Activities (Coburg)

- Participate in development of local STP-U 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, TPC, and CAC for use in regional model network.
- Provide semi-annual updates on progress of projects listed in the MTIP.

Work Activities (Lane County)

- Coordinate with ODOT, cities and MPO to develop county-wide ODOT STIP priorities and coordinate with MPO priorities.
- Participate in development of local STP-U criteria and priorities.
- Provide staff support to County Roads Advisory Committee and Lane County elected officials regarding STP-U and STIP projects.
- Assist in preparation of, and amendments to Lane County portion of MTIP project tables and related materials for presentation to CAC, MPC and TPC and for use in regional model network.
- Assist in providing semi-annual updates on progress of projects listed in the MTIP.

Products:

- Approved amendments to the FY08-11 Metropolitan Transportation Improvement Program.
- Updated project list (as amended) including the factors leading to the selection of the projects in the MTIP.
- Annual listing of obligated projects.
- Central Lane MTIP and STIP prioritization process for roadway, transit and TDM projects, including revised allocation method for STP-U funds, as needed.
- Policy guidance for development and maintenance of Central Lane TIP.

- Revenue forecast updates and strategies to address fiscally constrained plan and MTIP.
- Digital database of projects with internet-accessible graphical interface for public access (phase 1).
- Cities of Springfield, Eugene, Coburg and Lane County STP-U priority lists, and STIP analyses and priority lists.
- Cities of Springfield, Eugene, Coburg, and Lane County staff reports, analyses and other materials to the respective City Councils, Planning Commissions, and Board of County Commissioners regarding the STP-U and STIP evaluation and selection process.

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 SAFETEA-LU. The focus of FY08-09 public involvement will be related to: continued support of the Citizen Advisory Committee formed in FY04-05; implementation of the Public Participation Plan (PPP) adopted in January 2007; preliminary preparation for policy review for the 2035 RTP; periodic update of the MTIP and amendments to the RTP and MTIP and related Air Quality Conformity; the Congestion Management Process adoption; and a Limited Maintenance Plan for the carbon monoxide State Implementation Plan.

Several public involvement techniques will be employed including seeking comments from the Citizen Advisory Committee, wide distribution of the RTP and proposed updates, distribution of the new Citizen's Guide booklet, 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 FY08-09, MPC is continuing to review its public involvement strategies and will be continuing to implement enhancements to the public involvement process including an

enhanced website using visualization techniques and expanded outreach to minority and low income groups.

Work Activities (LCOG):

- Continue to make changes in public involvement practices and products to conform with SAFETEA-LU requirements and the Public Participation Plan adopted in January 2007.
- 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.
- Respond to inquiries and comments from, and provide information to the public.
- Employ visualization techniques to describe changes in the RTP and other key MPO products. Continued distribution of the adopted 2031 RTP.
- Provide staff support for monthly CAC meetings, including meeting with the CAC officers to prepare for meetings and conduct follow-up.
- Report monthly to MPC on CAC meetings.
- Recruit new CAC members to replace those leaving because their term ended or due to attrition.
- Maintain a current MPO interested parties email distribution list.
- Continue to enhance the MPO website to make it more citizen-friendly and employ visualization techniques to describe plans.
- 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.

- Create fact sheets to describe key MPO products for use on the website and in other outreach.
- Create executive summaries of each key MPO product and translate them into Spanish for use on the website and in other outreach.
- Advertise the availability of and widely distribute the new brochure designed by the Citizen Advisory Committee—*It's How We Get There That Matters, A Citizen's Guide to Transportation Planning*. The guide is friendly, easy to read, short, and uses lots of graphics to explain MPO transportation planning to the average citizen.
 - Conduct an annual review of the Public Participation Plan with the Citizen Advisory Committee and the Metropolitan Policy Committee.

Design outreach materials and graphics that show:

- How and by whom decisions are made and how investments achieve public goals.
- The current MPO structure.
- 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, including developing an expanded mail and email list for environmental justice.
- Provide Title VI Training to staff of the MPO and MPO partners, the CAC, and the MPC.
- Develop a Title VI Plan based on the State Title VI Plan, with consideration of adding local elements.
- Review resources that facilitate participation for those whose primary language is not English, especially for those who speak Spanish.
- Review MPO documents and outreach materials to target those items that should be translated into Spanish and Braille.

- Research a suitable grant source to expand environmental justice efforts such as a website in Spanish or translation of other materials into Spanish and submit a grant application if a likely funding source is found.
- When appropriate, identify potential freight stakeholders for inclusion in MPO advisory committee processes.
- As directed, implement and carry out televising and/or webcasting MPO Policy Board meetings.

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.
- Provide timely project updates to ensure opportunity for both ample public review of projects and to provide MPO staff accurate information for required planning purposes.
- 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 (Springfield):

- Provide timely project updates to the MPO to ensure ample public review opportunity and to provide accurate information to digitally illustrate regionally significant and federally funded projects.
- Assist in development of public outreach materials for public hearings and public review of MPO-related transportation studies, plans and programs.

Work Activities (Eugene):

- Provide timely project updates to the MPO to ensure ample public review opportunity and to provide accurate information to digitally illustrate regionally significant and federally funded projects.
- 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)

- Provide timely project updates to the MPO to ensure ample public review opportunity and to provide accurate information to digitally illustrate regionally significant and federally funded projects.
- Assist in development of public outreach materials for public hearings and public review of MPO-related transportation studies, plans and programs.

Work Activities (Lane County):

- Provide timely project updates to the MPO to ensure ample public review opportunity and to provide accurate information to digitally illustrate regionally significant and federally funded projects.
- Participate in technical advisory role 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.

Products:

- Support and public information materials as necessary.
- Accurate electronic project update database and digital illustration of regionally significant and federally funded projects.
- 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, Citizen's Guide, flow charts, and other graphics to explain the key products and activities of the MPO.
- Public involvement program for TIP update conforming to SAFETEA-LU requirements.
- Public involvement program for STIP update conforming to SAFETEA-LU 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.

7. Air Quality and Environmental Planning

Objective: Maintain conformity with Federal Clean Air Act Amendments and the Oregon conformity rules. Ensure coordination with local, state and federal plans in order to address linkage between transportation planning and NEPA environmental processes.

Discussion: The primary requirement under this work area is to ensure that transportation air quality conformity continues to be maintained and that existing Federal and State rules concerning air quality emissions from transportation sources are addressed.

The secondary area of work ensures that MPO staff remain informed about upcoming state and/or federal rules or plans addressing air pollution from transportation sources, and that staff has the ability and the tools to respond to policy questions.

The third major area of work ensures that the regional transportation plan is coordinated with other plans in the MPO area in order to facilitate NEPA processes and SAFETEA-LU compliance.

Clean Air Act Requirements:

The Central Lane MPO area was declared a maintenance area for carbon monoxide (CO) in 1994. Since then, CO levels have dropped to a very low level and are far below the Clean Air Act standards – the design value for the area in 2007 level was 2 ppm in contrast to the 9 ppm standard. The current Central Lane carbon monoxide portion of the State Implementation Plan (SIP) is overdue for an update to cover the last half of the required 20-year maintenance period. The intent is to develop a CO Limited Maintenance Plan (LMP) as previously agreed to with USEPA and LRAPA. Due to the very low CO levels and analyses that show continuing improvement of CO emissions from transportation sources, no changes are anticipated in this update. Work on the LMP has not been consistently maintained over the past few years: as CO levels have dwindled and the problem has been shown to be well in-hand, resources have been directed to other more urgent areas of work. In FY09, LCOG will consult with USEPA and Lane Regional Air Protection Agency (LRAPA) and will develop a course of action. Interagency consultation will include USDOT, ODOT and ODEQ.

As of January 2008, the Central Lane MPO area is designated as in attainment of the ozone (O₃) and particulate matter (PM_{2.5}) National Ambient Air Quality Standards (NAAQS). However, PM_{2.5} levels in the region are very close to the new PM_{2.5} standard, and will be closely monitored by LRAPA in the coming years. The ozone standard is currently under review by USEPA, and, as it seems likely that it will be revised

downward, the ozone levels in this region will also need close attention. During FY09, the MPO may be asked to work with LRAPA to investigate the impact of transportation sources on ozone and PM2.5 levels.

The conformity determination for the FY08-11 MTIP and 2031 RTP was approved by USDOT on 16 January, 2008. Changes to regionally significant projects in the MTIP or the RTP will require evaluation for their impact on air quality conformity issues. It is possible that these could trigger the need for a new conformity determination.

Other Air Pollutants:

Air toxics continue to be an area of increasing concern, and MPO staff will continue educational efforts to remain informed of developments that impact transportation planning. Coordination with DEQ and LRAPA staff has been initiated on this issue, and will be continued.

Greenhouse gas (GHG) emissions are also of increasing concern. In FY07, MPO staff assisted the City of Eugene and the UO Center for Watershed and Community Health in estimating CO2 emissions from vehicles within the cities of Eugene and Springfield. These results were used in developing GHG inventories which revealed that due to clean electricity sources in this area, vehicle travel contributes about 48% of total CO2 emissions. In FY08, the State of Oregon began an initiative to inventory, report and eventually cap GHG emissions within the state. MPO staff brought together ODOT, ODEQ, ODOE, LRAPA, FHWA and USEPA staff in a day long's discussion of the initial steps taken by the State. In FY09, it is anticipated that the transportation sector of the Oregon economy will be required to be fully engaged in the State's efforts. MPO staff will participate in order to ensure that there is coordination between the regional transportation plan, ongoing air quality assessments, and the State's initiatives. With federal action expected in FY09 around climate change issues, this work will be aimed at ensuring a consistent approach across the different governmental levels.

Tools and Data:

MPO staff will continue to upgrade air emission modeling and assessment capabilities. In the past, with CO emissions well in hand, national or even state-average data were sufficient to show compliance with Clean Air Act rules. With increased challenges and the anticipated future need to be able to respond to policy questions for various scenarios and multiple pollutants, "better" data will be needed. This means that either data are acquired at least on the county-level, or numbers can be estimated from state or national level data using validated techniques. In particular, better fleet type and age distributions, and fuel data will be necessary. MPO staff will work with ODOE, ODOT, LRAPA and USEPA in this area.

A draft version of the newest EPA air quality emissions model, MOVES, is expected to be released by USEPA in FY09. MPO staff will attend training in order to prepare for the changeover from MOBILE6. MOVES is the preferred model for GHG modeling.

As a result of work undertaken in FY07 and FY08 to satisfy SAFETEA-LU environmental coordination requirements for the 2031 RTP, an extensive set of local GIS data and other information were collected, and mapped with transportation projects from the RTP. These maps have been utilized by the West Eugene Collaborative group (citizen and local transportation and land use planning staff), the Metro Waterways Study (partnering with the US Corps of Engineers), the West Eugene EmX study (LTD) and in other local planning efforts. For FY09, we wish to maintain and enhance this capability to make the assessment more routine and available for MTIP projects requiring NEPA evaluation. It is recognized that detailed site studies and changing alignments are often the norm during project development as engineers and planners respond to site-specific details. This analysis tool (likely GIS-based) will not be able to provide fine scale detail, but it is expected to provide the context for the project, to facilitate and expedite a more in-depth study, and to anticipate the need for mitigation resources. Consultation with the Statewide Collaborative Environmental and Transportation Agreement on Streamlining (CETAS) advisory group will complement this effort, as needed.

Other planning efforts:

LCOG continues to work with LRAPA to track and evaluate the emission savings of APU installations on long-haul diesel trucks home-based in Oregon. MPO staff will continue to be involved in this work through FY09. This work is funded by USEPA.

Work Activities (LCOG):

- Perform air quality conformity analyses as required by the USEPA Transportation Conformity rules, the Oregon Transportation Conformity Rule and the Clean Air Act Amendments.
- Consult with interagency partners on MTIP and RTP updates and amendments and evaluate impacts on regional CO emissions.
- Assist partners in addressing regional CO emissions for NEPA analyses.
- Coordinate with LRAPA on maintenance of the CO ambient air standard.
- Work with USEPA, DEQ and LRAPA on the development of a work program to address the need for an intermediate year update of the CO State Implementation Plan.

- Coordinate with LRAPA and DEQ, as necessary, on other air pollutants from transportation sources including ozone precursors NOx and VOCs, air toxics including benzene, and GHG emissions. Analyze current and future emissions as necessary.
- Meet with other Oregon MPOs, DEQ, LRAPA, and ODOT to coordinate and assist in defining, describing and developing approaches as necessary for the transportation sector’s response to Oregon’s participation in the Western Climate Initiative and to federal climate change requirements.
- Attend training sessions and workshops to remain informed of new air quality regulations and analysis tools.
- Install and train with MOVES, new EPA air emissions model.
- Acquire local data required for MOVES and improved MOBILE6 modeling, and to assist in assessing transportation fuel use.
- Develop tools and procedures to facilitate access to environmental and other NEPA-required data layers for query against MPO area transportation projects.
- Coordinate and consult with ODOT “Linking Planning and NEPA” committee and with the Collaborative Environmental and Transportation Agreement on Streamlining (CETAS) advisory group to ensure use of appropriate environmental and other planning data layers and process.
- Meet with the Standing Committee on Air Quality (Transportation Planning Committee) quarterly as required by the Oregon Conformity Rule.

Products:

- MTIP and RTP Air Quality Conformity Determination(s), as needed
- Approved MTIP and RTP amendments with assessments of air quality impacts.
- Approved work program to address the pending CO SIP update.
- Local fleet and fuel data for 2008
- Parameter sets for use in MOVES and MOBILE6 models incorporating state specific programs targeting vehicle emissions (low emission vehicles, renewable fuels standards, etc).
- Catalog of local environmental and other data and plans interfaced with mapped projects, and simple access tools.

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.

With the completion of the new 2031 RTP and FY08-11 MTIP, the MPO will evaluate challenges and opportunities foreseen over the next four years, and reassess the bylaws, committee structures and the operating procedures of the MPO. The objective is to improve and streamline agency operation and services while meeting the federal mandates. Issues concerning State and Federal consistency and coordination will be clarified.

The MPO will continue its participation in the Oregon MPO Consortium (OMPOC), working with the other Oregon MPOs on topics and issue of mutual interest.

Work Activities (LCOG):

- Metropolitan Policy Committee meetings
- LCOG Board meetings, as needed
- TPC and Technical Advisory Subcommittee (TASC) meetings
- 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 and transportation options planning activities affecting the metropolitan area with local, state and federal activities. Examples of past tasks include:
 - Oregon Transportation Plan Update
 - Transportation Planning Rule review
 - Bypass Policy review
 - Review of ACT Guidelines
- Provide staff support for the Transportation Planning Committee and its subcommittees (including TASC and TOAC), 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, and implementation of SAFETEA-LU.
- Prepare materials in response to the 2007 certification review of 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.
- Participate in state-wide quarterly MPO meetings and Oregon MPO Consortium meetings.
- Participate in freight movement groups including state-wide Oregon Freight Advisory Committee, and the West Coast Corridor Coalition.
- Support and assist updating and implementation of the Eugene-Springfield-Lane County local Transportation System Plan (TransPlan) and other local and regional transportation planning and integrated transportation-land use planning efforts, as appropriate.

Work Activities (LTD):

- Attend Metropolitan Policy Committee meetings
- Attend TPC, Technical Advisory Subcommittee (TASC), Transportation Options Advisory Committee, and other meetings
- Coordinate transportation and transportation options planning activities with metropolitan, state and federal agencies.
- Attend conferences and workshops specific to regional MPO planning issues and implementation of transportation options programs and services.

Work Activities (City of Springfield):

- Attend Metropolitan Policy Committee meetings
- Attend TPC, Technical Advisory Subcommittee (TASC), Transportation Options Advisory Committee, and other meetings

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

Work Activities (City of Eugene)

- Attend Metropolitan Policy Committee meetings
- Attend TPC, Technical Advisory Subcommittee (TASC), Transportation Options Advisory Committee, and other meetings
- Coordinate transportation planning activities with metropolitan, state and federal agencies.
- Attend conferences and workshops specific to MPO planning.

Work Activities (Coburg)

- Attend Metropolitan Policy Committee meetings
- Attend TPC, Technical Advisory Subcommittee (TASC), Transportation Options Advisory Committee, and other meetings
- Coordinate transportation planning activities with metropolitan, state and federal agencies
- Attend conferences and workshops specific to MPO planning

Work Activities (Lane County):

- Attend Metropolitan Policy Committee meetings
- Attend TPC, Technical Advisory Subcommittee (TASC), Transportation Options Advisory Committee, and other meetings
- Coordinate transportation planning activities with metropolitan, state and federal 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.
- Coordination of local, state and federal transportation plans.
- Improvements and enhancements to MPO processes in response to 2007 federal certification review.

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 Multi-Modal Loop; Path Implementation Strategy* – FY07-09 TGM-funded project that will identify alignment alternatives for multimodal loop path in Coburg, create designs for key elements of the loop, identify potential funding sources, and development strategy for construction of the facility. The Project will build upon the vision of the *City's Comprehensive Plan, Park and Open Space Master Plan, and Transportation System Plan* planning priorities.

FY08 TGM-funded work is ongoing in Eugene, and will continue into FY09, on the Walnut Station and Razor Park projects.

(b) *Facility Studies/Refinement Planning*

1. *I-5/Glenwood Area Planning* – This planning effort evolved from a prior high-level transportation system analysis of possible ramp connections for Interstate 5 at Franklin Blvd (Hwy 99/126B). The project will now assess interstate access to the metro area between the Willamette River and the Glenwood interchange area. Refinement Planning has been initiated and will continue in FY09.
2. *OR 126 EMP (Expressway Management Plan) Phase 3* - The third phase will involve a focus on refining the design concepts for 52nd and Main Streets. Efforts will include development of IAMPs as well as supporting policies, and preparing materials to support decisions regarding the inclusion of projects in the regional transportation plan. Based on the work completed in Phase 2, the alternative concepts for 52nd and Main Streets will be evaluated and ranked based on their ability to implement plan policies for 52nd and Main Streets.
3. *I-5/Beltline IAMP (Interchange Area Management Plan)* - This IAMP is a requirement of OTIA 1 and subsequent project funding. It was adopted by the OTC in January 2006. Current work is focused on amending the document for clarity to include BRT and local street connectivity maps and language supportive of BRT and mixed use center implementation.

4. *Beltline Hwy, River Rd. to Coburg Rd., System Planning* – This system analysis project is a necessary pre-requisite to NEPA milestone work that has been proposed for programming with \$2.5m in D-STIP funding in the draft FY2010-2013 STIP. Project will describe current and no build conditions, develop a problem statement, develop a purpose and need statement, assess a range of solution alternatives, develop planning level cost estimates, and identify potential stand-alone construction project elements.
5. *Franklin Boulevard Conceptual Design Project* – This facility planning effort is being conducted by the City of Springfield in cooperation with ODOT and Lane Transit District. Concept refinement, the local plan amendment process to incorporate the project, and NEPA activities are anticipated in this fiscal cycle. The project goal is a preferred urban standards alternative in an area proposed for mixed use redevelopment. The project includes redesign of the Franklin/McVay intersection and the Franklin/Glenwood intersection.

(c) *Technical Studies*

1. *Technical Analysis for West Eugene Transit Alternatives* – This project will support LTD's Bus Rapid Transit Alternative Analysis for the third EmX (BRT) corridor in West Eugene. It will also assist in assessing the role that EmX service might play as part of a broader strategy to address transportation needs following the removal of the West Eugene Parkway project. A range of transit alternatives will be considered. The project includes model validation, determination of bus travel time variability in mixed traffic, an estimate of user benefits of the transit alternatives, and an estimation of the full costs and benefits of proposed transit investments. LTD will partner with LCOG on this project which is funded with \$300,000 in FTA 5339 funds, and \$75,000 in local LTD match.

2. Outside Metropolitan Planning Organization Area

(a) Facility Studies

1. *Creswell Interstate 5 Creswell IAMP/Transportation System Plan Update*
The Interstate 5 Creswell IAMP/Transportation System Plan Update aims to coordinate land use and transportation strategies that preserve or enhance the "through movement" function of the Interstate as well as the local street network. The IAMP must update alternatives from the existing Interchange Refinement Plan and consider other design options to address the increasing traffic demands on the interchange. The IAMP must address the future interchange needs and alternatives based on the City's future plans for growth, though the addition of new commercial or industrial lands to the City urban growth boundary may require additional analysis that is beyond the scope of the IAMP.

The city has recently reviewed recommendations for future urban growth boundary expansion areas; planning for local street connectivity in these and other developing areas within the current UGB addresses a critical transportation issue. The transportation system planning process will be conducted to implement applicable portions of the Transportation Planning Rule.

IV. FUNDING

Table 1 on the following page provides a summary of FY09 UPWP work elements and funding sources. Funding sources are described in Section II. D. FHWA PL funds total \$385,960 with a State match of \$44,175, for a total of \$430,135. The federal STP-U total includes \$450,000 for MPO activities and \$145,000 for Eugene, Springfield, Lane County, LTD and Coburg planning work activities that facilitate MPO coordination and cooperation and support local and regional long-range planning efforts. These STP-U funds will be programmed in the FY08-11 MTIP concurrent with adoption of the FY09 UPWP. Also included are \$255,000 for Springfield and Eugene planning projects programmed for FY09 or earlier. These STP-U funds have been approved by MPC and are programmed in the FY08-11 MTIP.

Some work activities programmed for FY07-08 will continue into FY08-FY09, and unspent funds will need to be carried over into FY09.

TABLE 1 Central Lane MPO Transportation Planning Work Program FY2008-09											
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 Match Total	9 UPWP TOTAL
1	Transportation System Modeling and Data Maintenance		\$25,000	\$6,250	\$95,000	\$	\$ 10,873	\$	\$ 17,123	\$232,123	
2	Long Range Planning and Regional Transportation Plan		\$18,000	\$4,500	\$80,000	\$	\$ 9,156	\$	\$13,656	\$191,656	
3	Technical Assistance		\$5,000	\$1,250	\$10,000	\$	\$ 1,717	\$	\$2,967	\$32,967	
4	Short-Range Planning		\$5,000	\$1,250	\$25,000	\$	\$ 2,289	\$	\$3,539	\$53,539	
5	Programming and Implementation		\$5,000	\$1,250	\$25,000	\$	\$ 2,861	\$	\$4,111	\$59,111	
6	Public Involvement		\$12,000	\$3,000	\$65,000	\$	\$ 7,440	\$	\$10,440	\$152,440	
7	Air Quality Planning		\$7,280	\$1,820	\$15,135	\$	\$ 4,006	\$	\$5,826	\$63,241	
8	Intergovtl Coord. & Staff Support		\$19,000	\$4,750	\$98,000	\$	\$ 10,301	\$	\$15,051	\$222,051	
9	Direct Costs				\$17,000	\$	\$ 2,861	\$	\$2,861	\$44,861	
10	MPO Partner Jurisdiction Regional Transportation Planning				\$	\$ 145,000	\$16,596		\$16,596	\$161,596	
11	ODOT Facility Planning in MPO							\$65,000			
12	TGM Grant - Coburg Multi-Modal Loop; Path Implementation Strategy										
13	City of Eugene W. 11th Transportation Corridor Study				\$150,000		\$17,168		\$17,168	\$167,168	
14	City of Springfield Arterial and Collector Planning				\$85,000		\$9,729		\$9,729	\$94,729	
15	City of Springfield Bike/Pedestrian Plan				\$20,000		\$2,289		\$2,289	\$22,289	
Totals			\$96,280	\$24,070	\$430,135	\$ 850,000	\$97,286	\$65,000	\$121,356	\$976,415	\$1,497,771

Notes:

- a. The amounts in column 2, rows 1-8 serve as in-kind match for amounts in column 1.
- b. The funds in column 3 include \$44,175 in ODOT funds used as cash match required for use of \$385,960 in federal PL funds.
- c. The amount listed in column 4, rows 1-8 are \$450,000 in MPO-STP funds. Row 10 represents the following MPO-STP funding for local agency participation in the MPO's regional transportation planning: Eugene - \$40,000; Springfield - \$40,000; Lane County - \$25,000; LTD - \$25,000; Coburg - \$15,000. Rows 13-15 represent MPO-STP funding for specific planning projects.
- d. The amounts in column 5 serve as in-kind match from LCOG, Eugene, Springfield, Lane County, LTD and Coburg for amounts in column 4.
- e. The amount shown in row 12 is the total FY07-09 TGM funding for this project and is shown for information purposes.
- f. The amount in column 7 is a summation of the amounts in columns 1, 3, and 4 and the LCOG portion of column 6.
- g. The amount in column 8 is a combination of LTD match for FTA funds, and local match for STP funds.
- h. The amount in Row 9 reflects direct costs associated with advertising, printing, travel, and other expenses associated with MPO operations.

Select Common MPO Acronyms

3-C – Continuing, Comprehensive & Cooperative Planning Process
3R – Resurfacing, restoring, and rehabilitating
AAA – American Automobile Association
AASHTO – American Association of State Highway & Transportation Officials
ACT – Area Commission on Transportation
ADA – Americans with Disabilities Act
ADT – Average Daily Traffic (or Average Daily trips)
AMPO – Association of Metropolitan Planning Organizations
APA – American Planning Association
APTA – American Public Transportation Association
AQCD – Air Quality Conformity Determination
ARBA – American Road Builders' Association
ARMA – American Road Makers' Association
ARTBA – American Road & Transportation Builders' Association
BMCS – Bureau of Motor Carrier Safety
BMP – Best Management Practice
BMS – Bridge Management System
BRT – Bus Rapid Transit
BTS – Bureau of Transportation Statistics
CAA(A) – Clean Air Act (Amendments)
CAC – Citizen Advisory Committee
CATS – (Eugene) Central Area Transportation Study
CFR – Code of Federal Regulations
CIP – Capital Improvement Program
CMAQ – Congestion Mitigation and Air Quality Program
CMP – Congestion Management Plan (Process)
CMS – Congestion Management System
COG – Council of Governments
DEIS – Draft Environment Impact Statement
DEQ – Department of Environmental Quality
DLCD – Department of Land Conservation and Development
DOT – Department of Transportation
EEO – Equal Employment Opportunity
EIS – Environmental Impact Statement
EJ – Environmental Justice
EMME/2 – Équilibre Multimodal, Multimodal Equilibrium (Transportation Modeling/Planning Software)
EPA – Environmental Protection Agency
FAA – Federal Aviation Administration
FAP – Federal-Aid primary
FAS – Federal-Aid secondary
FAU – Federal-Aid urban
FEIS – Final Environmental Impact Statement
FHWA – Federal Highway Administration
FRA – Federal Railroad Administration
FTA – Federal Transit Administration
(F)FY – (Federal) Fiscal Year
GIS – Geographic Information Systems
GPS – Global Positioning Systems

HCM – Highway Capacity Manual
HOV – High Occupancy Vehicle
HPMS – Highway Performance Monitoring Systems
HRB – Highway Research Board
HSR – High Speed Rail
I/M – Inspection and Maintenance
IAMP – Interchange Area Management Plan
ICC – Interstate Commerce Commission
IHS – Interstate Highway System
IM – Interstate Maintenance
ISTEA – Intermodal Surface Transportation Efficiency Act of 1991
ITS – Intelligent Transportation Systems
IVHS – Intelligent Vehicle Highway Systems
JARC – Job Access and Reverse Commute
LCDC – Land Conservation and Development Commission
LOS – Level of Service (Traffic flow rating)
LRAPA – Lane Regional Air Protection Agency
LRT – Light Rail Transit
LRTP – Long Range Transportation Plan
LTD – Lane Transit District
LUAM – Land Use Allocation Model
MIS – Major Investment Study
MOA – Memorandum of Agreement
MOBILE6 – An emissions model, being replaced by MOVES
MOU – Memorandum of Understanding
MOVES – Motor Vehicle Emission Simulator
MPC – Metropolitan Policy Committee
MPO – Metropolitan Planning Organization
MSA – Metropolitan Statistical Area
MTP – Metropolitan Transportation Plan
MTIP – Metropolitan Transportation Improvement Program
MUTCD – Manual on Uniform Traffic Control Devices
NAA – Non-Attainment Area
NAAQS – National Ambient Air Quality Standards
NEPA – National Environmental Policy Act of 1969
NHS – National Highway System
NHTSA – National Highway Traffic Safety Administration
NOX – Nitrogen Oxides
O&M – Operations and Maintenance
ODOT – Oregon Department of Transportation
OHP – Oregon Highway Plan
OM&P – Operations, Maintenance and Preservation
OMPOC – Oregon MPO Consortium
ORFS – Oregon Roads Finance Committee
OTC – Oregon Transportation Commission
OTIA – Oregon Transportation Investment Act
OTP – Oregon Transportation Plan
OTREC – Oregon Transportation Research and Education Consortium
PCR – Pavement Condition Rating
PE – Preliminary Engineering

PL – Planning Funds
PPP – Public Participation Plan
PS&E – Plans, Specifications, and Estimates
RAC – (Lane County) Roads Advisory Committee
RFP – Request for Proposal
ROW – Right of Way
RR – Railroad
RTP – Regional Transportation Plan
SAFETEA-LU – Safe, Accountable, Flexible, Efficient Transportation Equity Act – a Legacy for Users
SDC – System Development Charge
SHTF – State Highway Trust Fund
SIB – State Infrastructure Bank
SIP – State Implementation Plan
SOV – Single Occupancy Vehicle
SPR – State Planning and Research funds
STA – Special Transportation Area
STIP – State Transportation Improvement Program
 C-STIP – Construction STIP **D-STIP** – Development STIP
STP – Surface Transportation Program (-U – - Urban)
STPP – Surface Transportation Policy Project
TAC – Technical Advisory Committee
TASC – Technical Advisory Subcommittee
TAZ – Traffic Analysis Zone
TCM – Transportation Control Measure
TDM – Transportation Demand Management
TDP – Transit Development Program
TEA-21 – Transportation Equity Act for the 21st Century
TIFIA – Transportation Infrastructure Finance & Innovation Act (1998)
TIP – Transportation Improvement Program, either MTIP or STIP
TMA – Transportation Management Area
TMSF – Transportation Management System Fee
TO – Transportation Options
TOD – Transit Oriented Development
TOAC – Transportation Options Advisory Committee
TPAU – Transportation Planning Analysis Unit
TPC – Transportation Planning Committee
TPR – Transportation Planning Rule
TRB – Transportation Research Board
TSI – Transportation System Improvements
TSM – Transportation System Management
TSP – Transportation System Plan
TUF – Transportation Utility Fee
UGB – Urban Growth Boundary
UMTA – Urban Mass Transportation Administration
UPWP – Unified Planning Work Program
V/C – Volume to Capacity
VMT – Vehicle Miles Traveled
VOCs – Volatile Organic Compounds
VPD – Vehicles Per Day

