



June 30, 2010

To: Metropolitan Policy Committee
From: Paul Thompson
Subject: Item 5.b: FFY10-13 Metropolitan Transportation Improvement Program

Action Recommended: Approve Resolution 2010-06 adopting the FFY10-13 Metropolitan Transportation Improvement Program.

Issue Statement

This agenda item continues the evaluation and approval of the FFY10-13 Metropolitan Transportation Improvement Program (MTIP) for the Central Lane MPO.

The June 2010 MPC meeting included a presentation of the draft MTIP, opening of a public comment period, and a public hearing. Since the June meeting, a public open house was held to provide the public an opportunity to review and provide comment on the draft MTIP.

This agenda item is to report on the public comments received, as well as the final recommendation of the TPC. MPC is requested to approve Resolution 2010-06 (included as Attachment 1) adopting the FFY10-13 MTIP as recommended.

Background

Federal legislation requires that the MPO adopt an updated MTIP at least every four years. The Central Lane Metropolitan Planning Organization's (MPO) Metropolitan Transportation Improvement Program (MTIP) was last adopted in August, 2007. It describes short term transportation priorities funded and to be undertaken in FFY08-11. The list of transportation projects included in the MTIP details project phases, funding and timelines within the MPO over the four year horizon of the Program.

Under Federal law, the MTIP must be updated to be consistent with the planning period for the State's TIP (STIP). The FY10-13 STIP will be put in place in the Fall of 2010, and the FY08-11 STIP will be retired. Once the FY10-13 STIP is adopted, only those project phases that are included in the new STIP will be able to receive federal funding. The MPO must therefore develop a new four year MTIP covering federal fiscal years 2010-2013, and must ensure that the project list is provided to ODOT for inclusion in the new STIP. Project phases that are already under contract by the adoption of the new MTIP and STIP do not have to be included in the new MTIP or STIP.

Discussion

At the June 2010 MPC meeting, staff presented the draft FFY10-13 MTIP. A significant part of the update of the MTIP involves developing a new project list. The draft FFY10-13 MTIP is provided here as Exhibit A to Attachment 1. Projects included in the FFY10-13 MTIP have been submitted by partner agencies through several different processes, including:

- Projects funded with STP-U discretionary funds programmed by the MPO and previously authorized by the MPC. The MPC previously authorized funding targets for Planning, Transportation Options/Transportation Demand Management, and Project Development, Preservation, and Modernization (PPM) activities. In addition, PPM projects selected for STP-U funds were based upon regional framework priorities developed by the MPC, which addressed preservation of existing transportation assets, preservation or enhancement of transit services, safety improvements, and reduction of greenhouse gas emissions.
- Regional modernization projects selected by ODOT to meet established eligibility criteria and based upon prior input from the MPO.
- Projects submitted by local agencies following approval through their local Capital Improvement Plan process.
- Projects authorized through the federal appropriations process.

The final draft FFY10-13 MTIP is provided here as Exhibit A to Attachment 1. Some additional edits were made to the June 10th draft version to correct the summary funding amounts and project funding as identified by local agencies, add two projects that do not have MPO discretionary funding, add maps that overlay the projects with Title VI and Environmental Justice communities, change project descriptions, such as for the City of Eugene Bertlesen Road project, and to correct formatting, as needed. Other than these minor changes, it is identical in substance to the June 10th draft.

The MTIP includes 74 projects, from Springfield, Eugene, Coburg, Lane County, Lane Transit District, Willamalane, Lane Council of Governments, and the Oregon Department of Transportation. The projects funded total \$269.4 million over the four-year period covered by the MTIP. The MTIP is funded with approximately \$122.9 million in federal dollars and \$146.5 million in local and state funds.

The MTIP includes a variety of projects that reflect the MPC's regional priorities, including:

- Investment in Planning and Transportation Options/Transportation Demand Management activities.
- Substantial investment in transit capital improvements and operational support. The MTIP includes over \$64.9 million in funding for LTD, which provides funds to help sustain transit routes, purchase equipment and vehicles, make improvements to existing facilities and stations, improve ridership, expand BRT service, and operate programs aimed at reducing vehicle miles travelled in the region.

- Investment to preserve existing infrastructure, including pavement preservation programs on a number of regional roadway systems.
- Investment in safety improvements, including traffic signal upgrades, railroad crossing adjustments, and interchange improvements.
- Investment in a number of projects and programs aimed at reducing greenhouse gas emissions, including funding of point2point Solutions, Safe Routes to School programs, transit improvements, roadway improvements to alleviate congestion, as well as components of the regional pedestrian and bicycle system.

At the June MPC meeting, MPC members requested clarification on the funding of bicycle and pedestrian improvements. Of the overall funding, approximately 2.2 percent is programmed for projects that have been classified as bicycle and pedestrian projects. Please note that the classifications represent the predominate class of work for the project and therefore do not capture all of the funding that will be directed towards bicycle and pedestrian improvements. Many of the roadway projects presented in the MTIP list also contain bicycle and pedestrian components. Evaluated on a project-by-project basis, it is estimated that out of the 73 different projects funded under the MTIP, 26 are roadway preservation or 'complete street' projects (which would include bicycle and pedestrian components), 24 are transit projects, 8 are planning projects, 6 are roadway modernization projects and 9 are bicycle/pedestrian projects. Excluding the 24 transit projects and 8 planning projects, 20 of the remaining 41 projects include bicycle or pedestrian components.

It should be noted that the draft FY10-13 does not include any new funding commitments or decisions by the MPO. All of the projects contained in the draft project list either reflect prior funding decisions by the MPO (such as the recently completed FY11-13 STP-U funding process), or funding decisions that occur outside the MPO process (such as federal appropriations) that must be included in the MTIP.

The MTIP financial constraint analysis must also be updated to reflect committed revenue during the first two years of the new planning horizon, and reasonably expected revenue during the third and fourth years of the MTIP. The Draft MTIP contains a table that lists the expenditures expected by each jurisdiction over the four years of the MTIP.

Aside from the draft project list, the bulk of the draft FY10-13 MTIP remains unchanged. Perhaps the most significant change occurs in Appendix A of the draft MTIP, where the MPO's STP-U funding process is presented. This reflects the STP-U process framework and guideline decisions made by the MPO over the past year.

Public Involvement

Prior to initiating the public involvement strategy for the MTIP, the CAC was consulted and established the following public involvement goals and actions:

- The public involvement process for the MTIP was aimed at two primary goals: greater public knowledge and understanding of the MTIP itself, and more participation and input during the update.
- In order to achieve these goals, the MTIP was noticed to the public in several different ways:
 - Notice was sent to the MPO email distribution list, which includes the MPO's Environmental Justice contact list
 - Notice was published in a newspaper display ad and in LTD's *Bus Talk* publication (in English and Spanish)
 - Notice was provided on the MPO website (in English and Spanish)
 - An Open House was held on Wednesday, June 16th. Materials prepared for the Open House included a fact sheet of the MTIP, a summary of key projects, and other materials.

The MPO held a 30-day public comment period (June 4 through July 5) on the draft MTIP. As of the date of this memo, no written public comments have been received by the MPO. Any public comments received between the writing of this memo and the close of the public comment period will be brought to the July 8, 2010 MPC meeting.

A public hearing on the draft MTIP was conducted at the June 10, 2010 MPC meeting. During this hearing, two members of the public testified, summarized as follows:

- Kevin Matthews, representing Friends of Eugene. Mr. Matthews expressed support for the regional priorities and evaluation criteria established for programming of the STP-U funds. Mr. Matthews also commented on the Bertelsen Road project on the City of Eugene's project list and expressed concern about the extent of improvements noted in the project description, given the location of the roadway adjoining the Willow Creek Natural Area. Mr. Matthews also noted his objection to several ODOT modernization projects, noting that these were not consistent with the established evaluation criteria.

In response to Mr. Matthews comments, the project description for the Bertelsen Road project has been revised to note that the City will conduct a context sensitive design process that takes into consideration the nature preserve on west side of street. Possible design concepts that could come out of this process include only building a sidewalk on the east side of the street and using natural stormwater systems such as bioswales on the west side of the street.

The MPC previously has expressed support for the ODOT modernization projects included in the MTIP. The Beltline/Interstate I-5 Interchange is a key transportation facility in this region, serving more than 93,000 vehicles today. The interchange serves both local and regional transportation functions on the I-5 corridor for the movement of people, goods and services. For the past 10 years, I-5 at Beltline Highway has been consistently identified as this region's top transportation priority. The projects identified in the MTIP are critical to resolving

safety, congestion, and economic development issues presented by the current deficiencies in the system.

- Rob Zako. Mr. Zako notes that many of the decisions reflected in the MTIP had already been made in other venues and that the public had earlier opportunities to be involved. Mr. Zako requested that the MPC consider how better to involve the public, and at what point.

An Open House on the draft MTIP was conducted on June 16, 2010. The Open House was attended by six CAC members and eight other members of the community. The attendees did not identify any issues or concerns with the MTIP, but did bring up long-term transportation issues for consideration, including:

- Implementation of EmX on River Road
- Bicycle and pedestrian improvements on River Road during the next resurfacing

Air Quality Conformity Determination (AQCD)

Since the MPO area is a maintenance area for carbon monoxide (CO), a new MTIP must be shown to be in conformity with the CO budget applicable to this area. The air quality conformity determination for the FY10-13 MTIP will be made subsequent to the approval of the MTIP document. This is expected to be completed by September. Based on prior analyses and measured data, it is certain that the FY10-13 MTIP will be shown to be in conformity and the estimated CO emissions will be well below the allowable budget set by the U.S. Environmental Protection Agency.

TPC Recommendation

On June 24, 2010, the Transportation Planning Committee reviewed the public comment to date and unanimously recommended approval of the FFY10-13 MTIP contingent upon demonstration of air quality conformity, and contingent upon no further substantive public comment being received.

Recommendation

Approve Resolution 2010-06 adopting the FY10-13 MTIP as recommended and subject to the demonstration of air quality conformity.

Adoption will enable the MTIP to be forwarded to the U.S. DOT to facilitate their review of the STIP, and for subsequent forwarding to the Governor for his signature.

Attachment

1. Resolution 2010-06, including Exhibit A (FFY2010-2013 MTIP)