

**RESOLUTION 2013-01**

**ADOPTING THE CENTRAL LANE METROPOLITAN PLANNING ORGANIZATION  
FY2014/FY2015 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 FY2014 and FY2015, in coordination with the United States Department of Transportation (USDOT) and the Oregon Department of Transportation (ODOT); and

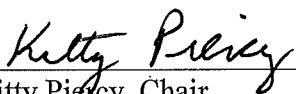
**WHEREAS**, the proposed Unified Planning Work Program has been reviewed and is found to conform to all federal and state planning regulations and to reflect the priorities, scope of work, and level of effort desired for regional transportation planning for FY2014/FY2015,

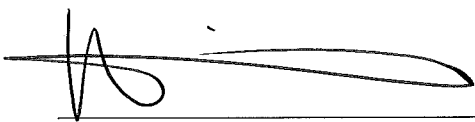
**NOW, THEREFORE, BE IT RESOLVED:**

That the Metropolitan Policy Committee adopts Exhibit A to this Resolution, the attached Central Lane MPO FY2014/2015 Unified Planning Work Program.

PASSED AND APPROVED THIS 9<sup>th</sup> DAY OF May, 2013, BY THE METROPOLITAN POLICY COMMITTEE.

**ATTEST:**

  
\_\_\_\_\_  
Kitty Piercy, Chair  
Metropolitan Policy Committee

  
\_\_\_\_\_  
Brendalee Wilson  
Executive Director  
Lane Council of Governments



# **UPWP**

## **Unified Planning Work Program**

### **FY 2014 and 2015**

**Covering July 1 2013 to June 30 2015**

**Prepared by:**

Lane Council of Governments  
City of Eugene  
City of Springfield  
City of Coburg  
Lane County  
Lane Transit District  
Oregon Department of Transportation

**May 2013**

# Acknowledgements

## **LOCAL AGENCIES**

Lane Council of Governments  
City of Eugene  
City of Springfield  
City of Coburg  
Lane County  
Lane Transit District  
point2point Solutions

## **STATE AND FEDERAL AGENCIES**

Oregon Department of Transportation  
Federal Highway Administration  
Federal Transit Administration

## **METROPOLITAN POLICY COMMITTEE (MPC)**

Sid Leiken, Lane County Commissioner  
Pat Farr, Lane County Commissioner  
Kitty Piercy, City of Eugene Mayor  
Alan Zelenka, Eugene City Councilor  
Marilee Woodrow, Springfield City Councilor  
Christine Lundberg, City of Springfield Mayor  
Jerry Behney, Coburg City Councilor  
Doris Towery, Lane Transit District  
Martha Reilly, Lane Transit District  
Frannie Brindle, Oregon Department of Transportation

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# Welcome to the UPWP!

The Unified Planning Work Program describes the transportation planning activities to be undertaken in the Central Lane metropolitan area surrounding Eugene and Springfield. It is prepared for State and Federal agencies to meet the requirements for federal certification. At the same time the document also serves as an opportunity to provide local policy makers, affected agencies and the general public with information about regional transportation planning. Therefore, we have made every effort to make sure that the document be as informative and user-friendly as possible—while still being meaningful and complete for its original intended audience.

## ACRONYMS

It doesn't take long to realize that the world of transportation is a world of confusing acronyms. The title of this document itself is an acronym that will be repeated throughout the following pages. While a complete list of commonly used transportation acronyms is provided in the appendix of the UPWP, there are a few that are used so frequently they merit an up-front introduction.

- The **UPWP** is the document you're reading now and its full name is the **Unified Planning Work Program**.
- An **MPO** is a **Metropolitan Planning Organization**, a transportation planning entity that is required and funded by the federal government in all metropolitan areas of 50,000 people or more. A map of the Central Lane MPO can also be found in the Appendix.
- The official policy board for the Central Lane MPO is the **MPC** or the **Metropolitan Policy Committee**. Members of the MPC represent the Cities of Eugene, Springfield, and Coburg, Lane County, Lane Transit District and the Oregon Department of Transportation.
- For public involvement purposes, the MPC has also appointed a **CAC**, the **Citizens Advisory Committee**, who will meet on a periodic basis during FY2014 to develop a recommendation for a new MPO Public Participation Program.
- Finally, this UPWP covers **FY 2014 and 2015**, which is short for **Fiscal Years 2014 and 2015**. This covers the period of time from July 1, 2013 to June 30, 2015.

Again, these are the most frequently used acronyms. Other commonly used acronyms can be found at the end of the document in the Appendix. We hope they help you to successfully navigate through the UPWP for FY 2014 and 2015 for the Central Lane MPO!

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# UPWP

## Unified Planning Work Program FY 2014 and 2015

### **SECTION I OVERVIEW OF THE UPWP**



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## **Section I. Overview of the UPWP**

### **INTRODUCTION**

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

The Unified Planning Work Program for Fiscal Years 2014 and 2015 contains the following:

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

The UPWP describes the amount of funding available for each major activity. It does not detail the level of effort and the level of funding each item within the work task will receive. This is because the amount of work required to accomplish each task is heavily dependent on the context of the work at the time it is undertaken. Also, unforeseen events or requirements often arise that necessitate a shift in resources. The MPO policy board can direct staff effort toward certain tasks or can direct amendment of the UPWP to respond to changing needs.

### **Objectives**

The activities described in this UPWP support seven major objectives for the Central Lane MPO's transportation planning program:

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 Regional Transportation Plan and the Metropolitan Transportation Improvement Program in a manner that is consistent with local plans.
5. Improve transportation facilities and services in the Region through an integrated planning process that continues to meet the requirements of MAP-21 (Moving Ahead for Progress in the 21st Century), the Clean Air Act, Title VI, the Statewide Transportation Planning Rule (TPR), the Oregon Transportation Plan (OTP), the Oregon Highway Plan (OHP), new MPO Greenhouse Gas Planning rules, and the other state modal or topic plans, and state facility plans.
6. Ensure consideration of the needs of all persons in transportation planning, especially the elderly and persons with disabilities.
7. Ensure participation by the public and by the public sector in all phases of transportation planning, programming and decision-making.

### **Development of the UPWP**

The UPWP is developed by assembling local, state, and federal transportation planning needs using U.S. Department of Transportation rules for Metropolitan Transportation Planning. It is a coordinated effort of staff from the state DOT and all of the local transportation planning agencies, including Lane Council of Governments, Lane County, the Cities of Coburg, Eugene, and Springfield, and Lane Transit District.

A public comment period of approximately 30 days is provided for citizen input. The draft is reviewed and approved by the Transportation Planning Committee (TPC), which recommends adoption to the Metropolitan Policy Committee (MPC), the MPO Policy Board. Finally it is adopted by the MPC and forwarded to the Oregon Department of Transportation (ODOT), the US Department of Transportation (USDOT) the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA).

### **Roles and Responsibilities**

Lane Council of Governments (LCOG), ODOT, the Cities of Springfield, Eugene, and Coburg, Lane County, Lane Transit District (LTD), and point2point Solutions each have specific responsibilities in performing the activities of this UPWP. LCOG is the lead transportation planning agency for regional metropolitan issues. ODOT assists with the planning process by assigning staff to the MPO's projects, committees, and by providing the match for federal planning funds awarded to LCOG. Lane County, LTD, and the cities assign staff to coordinate and participate on UPWP tasks. Point2point Solutions promotes and offers transportation options programs to employees and/or staff of Lane County region's businesses, organizations, and educational institutions. These activities are supported by a number of different funding sources, including: STP-U funding through the MPO, STP funding by ODOT Region 2, local funds from LTD, Lane County, and Cities of Eugene and Springfield. Point2point Solutions is housed at Lane Transit District.

Included with the UPWP is a Memorandum of Understanding (MOU) concerning Agency Responsibilities for Transportation-related Air Quality Planning in the Central Lane Transportation Management Area. This MOU 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. This agreement defines the roles and responsibilities for transportation planning between ODOT, the MPO and LTD as required by federal regulation.

By adopting this UPWP, LCOG is making a commitment to promote a transportation system that maximizes mobility and accessibility and promotes the protection of the human and natural environments, as directed under MAP-21. This is achieved through a **Continuing, Cooperative, and Comprehensive** (3-C) transportation planning process that results in a long-range plan and short-range program of projects.

### **Funding Sources**

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

- Federal Highway Administration Planning (PL) Funds;
- ODOT Match for FHWA PL funds;
- Federal Transit Administration (FTA) Funds—Section 5303, Section 5307, Section 5309, Section 5310, Section 5311, Section 5337, and Section 5339;

- LTD Match for FTA funds;
- MPO Discretionary Surface Transportation Program Funds (STP-U);
- MPO Transportation Alternatives program funding;
- Local Match for STP-U Funds and Other Local Funding;
- Transit-oriented development planning grants under MAP-21; and
- Transportation and Growth Management (TGM) Funds.

In some program areas, in particular the Air Quality and Modeling program areas, the planning activities outlined may not be able to be accomplished using the programmed PL, FTA and STP-U funds. These activities reflect work that could be accomplished if additional funding were to 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.

Details on specific products are described in Section II. Work Elements. Details on specific amounts and use of these funds are provided in Section III. Funding.

## **LOOKING BACK: AN OVERVIEW OF FY2012 AND 2013 UPWP**

In April 2011, the MPO adopted a two-year UPWP covering the period of time from July 1, 2011 to June 30, 2013. An addendum was issued in April, 2012 to describe changes to action items, additional action items that were anticipated to occur from July 1, 2012 to June 30, 2013, and revisions to estimated timelines as needed.

During the time frame covered under the FY2012 and 2013 UPWP, the MPO accomplished many of the activities, projects and studies outlined in the UPWP. The following summarizes key accomplishments of the past two years.

### **Accomplishments and Trends**

Principle accomplishments of the FY2012-2013 UPWP, described by program area, include:

#### **Regional Long Range Planning**

- The MPO's primary planning document, the Regional Transportation Plan (RTP), was approved at the MPC's December 2011 meeting. The RTP is the metropolitan area's 20-year plan for all modes of transportation and is required to be updated every four years.
- The MPO has begun preliminary efforts to start the planning process for two plans: a Safety and Security Plan and a Regional Intelligent Transportation System (ITS) Operations and Implementation Plan. The planning efforts needed to support development of these two plans will continue into the new UPWP.
- All of the cities within the MPO continue their ongoing efforts to update their TSPs, which will also be used to update the RTSP and ultimately, the RTP, to maintain consistency.

- Lane Transit District has recently updated its Lane Coordinated Public Transit-Human Services Plan, and work on the development of a Long-Range Transit Plan is ongoing.

### **Programming and Implementation**

- The MPC approved the FY12-15 Metropolitan Transportation Improvement Plan (MTIP) at the January 2012 meeting. The FY12-15 MTIP is the region's short range transportation plan that lists important regional projects that we think we can afford within the next 4 years. The FY12-FY15 MTIP provides over \$167 million dollars in funding for transportation improvements and programs over its four-year life.
- The MPO has kept the MTIP document up-to-date by processing numerous amendments to this document.
- The MPC has obligated its discretionary Surface Transportation Program—Urban (STP-U) Funding. The MPO is in the process of establishing project priorities and funding proposals for FY14-15 STP-U funds, to be adopted later this year by the MPC.
- The MPO has also provided extensive input into the development of the 2015-2018 Statewide Transportation Improvement Program (STIP) and the prioritization and selection of projects for funding in the STIP.
- The MPO has also produced its annual obligation reports.

### **Public Participation**

- The MPO has complied with its adopted Public Participation Plan to ensure public engagement and participation in transportation planning and programming decisions.
- The MPO annually reviews its Public Outreach and Title VI programs. The goal of this annual review is to assess the effectiveness of the MPO's public outreach measures. The MPO continues to adjust the programs, as needed, based on the outcomes of this review.
- The MPO continues to update and improve its visual representation of planned and funded projects. The MPO completed a major update to its web-accessible map so that the newly adopted 2035 RTP projects could be viewed by the public.

### **Air Quality Planning**

- The MPO has implemented the EPA MOVES model, which is ready for use in the MPO area.
- The MPO completed an Air Quality Conformity Determination for the 2035 RTP and for the FY12-15 MTIP.
- The MPO has actively participated in MPO Greenhouse Gas (GhG) Planning efforts, working to meet the requirements of two different bills (the 2009 Oregon Jobs and Transportation Act (House Bill 2001) and the 2010 Oregon Sustainable Transportation Initiative (Senate Bill 1059)). These bills require the MPO to incorporate scenario planning to develop and investigate alternative land use and transportation scenarios that reduce greenhouse gas emissions from light vehicle transportation. Under the target rulemaking adopted by the State, the Central Lane MPO is aiming to reduce transportation sector greenhouse gas emissions by 20% per capita from 2005 levels by the year 2035.

### **Transportation System Modeling and Data Maintenance**

- The MPO has been continuing to upgrade its technical capabilities and models to meet the evolving demands of regional planning. The MPO has completed a major update to its regional land use allocation model and travel demand model to support the development of the 2035 RTP and continues to refine the model to serve the needs of the partner agencies in updating their Transportation System Plans. In addition, the MPO has provided modeling and data services in support of its member agencies, including the South Willamette Project, and the West Eugene EmX Project.
- The MPO completed a web-based survey of the university population in order to gain new information on the travel behavior of university students, staff and faculty.
- The Central Lane Metropolitan Planning Organization is in the process of upgrading its analysis tools for bicycle related transportation planning and recently began a comprehensive regional bicycle count program.
  - The MPO has developed a new bike route choice model to plan for new bike facilities, to assess the priorities for expenditures and to improve mode choice modeling. As part of this process, the MPO released a new Smartphone application (CycleLane) that records the routes taken by participating cyclists. These data will be used in validating the route choice model by comparing routes taken to the model predictions.
  - In addition, the MPO initiated a Regional Bicycle Count Program (RBCP) and has collected bike counts in three seasons. Through this process 48 regional significant locations were selected as count stations to record bicycle traffic. Each of these count stations will be surveyed using automatic bicycle counting devices four times per year in order to understand the seasonal differences (effects of precipitation, temperature, etc.) in bicycle travel. A web based map has been created to share the data with MPO partner agencies and members of the public.
- The MPO continues to improve its data capabilities. The 2010 Employment data, Travel Time data for 2008-2010, automated traffic data from Delta Hwy sensors, and monthly updates for ATR data from ODOT have been obtained. Public Use Microdata Area (PUMA) and Census Transportation Planning Products (CTPP) submissions have been made to the Census Bureau. Analysis of the Oregon Household Activity Survey results continues.
- Finally, the MPO has begun research on the next steps in model design, working with the Oregon Modeling Steering Committee and METRO to investigate the options and steps needed to switch to a more sophisticated modeling tool. Work on the LUSDR land use planning model has continued in collaboration with ODOT TPAU.

### **Transportation Options**

- Work continues on the development of a Regional Transportation Options Plan, with the goal of providing enhanced and expanded regional TDM programs and services based on a strategic direction for development and funding of best practices.
- The MPO has developed a new web-based tool for coordinate regional transportation construction activities. This tool also is used to update the Keep Us Moving.info website which provides the public coordinated information on construction projects in the region.
- Point2point Solutions has continued their on-going work providing comprehensive transportation demand management strategies. The City of Eugene has continued their innovative work on the SmartTrips program and has also started a new Sunday Streets

initiative. The City of Eugene has also adopted a comprehensive Pedestrian and Bicycle Master Plan Update.

### **Intergovernmental Coordination**

- The MPO continues to coordinate with its regional partner agencies, holding regular meetings with policymakers and staff, as well as coordinating with federal and state agencies.

### **Other Accomplishments of Note**

#### ***Special Projects***

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

- Continuing planning and build-out of the region's high capacity transit system.
  - Lane Transit District was successful in obtaining FTA 5339 Alternatives Analysis Funds awarded by the FTA to support analysis of the Main St/McVay Street EmX line, the next corridor to be studied for expansion of the Bus Rapid Transit System.
  - Lane Transit District was successful in obtaining FTA Small Starts Funding for the West Eugene EmX and completed the environmental review of the project, which was issued a FONSI by the FTA.
- Increasing use of technology.
  - ODOT is in the process of installing adaptive ramp meters at four locations on Beltline as a short-term, low cost solution to reduce traffic delays, improve safety, and decrease fuel consumption and air pollution during peak morning and afternoon travel times.
  - The region is increasingly using Twitter, Facebook and other social media technologies to communicate about projects.
- Improving safety and maintaining our system.
  - Work continues on the Willamette River Bridge project and I-5 Beltline facilities, which are both key facilities serving interstate, regional, and local traffic to the surrounding residential and commercial centers.
  - The City of Eugene has been able to undertake maintenance on approximately 54 streets and a number of off-street paths using funds from its voter-approved bond measures.
  - The City of Springfield has been working to install pedestrian crossing enhancements which can be applied to crossing locations along the Main Street (OR 126) corridor in Springfield.

### ***Federal Certification***

The MPO successfully completed the Quadrennial Federal Certification review, which included significant presentation and documentation to FHWA and FTA, a public input meeting, and a meeting with interested policy board members. The MPO received significant positive feedback regarding improvements within public involvement programs, intergovernmental coordination, completion of the Title VI plan and Congestion Management Process, and website and technology advances.

The Certification Review did highlight some recommendations and corrective actions. This UPWP includes work activities that address these recommendations and corrective actions, as recommended in the certification report.



## LOOKING FORWARD: CENTRAL LANE MPO PRIORITIES

In the two years covered under the FY2014 and 2015 UPWP, the MPO will continue its work to provide improved tools and data to support transportation planning, decision-making, and performance evaluation. The following outlines some of the key priorities in the FY2014 and 2015 UPWP:

### Decision-Making Tools

The MPO, through its participation in the Lane Livability Consortium as well as its participation in initiatives led by ODOT, will have a unique opportunity to explore a number of decision-making tools in the upcoming UPWP, including the following:

- The Central Lane MPO will be working over the next several years to complete a scenario planning process to fulfill the requirements of Oregon House Bill 2001 and the Jobs and Transportation Act. Through this process, the MPO will be working with local agencies to develop alternative transportation and land use scenarios which can be used to address the greenhouse gas emission reduction goals established by the Oregon State Legislature, as well as balance other key objectives and values of the region.
- The Central Lane MPO is one of more than ten local agencies participating in the Lane Livability Consortium work to develop more sustainable planning and decision-making processes that link affordable housing, transportation choices, and economic development. The project is funded by HUD through their Sustainable Communities program. There are several projects underway and continuing into the FY2014 and 2015 UPWP that will focus on integrated decision-making, including:
  - The University of Oregon will be working with the MPO and local government staff and decision makers in Lane County to see how the principles of “Triple Bottom Line” (TBL) (environment, equity and economy) oriented evaluation can be used improve choices about infrastructure investments in Lane County. The anticipated outcome of this effort is to develop one or more evaluation framework(s) and the development of expertise among a number of people who know how to use this evaluation framework.
  - The City of Eugene is working with the with the North American Sustainable Transportation Council (STC), a non-profit organization formed in August 2009 who has developed the Sustainable Transportation and Analysis Rating System (STARS). The STARS-Plan program provides a triple-bottom line filter for the creation of transportation plans and prioritization of projects and programs. Task 5.2 will apply the STARS-Plan to the next stages of the City of Eugene’s Transportation System Plan.
  - The MPO will be working with local agencies and other agencies to develop a Community Investment Strategy to identify coordinated key investments, policies, or programs throughout different program areas (e.g. housing, economic development, and transportation).
- The MPO is continuing its work in the development of the Mosaic tool, which is being led by ODOT. Mosaic offers planners and decisions makers an effective and efficient

way to evaluate the social, environmental and financial costs and benefits of transportation options.

### **Performance Evaluation**

- The new federal transportation law, MAP-21, starts a federal transition to a performance based system by requiring the establishment of performance measures to guide future transportation investments. The MPO has traditionally used a number of performance measures to gauge plan performance, and will be working closely with federal and state officials to incorporate any new performance measures into the planning and programming efforts.

### **Data Collection and Analysis**

- The MPO recognizes the importance of data collection and analysis to assist local decision makers in developing and selecting cost-effective policies, programs, and projects to preserve and improve the transportation infrastructure. Data is used throughout the transportation planning process – to assess needs and community conditions, target limited resources, and monitor performance over time. Because understanding and accessibility of data is such an important part of robust and transparent planning processes, it is essential that the MPO continue to take steps to collect additional needed data, as well as increase knowledge and sharing of available data sources. Over the next year, the MPO will continue to strengthen its data collection and analysis to support a number of specific activities, including the Congestion Management Process, the Scenario Planning Process, the development of the Regional Transportation Plan, and the development of a Safety and Security Plan.
- The Central Lane MPO, as part of the work under the HUD grant, also has a unique opportunity to engage in a regional Equity and Opportunity Analysis. The Equity and Opportunity Assessment project of the Lane Livability Consortium seeks to identify and analyze issues of equity, access, and opportunity within our community and consider how these findings can inform agency plans, policies, and major investments. The project will collect and analyze data concerning equity and access to: 1) compose a broad understanding of where different groups of people live within our community; 2) identify how jobs, schools, and services are distributed through the region; and 3) uncover disparities in access. This information will then be used to identify key investments, policies, or programs that can enhance equity, access, and opportunity.

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# **UPWP**

## **Unified Planning Work Program FY 2014 and 2015**

### **SECTION II**

### **UPWP WORK ELEMENTS**

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## **A. Regional Transportation Plan (RTP) and Long-Range Planning**

### **OBJECTIVE**

Build consensus on policies, strategies and projects to address the transportation needs of the region. Balance state and federal mandates with the needs and interests of our partner jurisdictions. Carry out the goals and objectives and implement the work activities of the RTP, the area's long-range transportation plan. Continue to meet requirements of MAP-21 and subsequent federal regulations in a manner consistent with state and local plans and requirements. Meet requirements of the Oregon Transportation Planning Rule as they apply to the MPO.

### **DISCUSSION**

A key focus of the work in this program area will be on drafting a Safety and Security Plan, and refining the Regional Intelligent Transportation System (ITS) Plan. Work on the RTP in FY14 and FY15 will focus on the development of a new RTP framework and Draft Plan. In addition, significant work efforts will focus on completing a new state-mandated Regional Transportation System Plan (RTSP) and development of updates to the local Transportation System Plans (TSP) for the cities of Coburg, Eugene and Springfield. One major new initiative required under MAP-21 is the development of performance measures. Once the framework for performance measures required under MAP-21 are established, the MPO will begin its work to develop baseline conditions and establish targets for performance.

### **ACTION ITEMS (LCOG)**

#### **I. Safety and Security Plan**

In 2011, the State of Oregon developed the Transportation Safety Action Plan (TSAP) that lays out a set of actions that Oregonians have identified as steps to a safer travel environment. The document also serves as the State of Oregon's Strategic Highway Safety Plan (SHSP), a document required by federal law.

MAP-21 also contains a strong emphasis on safety planning, including continuation of the Highway Safety Improvement Program (HSIP) to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance.

These efforts provide significant leverage points for the MPO to undertake a regional transportation safety plan. The Safety and Security Plan will provide the region an opportunity to collect data, analyze and understand the safety conditions in the region, to develop safety policies and recommended actions to reduce serious crashes, and to consider safety performance measures.

### **Tasks Year 1**

- Pursue funding for completion of Safety and Security Plan.
- Conduct and facilitate regional Safety and Security committee meetings to improve coordination in the MPO area.
- Participate in statewide *Oregon Transportation Safety Committee*.
- Identify safety and security priority issues and develop a strategy for completing a regional Safety and Security Plan.
- Consult with state agencies on the implementation of the Strategic Highway Safety Plan.
- Investigate new sources of safety data and opportunities to improve the timeliness, quality, accuracy and completeness of existing data.
- Investigate methods for incorporating safety prediction techniques and safety performance measures into the planning process.
- Collect and analyze traffic volume and collision data for potential safety and improvements.
- Develop collision database for analysis purposes.
- Initiate development of Safety and Security Plan.

### **Products Year 1**

- Regional Safety and Security Committee meeting notes
- Regional Safety and Security Plan Strategy
- Collision Database

### **Tasks Year 2**

- Collaborate with MPO partners and consultant to develop Safety and Security element.
- Continue regional Safety and Security committee meetings.
- Continue to participate in statewide *Oregon Transportation Safety Committee*.
- Develop reports detailing safety issues and proposed solutions for projects identified and analyzed as appropriate.
- Generate, monitor, and maintain benchmarks and performance measures.
- Maintain and update collision database.
- Conduct outreach activities to key stakeholders, elected officials and the general public.
- Incorporate Safety Conscious Planning into Regional Transportation Plan other related planning efforts, such as the Transportation System Plans.
- Coordinate with development of ITS Plan Update to consider ITS solutions as appropriate.
- Identify projects from ongoing studies/reports for potential Highway Safety funding.
- Generate applications for safety grants where applicable.

### **Products Year 2**

- Regional Safety and Security Plan (draft and final)
- Interim/draft update products, including technical memorandum, forecasts, scenarios, modeling results and other products as appropriate.
- Memos and reports as necessary to support plan implementation.

- Updated collision database as data becomes available.
- Safety Grants, where applicable.

## **2. Regional Intelligent Transportation System ITS Plan**

The Regional Intelligent Transportation System (ITS) Operations and Implementation Plan for the Eugene-Springfield Metropolitan Area was completed in 2003. In FY09, the MPO re-formed the regional ITS committee and will continue to conduct regular meetings for the purpose of reviewing the existing ITS plan, updating the plan, and coordinating activities between local agencies and ODOT.

### ***Tasks Year 1***

- Conduct and facilitate ITS committee meetings to improve coordination in the MPO area.
- Identify ITS priority issues and develop a strategy for updating the 2003 ITS Plan. This includes determine the extent of update, the partners, and source of funds to address the scope.
- Initiate update of ITS Plan.
- Address recommendations from Central Lane MPO Certification Review:
  - Include a how-to section to assist partner agencies in conforming projects.
  - Investigate use of a System Engineering checklist for implementation of ITS projects.
  - Include implementation strategies at the State and local level.
- Pursue funding for implementation of ITS projects as identified in ITS Plan.
- Educate MPO Policy Board and general public on the effectiveness of ITS.

### ***Products Year 1***

- Regional ITS Committee meeting notes
- Regional ITS Plan Update Strategy

### ***Tasks Year 2***

- Conduct and facilitate ITS committee meetings to improve coordination in the MPO area.
- Continue update of ITS Plan and produce full draft of updated Plan to integrate into RTP update.
- Pursue funding for implementation of ITS projects as identified in ITS Plan.

### ***Products Year 2***



- Draft Regional ITS Plan Update

### 3. Regional Transportation Plan (RTP)

The RTP is the metropolitan area's 20-year plan for all modes of transportation and is required to be updated every four years. The MPO adopted the most recent RTP at the MPC's December 2011 meeting. Approval of the Air Quality Conformity Determination (AQCD) for the RTP by the U.S. Department of Transportation was obtained on June 27, 2012. Work in this two-year UPWP will begin on the next RTP.

#### **Tasks Year 1**

- Initiate Discussion regarding the next RTP Update
- Formulate Proposed RTP Framework

#### **Products Year 1**

- Draft RTP Framework

#### **Tasks Year 2**

- Develop refinements to plan policy/project elements consistent with direction from elected officials and input from the public, as needed.
- Address certification review comments pertaining to the RTP, as follows:
  - Show costs in the year of expenditure (YOE) for all projects.
  - Incorporate the base data report and mitigation strategies from the environmental coordination work into the main section of the RTP.
  - Include safety and security policy(ies). Reflect statewide strategic safety goals.
  - Describe how transit needs and strategies, beyond Bus Rapid Transit elements (e.g. reference fixed route service and other strategies developed under the Lane Coordinated Public Transit-Human Services Transportation Plan)
- Develop updated draft financial forecasts for the anticipated RTP plan horizon, including forecasts for roadway capital improvements, transit, bicycle and pedestrian improvements, operations and maintenance, and more.
- Modify the Congestion Management Process (CMP) to include:
  - Defined objectives for each CMP corridor;
  - Include a greater array of multi-modal performance measures to achieve stated objectives; and
  - Include a plan for periodic assessment of the effectiveness of implementation actions.
- Generate, monitor, and maintain benchmarks and performance measures as included in RTP.
- Begin to update web based integrated map for RTP projects.

#### **Products Year 2**

- Preliminary updates of the following components of the RTP:
  - Policy Element;
  - Capital Investment Actions, including the Financially Constrained and Illustrative Project Lists;

- Financial Plan;
- 
- Planning and Program Actions;
- Plan Performance and Implementation Monitoring section;
- Environmental Coordination Plan and Documentation; and
- Transportation Demand Management element
- Incorporation of Safety and Security element; and
- Modified Congestion Management Process.
- Interim/draft update products, including technical memorandum, forecasts, scenarios, modeling results and other products as appropriate.
- Memos and reports as necessary to support plan implementation.
- Web-accessible map of RTP projects, as information is available

#### **4. Regional Transportation System Plan (RTSP)**

The Oregon Transportation Planning Rule (TPR) places responsibility for development of the required Regional Transportation System Plan on the MPO. The RTSP acts as a “bridge” between the local transportation system plans and the RTP. Over fiscal years 2014 and 2015, the MPO, working with all of the regional partners, will continue the development of a new RTSP covering the entire TMA. Work on this RTSP began in late calendar year 2008, and is scheduled to result in adoption of the RTSP in FY2014. The MPO is managing the regional work program for this effort and will directly engage in significant technical, policy and other tasks. Work activities also include providing leadership in coordinating public involvement activities and coordinating regional policy discussions.

##### ***Tasks Year 1***

- Participate in public information and public involvement efforts to help communicate the differences and similarities between the RTP and other transportation planning projects and plans.
- Participate in Coburg, Eugene, and Springfield Transportation System Plan projects, as needed, to ensure regional coordination, identify areas of potential conflict, and advocate for ongoing implementation of RTP policies.
- Continue to analyze and report on existing performance measures, as needed.
- Review existing performance measures in light of regional and local policy sets and RTP goals and objectives.
- Hold discussions with elected officials and public on RTSP structural and policy framework.
- Consider modified benchmarks and performance measures for the extended planning period.
- Create draft of RTSP structural and policy framework based upon elected official discussions and public input.
- Begin developing RTSP policy language.
- Continue discussions and refinement of regional transportation concepts.
- Incorporate information from scenario planning project work.

##### ***Products Year 1***

- Regional Transportation System Plan (draft and final plan), including proposal for updated benchmarks and performance measures
- Regional Transportation Work Plan Status Reports to MPC.
- Public involvement materials.
- Interim/draft update products, including technical memorandum, forecasts, scenarios, modeling results and other products as appropriate.
- Memos and reports as necessary to support plan implementation.
- Benchmark and performance measure reporting, as needed.

## **5. Transportation System Plan(s) (TSP)**

Assisting in the development of updates to the Eugene, Springfield, and Coburg Transportation System Plans and Lane Transit District Long-Range Transit Plan is part of this element. The MPO will focus on ensuring consistency with the existing RTP and coordinating all aspects of the updates of these local plans with the on-going update of the RTP. This work is anticipated to last through FY2014. Technical work is funded by ODOT under a separate contract as a part of the RTSP work.

### ***Tasks Year 1***

- Support and assist updating and implementation of the local TSPs and other local and regional transportation planning and integrated transportation-land use planning efforts, as appropriate.
- Provide assistance to local agencies as appropriate in the following areas:
  - System modeling;
  - Scenario development and refinement;
  - Transportation Options/TDM studies;
  - Policy scan; and
  - Public participation.

## **6. Transportation Planning Performance Measures**

Under MAP-21, the U.S. Department of Transportation must, by March 2014, establish the factors that will be used to evaluate the performance measures for the following:

- Interstate highway performance
- National Highway System (NHS) performance, excluding Interstates
- Interstate pavement condition
- NHS pavement condition
- NHS bridge condition
- Fatalities and injuries per vehicle mile traveled
- Number of fatalities and injuries
- Metropolitan congestion
- On-road “mobile source” emissions
- Freight movement on Interstate highways
- Transit safety
- Transit state of repair

Once this work is completed, the Central Lane MPO will begin to develop baseline conditions and set targets for each of those measures over a certain period of time. Under the legislation, MPOs must establish targets by September 2015.

**Tasks Year 1**

- Participate in statewide meetings to discuss performance measures, as needed.

**Tasks Year 2**

- Participate in statewide meetings to discuss performance measures, as needed.
- Develop baseline conditions.
- Set targets.
- Develop framework for data collection needed to measure progress.

**Products Year 2**

- Benchmarks and performance measures
- Data collection framework

**7. Major Facility Studies**

MPO staff anticipates involvement in a number of facility studies over the next two years. These facility studies are led by the individual jurisdictions, but may require coordination for data and modeling support, and other technical assistance as necessary. Detailed project descriptions are provided within the work items listed under the lead agency, or within the descriptions of Special Projects at the end of this chapter.

**8. MPO Boundary Analysis**

Over the next two years the MPO will also start to consider and plan for the possible expansion of the MPO/TMA boundary, as the result of potential expansion of Urban Growth Boundary by the City of Eugene.

**Tasks Year 1**

- Coordination with local agencies.

**Tasks Year 2**

- Coordination with local agencies.
- Conduct analysis of potential boundary locations and traffic analysis zones.
- Conduct adoption process.

**Products Year 2**

- MPO Boundary

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**CORE MPO ACTIVITIES: RTP/Long Range Planning**

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### **Tasks**

- Prepare and adopt minor amendments, if necessary, to keep the RTP current. Assess amendments for regional significance and air quality conformity requirements.
- Assist local agencies in implementation of RTP recommendations such as nodal development, bus rapid transit, Transportation Options, and corridor studies.
- 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.
- Provide public displays of RTP update products.
- Prepare documentation of RTP update public involvement process.
- Employ visualization techniques to describe changes in the RTP and other key MPO products. Continued distribution of the adopted 2035 RTP, as needed.
- Include evaluation criteria that address issues of environmental justice when selecting projects to include in the RTP.
- Assess the regional benefits and burdens of transportation system investments for different socio-economic groups when updating the RTP.
- Continue to implement Congestion Management Process in discrete regional processes, plans, and products as appropriate.
- Utilize the results of Congestion Management Process analysis as part of the regional prioritization of projects for the MTIP and STIP.
- Participate in freight movement groups including the state-wide Oregon Freight Advisory Committee and the West Coast Corridor Coalition.

### **Products**

- RTP amendments as necessary
  - Interim update products as necessary
  - Analysis of other MPO work tasks and products with respect to RTP Goals, Objectives and Policies
  - Memos and reports to support plan implementation
  - Nodal development code implementation with transportation analysis as needed to support the RTP.
  - Congestion Management Process outputs and refinements – data, process and other improvements.
- 

## **PARTNER AGENCY TASKS**

*Partner Agencies: City of Eugene, City of Springfield, City of Coburg, Lane County, Lane Transit District, and ODOT*

- Participate in long range planning in the Central Lane MPO through involvement in the Technical Advisory Subcommittee and the Transportation Policy Committee.
- Participate in the HUD Sustainable Communities Grant implementation.

- Contribute to the development and implementation of the Regional Transportation Plan and the Regional Transportation System Plan and coordinate these regional plans with local TSP development.
- Contribute to Congestion Management Process and Regional ITS efforts by participating in regional transportation management and operations discussions.
- Contribute to Safety and Security Plan development efforts by participating in regional transportation meetings and discussions.
- Participate in rail planning studies, including the update to the Oregon Rail Plan and High-Speed Intercity Passenger Rail Study for the Portland-Eugene corridor.

#### ODOT

- Conduct facility studies in partnership with other MPO agencies (see Special Projects).
- Participate in relevant studies conducted by other agencies in the MPO area (see Special Projects).

#### City of Springfield

- Conduct facility studies, transportation system plans, and other related studies in partnership with MPO agencies (see Special Projects).
- Participate in relevant studies conducted by other agencies in the MPO area (see Special Projects).

#### City of Eugene

- Conduct facility studies, transportation system plans, and other related studies in partnership with MPO agencies (see Special Projects).
- Participate in relevant studies conducted by other agencies in the MPO area (see Special Projects).

#### Lane Transit District

- Conduct facility studies, transportation system plans, and other related studies in partnership with MPO agencies (see Special Projects).
- Participate in relevant studies conducted by other agencies in the MPO area (see Special Projects).

#### Lane County

- Conduct facility studies, transportation system plans, and other related studies in partnership with MPO agencies (see Special Projects).
- Participate in relevant studies conducted by other agencies in the MPO area (see Special Projects).

# Regional Transportation Plan (RTP) and Long-Range Planning

## ESTIMATED TIMELINE

Action Item Number/Title		Early FY 2014	Late FY 2014	Early FY 2015	Late FY 2015
1	Safety and Security Plan	Safety and Security Committee meetings	Safety and Security Committee meetings; Strategy development for plan	Prepare DRAFT Safety and Security Plan; Initiate Public Involvement and Overall Review of Draft	Finalize Safety and Security Plan
2	Regional ITS Plan	ITS Meetings	Ongoing ITS Meetings; Strategy development for plan update	Ongoing ITS Meetings; Initiate ITS Plan Update	Draft ITS Plan Update
3	Regional Transportation Plan (RTP)	Initiate Discussion regarding RTP Update	Discuss and Formulate Proposed RTP Framework	Continue Development of RTP	Prepare DRAFT RTP; Initiate Public Involvement and Overall Review of Draft
4	Regional Transportation System Plan (RTSP)	RTSP structural and policy framework	Draft RTSP Project Lists	Prepare Draft RTSP; Initiate Public Involvement and Overall Review of Draft	Finalize RTSP
5	Transportation System Plans (TSP)	Ongoing technical assistance	Ongoing technical assistance	Develop Baseline Data & Targets	Develop Framework for Data Collection
6	Transportation Planning Performance Measures	Participate in statewide meetings	Ongoing participation in statewide meetings		
7	Major Facility Studies	See Special Projects Section			
8	MPO Boundary		Coordination	Analysis	Adoption

## **B. Programming and Implementation**

### **OBJECTIVE**

Translate goals, objectives, policies, priorities and recommendations of the long range Regional Transportation Plan into practical use by public agencies, private enterprise and the general citizenry. Work in a cooperative, continuous, and comprehensive process to prioritize projects from the RTP for funding. Develop and adopt the area-wide Metropolitan Transportation Improvement Program (MTIP). Develop priorities for the Statewide Transportation Improvement Program (STIP) Enhance-It Project Application/Selection process.

### **DISCUSSION**

Programming and coordination activities include identifying and allocating funds for short- to mid-range projects and setting area-wide priorities for various classes of federal and state transportation fund sources. In this activity in particular, the planning process provides a neutral forum for local officials to set area-wide transportation priorities. Action items in this work category include participation in the State Transportation Improvement Program, development of the regional Metropolitan Transportation Improvement Program (MTIP), programming of Surface Transportation Program - Urban (STP-U) funds, and development of the Unified Planning Work Program.

### **ACTION ITEMS (LCOG)**

#### **I. State Transportation Improvement Program (STIP)**

Continue participation in the development of the FY15-18 STIP. Maintain consistency of the FY12-15 STIP with the FY12-15 MTIP by monitoring amendments to, and other actions on, the FY12-15 STIP.

#### ***Tasks Year 1***

- Coordinate with LaneACT and ODOT concerning MPO priority Enhance Projects as recommendations move forward to the Super ACT and OTC.
- Assist ODOT with public involvement.
- Work with ODOT financial staff to develop revenue estimates, and with project partners and ODOT to ensure that year of expenditure estimates are used in programmed projects.
- Participate in the statewide development of a Least Cost Planning (LCP) framework and tool, including serving as a member of the LCP Working Group. Communicate information regarding the development of the LCP framework to staff, MPC and CAC as appropriate. Consider application of LCP principles and tool, as available, to MPO's development of projects and priorities.
- Participate in the statewide TIP managers' working group.
- Conduct air quality conformity determination on TIP amendments concerning regionally significant projects within the MPO area (prior to completion of the CO maintenance period).



- Adopt region's STIP projects into the Metropolitan Transportation Improvement Program (MTIP)

**Products Year 1**

- Amendments to projects within the Central Lane MPO in the adopted FY12-15 STIP.
- Air quality conformity determination for regionally significant project amendments (as needed).
- Public involvement materials for the review of the draft FY15-18 STIP.
- Projects selected within the Central Lane MPO for Enhance funding adopted into the FY15-18 MTIP

**Tasks Year 2**

- Assist ODOT with final STIP review and approval.

**2. Metropolitan Transportation Improvement Program (MTIP)**

Develop, conform and adopt the FY15-18 MTIP. Maintain the FY12-15 MTIP through amendments as needed. Ensure that the current FY12-15 MTIP is accurately reflected in the current FY12-15 STIP.

**Tasks Year 1**

- Coordinate with LaneACT and ODOT concerning MPO-area priority Enhance Projects as recommendations move forward to the Super ACT and OTC.
- Coordinate with ODOT concerning MPO area Fix-It projects.
- Describe scope, timing and funding by phase of each MPO-area Fix-It and Enhance project ensuring fiscal constraint and year of expenditure estimates. Prepare map of project locations.
- Prepare the FY15-18 MTIP document.
- Conduct public involvement process to review the MTIP as described in Public Participation Plan.
- Conduct air quality conformity determination on TIP amendments concerning regionally significant projects within the MPO area (prior to completion of the CO maintenance period).
- Provide information on how transportation investments preserve state of the system for all modes.

**Products Year 1**

- Adopted FY15-18 MTIP
- MTIP Amendments
- Air quality conformity determination for regionally significant project amendments (as needed).
- Information documenting how transportation investments preserve state of the system for all modes.

**Tasks Year 2**

- Ensure MTIP consistency with final approved FY15-18 STIP.
- Process amendments to the current MTIP.

**Products Year 2**

- MTIP Amendments

**3. Surface Transportation Program-Urban (STP-U)**

Establish project priorities and program FY15-18 STP-U funds for inclusion into MTIP/STIP.

**Tasks Year 1**

- Review and update regional criteria and priorities for use of STP-U federal funds.
- With partner agencies, develop prioritized list of projects for STP-U funding within the FY15-18 period.
- Conduct comprehensive public involvement as described in the Public Participation Plan.
- Adopt recommendations and include in the FY15-18 MTIP.

**Products Year 1**

- Regional priority criteria
- Adopted project list for STP-U funded projects

**4. Unified Planning Work Program**

The Unified Planning Work Program describes the scope of work anticipated over a two-year period by MPO staff and MPO partner agencies, including Lane Council of Governments, City of Eugene, City of Coburg, City of Springfield, Lane County, Lane Transit District, and point2point Solutions. Work includes conduct a biennium review of the FY2014 and 2015 UPWP and creation of a new UPWP covering fiscal years 2016 and 2017.

**Tasks Year 1**

- Conduct a biennium review of the adopted Unified Work Program for July 2013 to June 31 2015.
- Produce an annual self-certification review as part of the Unified Work Program. Ensure the review includes a list of Certification Review work activities, addressing the status of corrective actions and recommendations from the 2011 Report.
- Meet with USDOT, FHWA, and ODOT to review progress on the first year of the Unified Work Program for July 2013 to June 31 2015 and document any needed changes.
- Prepare final updated document.

**Products Year 1**

- Adopt addendum to FY2014 and 2015 Unified Planning Work Program to reflect any changes in the scope of activities

**Tasks Year 2**

- Update the current Unified Planning Work Program to describe the scope of work anticipated over the next two years by MPO staff and MPO partner agencies, including Lane Council of Governments, City of

Eugene, City of Coburg, City of Springfield, Lane County, Lane Transit District, and point2point Solutions.

- Produce an annual self-certification review as part of the Unified Work Program. Ensure the review includes a list of Certification Review work activities, addressing the status of corrective actions and recommendations from the 2011 Report.
- Develop draft work program for regional transportation planning activities within the MPO area over next two years.
- Meet with USDOT, FHWA, and ODOT to review draft UPWP.
- Prepare final document.

**Products Year 2**

- Adopted Unified Planning Work Program for July 2016-June 2017.

**5. Economic Analyses in Project Selection (Phase I)**

HERS-ST is an engineering/economic analysis tool that uses engineering standards to identify highway deficiencies, and then applies economic criteria to select the most cost-effective mix of improvements for system-wide implementation. HERS-ST is designed to evaluate the implications of alternative programs and policies on the conditions, performance, and user cost levels associated with highway systems. The purpose of this task is to determine the feasibility of using HERS-ST in this area to incorporate economic analyses into project selection for the RTP and MTIP. This work complements the Least Cost Planning work being undertaken by ODOT, as well as the development of a Triple Bottom Line Tool and regional investment strategy under the HUD Sustainable Communities Grant (see Special Projects).

**Tasks Year 2**

- Investigate the availability of local data that are required by the HERS-ST or other similar software as a first step in determining feasibility.
- Implement required software and test data bases, and train staff in use. Exercise and test.

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## **CORE MPO ACTIVITIES: Programming/Implementation**

### **Tasks**

- Work with partner agencies to coordinate grant and project funding opportunities for regional projects of or consistent with the RTP.
- Prepare and process MTIP/STIP amendments. Work with project managers to obtain scope, timing and funding estimates, and project details including bike and pedestrian components. Document connection to RTP and RTP policies. Demonstrate support of ODOT and USDOT priorities including preservation and enhancement of the existing system. Review all amendments for air quality conformity (as needed) and fiscal constraint. Coordinate amendments with USDOT prior to ODOT STIP action.
- Process administrative amendments through the Transportation Planning Committee (TPC) and non-administrative amendments through the MPO Policy Board (Metropolitan Policy Committee, or MPC).
- Update and maintain project database and on-line and hard copy maps. Maintain amendment log, project list and fiscal summaries on MPO web site.
- Track projects throughout the year and publish annual summary of obligated projects.
- Work with ODOT Region and State Coordinators to improve and MTIP-STIP coordination and maintenance of the ODOT Fiscal Plan.
- Work with partners to develop proposals for funding through State and Federal programs of projects that implement the RTP. Maintain list of prioritized projects,
- Participate in grant review committees.
- Represent the MPO at ODOT and other project coordination meetings including the ODOT-MPO STIP coordination quarterly meetings, and in ODOT Local Government Services and ODOT Region meetings. Work with ODOT fiscal planners to obtain revenue estimates as needed.
- Attend conferences and workshops to maintain staff expertise and knowledge of State and Federal project implementation processes and tools.
- Continue to work with MPC to develop and revise policies, criteria and processes to ensure programming of funds reflects current priorities.

### **Products**

- Approved amendments to the current Metropolitan Transportation Improvement Program.
  - Annual listing of obligated transportation projects.
  - Updated web-accessible list of projects programmed for the FY15-18 time period.
  - Prioritized list of unfunded projects
-

## **PARTNER AGENCY TASKS**

### **Lane Transit District (LTD) Tasks**

- Conduct a planning and public engagement process under the Discretionary Grant Program review process. The Oregon Public Transit Division (PTD) administers the Older Adults and People with Disabilities Grant Program. Lane Transit District manages the planning process for this program locally and is responsible for identifying the projects that will be proposed for funding by State Special Transportation Grant (STG) and Federal Transit Administration Section 5310 Older Adults and People with Disabilities funds.

### **OTHER PARTNER AGENCY TASKS**

*Partner Agencies: City of Eugene, City of Springfield, City of Coburg, Lane County, Lane Transit District, and ODOT*

- Participate in programming and implementation processes in the Central Lane MPO through involvement in the Transportation Advisory Subcommittee and the Transportation Policy Committee. Contribute to the development and implementation of the Metropolitan Transportation Improvement Program (MTIP), the designation of STP-U funds, and the Statewide TIP process. Coordinate these regional programs with local capital improvement programming.
- Provide details on projects that affect connectivity and access for all modes so that the status of the travel networks can be accurately maintained in the regional travel demand model. This includes all projects in the TIP, and others that may be significant.
- Participate in the development of the Central Lane MPO Unified Planning Work Program by identifying special projects, grant projects, and local transportation planning needs relevant to the regional system. Provide information needed for updates or amendments to the UPWP.

## Programming and Implementation

### ESTIMATED TIMELINE

Action Item Number/Title		Early FY 2014	Late FY 2014	Early FY 2015	Late FY 2015
1	FFY15-18 State Transportation Improvement Program (STIP)		Public Review of Draft STIP	Ensure MTIP consistency with final approved FY15-18 STIP	
2	FFY15-18 Metropolitan Transportation Improvement Program (MTIP)	Coordination with LaneACT and ODOT	Public Review of Draft MTIP; MTIP Adoption	Ensure MTIP consistency with final approved FY15-18 STIP	
3	MTIP Annual Report		Publish 2013 Annual Report; Inform Policy Board		Publish 2014 Annual Report; Inform Policy Board
4	Allocate FFY15-18 Surface Transportation Program-Urban (STP-U) Funding	Regional criteria and priorities for STP-U project selection for 15-18 and Public Involvement	Public Involvement and Project Selection for FY15-18 STP-U Funding		
5	Unified Planning Work Program (UPWP)		UPWP mid-year review and addendum adoption		Prepare draft FY16-17 UPWP; Public involvement and adoption
6	Economic Analyses in Project Selection (Phase I)			Existing data assessment	Database testing

## **C. Public Participation**

### **OBJECTIVE**

Provide for a proactive two-way public involvement process. Ensure complete and accurate information and documentation, timely public notice, equal and full public access to public information and decision-making. Support early and continuing involvement of the public in developing the Regional Transportation Plan (RTP) and the Metropolitan Transportation Improvement Plan (MTIP).

### **DISCUSSION**

The public involvement work program element is described as action items or core MPO operational activities in the paragraphs that follow. Core MPO operations relating to Public Participation include performing Ongoing Public Involvement Activities and implementing the Title VI Program. The public involvement efforts cover several work elements described elsewhere in the UPWP, including the RTP update, MTIP updates and amendments, air quality, and refinement plans as required by MAP-21.

### **ACTION ITEMS (LCOG)**

#### **I. Public Participation Program Refinement**

The Central Lane MPO has determined that it needs a more cost effective way to garner regional input and participation in the transportation planning process. As a result, over the next two years, the MPO will be developing, adopting, and implementing a new MPO Public Participation Program. Staff will develop the new program with input from the Citizen Advisory Committee (CAC). At the conclusion of this refinement process, the CAC will be phased out.

Staff will develop this new program by the end of 2013 and will be considering a number of issues including:

- New methods of engaging the public that can inform the MPO and its partner agencies, are most cost effective, reflect a broader range of input, and engage communities that are transportation-dependent and/or transportation disadvantaged;
- Opportunities for partner agencies to gather public involvement earlier in their individual or shared processes;
- Strategies to implement from the recommendations stemming from the HUD-funded Sustainable Communities Regional Planning Grant.

#### **Tasks Year 1**

- Meet with CAC 6 times to develop recommendations on new Public Participation Program
- Implement Program initiatives
- Make amendments to the MPO's Public Participation Plan as needed

***Products Year 1***

- CAC Public Participation Program Review Report
- Amendments to the PPP
- Memorandum to the MPC

***Tasks Year 2***

- Implement new Program initiatives
- Complete adoption process for amendments to the MPO's Public Participation Plan as needed

***Products Year 2***

- Amendments to the PPP
- Memorandum to the MPC



## CORE MPO ACTIVITIES: Public Participation

### *Ongoing Public Involvement Activities*

#### **Tasks**

- Incorporate strategies and recommendations from the updated Public Participation Program.
- Provide technical support to ensure opportunity for public review of transportation studies, plans, and programs. Include private providers of transportation service and private sector representatives.
- Maintain an up-to-date email distribution list of interested parties and stakeholder groups that is reviewed on an ongoing basis to remove outdated contact information and add new ones.
- Conduct annual update of distribution list to ensure adequate coverage of varied interests such as freight and to meet goals for environmental justice.
- Conduct ongoing assessment of the MPO website.
- Design outreach materials that show how and by whom decisions are made, how investments achieve public goals, and describe the MPO.
- 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.
- Distribute and reprint the brochure — *It's How We Get There That Matters, A Citizen's Guide to Transportation Planning* to explain MPO transportation planning to citizens. Include schools in the distribution plan.
- Develop strategies to improve outreach to and participation of members of the business community and other economic development interests.
- Make presentations to community groups including outreach to minority and low-income groups. Respond to inquiries and comments from the public.
- Televisе and webcast MPO Policy Board meetings. Meetings are televised and also are available for review on-demand via a webcast by MetroTV to maximize opportunities for the public to participate and be engaged in the process if they are unable to attend public meeting dates.
- Ensure ongoing coordination with TASC and TPC to exchange information about public outreach events.
- Maintain existing web based application that provides a digital illustration of regionally significant and/or federally funded projects. Include complete periodic data updates, and develop new data fields or new minor functionality updates to the eMPO databases. Evaluate navigation of website on an ongoing basis.
- Develop Dynamic Project Fact Sheets for RTP and MTIP including project photos from local jurisdictions and thorough project information including the need for project and solution statements.
- Enhance visualization for identified priority projects either directly on the MPO site or by providing direct links to project illustrations developed by partner agencies, such as LTD and ODOT.

- Provide ongoing development and maintenance of the MPO website to provide information about transportation related meetings, plans and reports. Consider modernizing the website, with a new development environment and supporting technology. Continue to make the MPO website more citizen-friendly and employ visualization techniques to describe plans. Update the website to reflect status of key products and public involvement opportunities.
- Coordinate and support implementation of point2point Solutions Transportation Demand Management programs with Eugene, Springfield, Lane County, LTD, LRAPA and ODOT.

### **Products**

- Digital illustration of regionally significant and/or federally funded projects.
- Public outreach materials, including media notices, display ads, email messages
- Public information materials such as fact sheets, Citizen's Guide, and other graphics to explain the key products and activities of the MPO
- Informational materials to assist private providers of transportation understand the transportation planning process, public meetings and hearings.
- Archived and on-demand webcasts of MPC meetings.
- Active and current MPO website [www.thempo.org](http://www.thempo.org)

### **Title VI Program**

The Central Lane Metropolitan Planning Organization (MPO) has prepared a nondiscrimination policy and procedures, also referred to as the Title VI Plan, which addresses how the MPO is integrating nondiscriminatory practices in its transportation planning, public participation, and decision making. The MPO is committed to providing services, programs, and activities fairly, without regard to race, color, national origin, gender, age, disability or economic status. The Central Lane MPO will work to prevent discrimination through the impacts of its programs on minority and low-income populations. In addition, the MPO takes reasonable steps to provide meaningful access to programs for persons with limited English proficiency. Administration of the MPO's Title VI program is integrated throughout the key program areas, including public participation.

### **Tasks**

- Continue implementing the Title VI Plan adopted in June 2009. Conduct MPO activities in conformance with the MPO Title VI policy statement and assurances contained in the plan.
- Conduct annual evaluation assessments of the Title VI Program.
- Identify, investigate, and eliminate discrimination when found to exist in connection with Central Lane MPO program areas.
- Process, investigate, and attempt to resolve Title VI complaints regarding Central Lane MPO and its sub-recipients, consultants or contractors that are received by the Central Lane MPO.

- Collect and analyze data to ensure policies are being followed and to assess evaluation measurements developed for participation of Title VI protected groups.
- Collect statistical data on the MPO constituency (e.g. race, color, sex, age, disability, and language proficiency) for use in planning. Update statistical data with American Community Survey data when it becomes available.
- Monitor progress, implementation, and compliance issues.
- Review important Title VI-related issues with the Metropolitan Policy Committee, as needed.
- Assess communications and public involvement strategies to ensure adequate participation of impacted Title VI protected groups and address language needs as appropriate.
- Continually investigate and evaluate public outreach techniques and tools to ensure an inclusive public participation process.
- Provide, assist to coordinate, or identify opportunities for Title VI Training for staff of the MPO and MPO partners, and the MPC.
- Provide resources to facilitate participation for those whose primary language is Spanish.
- Implement the recommendations from the 2010 ODOT Review of the MPO's Title VI Program.
- Develop Disadvantaged Business Enterprise (DBE) goals in cooperation with ODOT.
- Support the work of partner agencies to inventory sidewalks to identify potential ADA barrier and to identify public access (sidewalks) that do not meet current Public Rights of Way Accessibility Guide (PROWAG) standards.
- Follow the development of new FTA circulars on Title VI and Environmental Justice, which may shape actions in the Title VI Program area, depending on the final content of the circulars.
- Incorporate information developed through the HUD Sustainable Communities Planning Grant.

**Products**

- Title VI complaints documentation
- Title VI data plan and summary maps and figures
- Annual report of Title VI accomplishments and goals
- Program to review subrecipients Title VI compliance
- Title VI training program and resource materials
- Guide detailing how to assist Limited English Proficiency individuals in person or on a telephone call.
- List of Spanish-speaking interpreters, in-house if possible
- List of other non-English interpretation services
- DBE Goals
- Sidewalk inventories, as available

## **PARTNER AGENCY TASKS**

*Partner Agencies: City of Eugene, City of Springfield, City of Coburg, Lane County, Lane Transit District, and ODOT*

- Provide assistance in implementing the coordinated regional projects website. Coordinate local and regional public outreach for transportation planning and construction projects.
- Participate in the development and implementation of the federally required Title VI Plan to comply with Civil Rights law.

## D. Air Quality Planning

### OBJECTIVE

Reduce vehicle miles travelled and associated greenhouse gas and criteria air pollutant emissions consistent with the region's desired outcomes and State goals. Maintain conformity with Federal Clean Air Act Amendments and the Oregon conformity rules. Remain informed and engaged in upcoming state and/or federal planning and rule-making to address air pollution from transportation sources. Ensure that staff has the ability and the tools to respond to policy questions and inform policy discussions and decision-making. Participate in the development of programs, projects and policies to reduce transportation air pollution.

### DISCUSSION

The Central Lane MPO area was declared a *maintenance* area for carbon monoxide (CO) in 1994, triggering the start of a 20 year period during which transportation conformity must be demonstrated for all federal transportation plans and programs. Since then, CO levels have steadily dropped to a very low level far below the Clean Air Act standards. Compared to the standard of 9 parts per million (ppm), the level recorded in this area in 2010 was 1.3 ppm. (In 2011, the sensor was removed). The maintenance period is scheduled to end in February 2014.

The Eugene-Springfield Area is also designated as a *non-attainment* area for particulate matter of diameter 10 micrometers or less (PM10) although measured levels are now significantly below the standard. However, since transportation is not identified as a significant source of that pollution, transportation conformity determinations are not required for PM10.

As of February 2013, the Central Lane MPO area is designated as *in attainment* of National Ambient Air Quality Standards for all other Clean Air Act pollutants, including ozone (O3) and particulate matter (PM2.5). Levels of both of these pollutants continue to decline and are comfortably below the revised standards of 2008 and 2006, respectively. The area is in compliance with the probable 2013 ozone standard of 60-70 ppb (currently under consideration at USEPA).

The conformity determination for the 2035 RTP and FY12-15 MTIP was approved by USDOT on June 27, 2012. Since the air quality conformity determination for the upcoming FY15-18 MTIP is scheduled to begin after the end of the CO maintenance period, no conformity determination will be required. However, changes to regionally significant projects in the current MTIP or the RTP prior to February, 2014, will require evaluation for their impact on air quality. This work is an integral part of approval of any RTP and MTIP action, and is thus included in those sections of this work program.

The MPO does not provide analyses for projects. Project-level conformity remains the responsibility of the agencies that manage the project development.

This area is not eligible for any CMAQ funds.

State climate change and greenhouse gas policies were enacted by the 2011 Oregon Legislature with passage of Senate Bill 1059, a statewide, comprehensive bill aimed at reducing greenhouse gas (GHG) emissions from transportation in MPO areas. SB 1059, now known as the Sustainable Transportation Initiative, builds on the provisions in the 2011 Jobs and Transportation Act (House Bill 2001) which requires the Central Lane MPO to develop at least two land use and transportation scenarios that meet the state targets for GHG emissions by light passenger vehicles.

Under these provisions, the MPO is required to develop analysis tools and data bases, and, in Spring 2013, conduct a scenario planning process under guidelines and targets developed by the State. Funding for the first phase of this work has been provided by the State, and does not require MPO planning funds.

The MOVES (Motor Vehicle Emission Simulator) model continues to be updated by USEPA, and is now required for project level conformity. After March 2013, it will also be the federally-required tool for any new regional transportation conformity. The model can address greenhouse gases and selected air toxics in addition to criteria pollutants, and, thus, is a key component in the computation of potential air quality performance measures.

## **ACTION ITEMS (LCOG)**

### **Air Quality Performance Measures**

Identify Performance Measures (PMs) for use in regional, transit and local agency plan and program assessments; identify other State and Federal requirements; and evaluate ODOT MOSAIC tool inputs and outputs, including GHG emissions. Determine analytic tools and data suitable for supporting PM computation. Identify sources and costs of acquiring, refreshing and maintaining data over time; cost of acquiring and implementing the analytic tools. Prioritize based on resources available. Train staff, acquire data and implement selected tools as budget permits. Document and establish website for display of metrics.

#### ***Tasks Year 1***

- Design and describe the metrics and methodologies; compute as possible with existing data and available or easily obtained tools; display on private web site. Review and rework as necessary.

#### ***Tasks Year 2***

- Formalize database structures and populate with data. Acquire and implement identified new tools, if needed. Train staff. Develop scripts to routinely populate databases and produce calculations and displays. Publish to public web site.

**Products**

- Performance Measurement Database
  - Website-accessible data
- 

**CORE MPO ACTIVITIES: Air Quality Planning**

*Coordination and Technical Assistance Tasks*

- Provide limited technical assistance to LRAPA and other local partners including air emissions modeling and data analyses. This may require use of the MOVES model and traffic modeling.

*Information and Training Tasks*

- Attend training sessions and workshops to remain informed of new air quality regulations and analysis tools.
- Update MOVES air quality emissions model software and required input data as needed. Publish local parameters for use by other agencies.
- Maintain data sets and displays to track trends that describe impacts on air quality. Publish these to the web for public information.

**Products**

- Data and model products as requested.
  - Data and model products web-published.
-

## SPECIAL MPO PLANNING PROJECTS: Air Quality Planning

### I. Scenario Planning

In 2009, the Oregon Legislature passed the Jobs and Transportation Act (House Bill 2001), a portion of which was aimed at reducing greenhouse gas (GHG) emissions in the transportation sector through planning. Central Lane (Section 38a) was specifically identified as an Oregon metropolitan area required to do scenario planning for GHG emissions. The legislative requirements are as follows (paraphrased):

- With costs reimbursed, the MPO is required to develop modeling and other capabilities needed for scenario planning.
- With costs reimbursed, 38a(6) the MPO shall develop two or more alternative land use and transportation scenarios to achieve reductions in GHG emissions from light vehicles (10,000 pounds or less), taking into account needed reductions to meet state goals. (There is no statutory requirement to meet the 20% per capita GHG reduction target set by LCDC under Senate Bill 1059.)
- Local governments within the boundary of the MPO shall cooperatively select one (preferred) scenario.
- ODOT and DLCD shall provide technical assistance, grant support and guidance.
- The MPO shall report to the Legislature by February 1, 2014, on recommendations for a cooperative process of rulemaking and enforcement of rules, and by February 1, 2015 on implications of implementing the preferred scenario through amendments to local comprehensive plans and land use regulations.

Pursuant to Oregon House Bill 2001 (2009) – The Jobs and Transportation Act, ODOT has agreed to provide funding to LCOG to fulfill the Central Lane area's scenario planning requirements. To fulfill the requirements, Central Lane has scoped a four phased process, distinguished as follows:

- Phase I - Technical: develop a base year and reference case illustrating today's conditions and what the future will look like given current plans and trends. Greenhouse gas emissions calculations will show how close the region is to the 2035 statutory goal, and sensitivity testing will help illuminate transportation-related options for further reductions and other potential large-scale benefits or impacts. This information will be used to build buy-in and support for scenario planning and to scope Phase III (levers). The reference case will act as a "business as usual" scenario for which alternatives will be compared in Phase III.
- Phase II - HUD: contribute to the development of Lane Livability Consortium (<http://www.livabilitylane.org/>) objectives and deliverables as documented in the Housing and Urban Development (HUD) Grant, Task IV: Scenario Planning. Outreach and engagement, and equity analysis are primary work tasks among other items.
- Phase III - Levers: develop alternative transportation and land use scenarios which show a mix of policies, actions, and programs that



- provide progress toward the MPO's target GHG reductions. Assess these with respect to other objectives deemed important by the region.
- Phase IV - Selection: review alternative scenarios and combine desirable strategies into a preferred scenario that must be cooperatively selected by local governments within the boundary of the Central Lane Metropolitan Planning Organization (CLMPO).

Phases I & II are currently funded by ODOT. Completion of Phases III & IV are contingent on the availability of additional funding. It is anticipated that ODOT will fund the following phases with work to begin immediately at the conclusion of Phases I and II, approximately around July-August 2013.

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## **PARTNER AGENCY TASKS**

*Partner Agencies: City of Eugene, City of Springfield, City of Coburg, Lane County, Lane Transit District, ODOT, and LRAPA.*

- Collaborate with the Central Lane MPO in a regional scenario planning effort as part of greenhouse gas reduction planning efforts under Oregon's Sustainable Transportation Initiative.
- Participate in and contribute to TASC discussions and efforts relating to Greenhouse Gas initiatives. Coordinate information share between the MPO and partner agencies and city staff and elected officials.
- Assist MPO staff in identifying GHG reduction strategies and their applicability within the jurisdiction.
- Provide MPO with yearly updates on measured criteria pollutant levels; alert MPO to local issues relating to transportation air pollutants (LRAPA).
- Work with MPO staff to identify suitable performance measures for use in evaluating progress of plans and policy implementation. Assist in identifying local data needed to compute or track metrics. Assess availability and cost, and develop collection strategy. Participate in routine scheduled collection and submission of required data on an ongoing basis.

## Air Quality Planning

### ESTIMATED TIMELINE

Action Item Number/Title	Early FY 2014	Late FY 2014	Early FY 2015	Late FY 2015
1 Air Quality Performance Measures		Design metrics, methodologies; Test with existing data/tools	Formalize databases; access new tools	Displays and Reports; web display
2 Ongoing training, assistance, consultation	On-going			

## **E. Transportation System Modeling and Data Maintenance**

### **OBJECTIVE**

Acquire, maintain, update, and analyze data describing and relating to the performance and characteristics of the regional transportation system. Maintain and improve multimodal transportation modeling capabilities for application to policy and facility planning issues. Utilize models and data bases to provide technical assistance to LCOG planners and partner agencies.

### **DISCUSSION**

Informed policy analysis and assessment of progress of plans and programs requires data and forecasting tools: data (historic and contemporary) to describe where we started from and where we are now, and forecasting tools to describe where plans and programs will lead us. Comparison of data trends with those from other locales can also contribute to assessment of progress.

The major activities within this program area aim to build on the MPO's data bases and modeling capabilities and produce more extensive sets of performance measure than currently exist. This work will include surveys and research, implementation of new models and components, model maintenance, database development and access, and statewide and national professional involvement.

LCOG is responsible for updating and maintaining the regional travel demand model for the MPO area. This model is a traditional 4-step model that forecasts auto, transit, bike and walk performance within the MPO area. The model is used to monitor RTP implementation and transportation system performance, to analyze transportation policy and investment for all travel modes, and to assess air quality conformity in accordance with the Clean Air Act. It provides planning level auto volumes and transit ridership for corridor analyses, particularly associated with Small Starts transit projects and major highway projects, but also for small area studies such as the South Willamette Project and transportation impact analyses. It is the basis of Transportation System Plan forecasts and provides auto volumes that are input to more detailed engineering studies. Together with the MOVES air emissions model, greenhouse gas estimates for future years can be obtained.

In order to meet the requirements of exercising an integrated land use-transportation process, the travel model is interfaced with a land-use allocation model that distributes growth in households and employment over buildable lands within the MPO area in accordance with the adopted land use plans and growth policies of the local governments. Together these tools provide assessment of access to jobs by the various modes of travel which inform Title VI planning.

Many different data sets are needed to calibrate and validate each update of current and future travel forecast, and to support development of trends. These data sets include demographic, ethnic, socio-economic, and travel behavior data

that characterize travel needs and impacts of the transportation system on various groups of people. An inventory of current land uses, household distribution by density and structure type, employment by sector, approved projects, comprehensive land use plans and other development policies that constrain or encourage certain types of growth are just a few of the data sets needed. Infrastructure networks pertaining to each travel mode must be maintained and updated to reflect their status as new projects are completed and as future projects are planned. Auto, transit boardings and bike counts are essential inputs.

Other data sets such as those for crash data for safety planning are augmented by auto and bike counts to provide crash rates and localization of dangerous areas.

With the emphasis on performance metrics in the MAP-21 transportation bill, and in the scenario planning and HUD livability work, development, enhancement and implementation of performance metrics will be a key focus in this UPWP. These are the end products relying on data base and model development and implementation.

## **ACTION ITEMS (LCOG)**

### **I. DATA COLLECTION AND ANALYSIS**

Data collection and analysis are key functions of the MPO and are needed to support ongoing transportation planning and performance evaluation processes. With increased emphasis on informed decision-making through use of performance measures and indicators, LCOG will make a concerted effort in this UPWP to formalize data bases with an emphasis on more easily adding, retrieving and displaying these data. The intent where feasible and permitted is to add the displays to the web for public viewing of progress and trends.

A large effort was expended over the period fall 2009 through spring 2012 to collect data to characterize the region's travel coincident with the Census 2010. The various data sets complement each other and provide a rich source of information to establish reference conditions for many of the travel plans and programs that are being developed.

While most data listed below have been collected over various periods in the past, there has not been, in most cases, a concerted effort to store these in expandable data bases that can be easily updated, queried, processed with displays automatically loaded to the web. As the volume of data expands, it is now essential to streamline the access and use of these data, and to provide direct access by partner agencies to processed results.

## **Tasks<sup>1</sup>**

### **I. a Oregon Household Activity Survey**

LCOG was the first of the Oregon MPOs and most of the ODOT Regions to undertake the Oregon household survey. The full statewide effort was complete when the last area (Portland Metro) finished their data collection in 2011. Due to problems with the sample weighting provided by the consultant, ODOT contracted for the weights to be reworked for all areas using the American Community Survey 2007-2011 data. The new weights will be ready for use about April, 2013. Without good weights, inaccurate or incorrect results would be the outcome. This work is an essential step in updating and improving travel forecasts from the current travel demand model.

- Participate in the OHAS data augmentation group with ODOT/MPOs.
- Apply new weights and expansion factors using ACS 07-11 data set
- Perform analysis to produce travel behavior relationships with socioeconomic data, spatial location and other factors.
- Prepare a Fall 2009 base year travel model to augment the analysis and to test relationships.
- Include analysis of interregional travel to and from the MPO area using Statewide OHAS data.
- Compare with other area's results (e.g. other MPOs in Oregon, National Household Travel Survey). Document results and publish.

### **I.b University of Oregon Travel Survey**

This survey was undertaken primarily to obtain travel behavior from UO students living in dormitories and non-traditional households, and was initiated with ODOT Public Transit funding to respond to FTA requests that we learn more about how the Franklin EMX and other transit lines are used by the UO community. The survey was conducted in three phases, and was completed in April 2012. Data cleaning is partially complete. Due to the uniqueness of the data set, collaboration with ODOT Transportation Planning Unit is expected in order to facilitate incorporation into other MPO and County travel models within the State where appropriate. Indications are that ODOT will share the cost of the processing and analysis with the MPO. This work is an essential step in developing a special generator in the regional travel model component to better model student travel.

- Complete cleaning of acquired data set and prepare database
- Obtain full UO population data by gender, age, class level etc. for use in weighting and expanding the survey.
- Perform analysis to produce travel behavior relationships for students by various attributes such as distance from campus, class standing, and living

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<sup>1</sup> Note: General products for the action items described under Data Collection and Analysis are collectively described at the end of this section, after Action Item 1.j, Other Data.

accommodations. Also, update staff travel behavior patterns to augment those provided by UO households within the OHAS data base.

- Document results and publish.

### **I.c Traffic Counts Data**

Traffic count data are essential for understanding traffic levels, spatial and temporal trends, level of service, and crash rates. They are essential for estimating VMT and emissions, and are vital in validating the regional travel demand model and in analyzing intersection performance. Traffic counts are needed within the region in order to provide the data by which ODOT estimates regional VMT for the Highway Performance Monitoring System (HPMS) - statistics which are forwarded to FHWA by ODOT to describe the use of roadways in this area. Traffic counts are used in traffic impact analyses that are undertaken to gauge the impact of land development on traffic on nearby roadways, and to determine mitigation requirements. They can also provide speed estimates and heavy vehicle/truck counts. Traffic counts can be used to provide illustration of need for action on project grant applications and in NEPA studies.

Lane County has, until recently, maintained a set of fixed count stations on County-managed roads at which average daily traffic (ADT) volumes were collected on a regular basis. Many of these stations provide historical trends in excess of 15 years, and LCOG has access to these data. ODOT maintains a count program on State-managed roadway and publishes annual reports describing ADT at fixed count stations. In other areas within the MPO, counts have been collected only sporadically, mostly in association with specific projects.

When opportunity has arisen, LCOG has begun acquiring, minimally processing and storing traffic data for use and archive. These data include volume and speed from the Delta Highway queue warning microwave sensors (20 second intervals); Automated Traffic Record (ATR) volumes (1 hour intervals) at all ATR stations in Lane County; ODOT fixed station ADT (annual average), and, as we become aware of these, local agency project count data (typically 5-15 minute intervals over a single day).

The ramp metering project on Randy Pape' Beltline highway will provide minute by minute traffic volume counts on the freeway; these data will be forwarded to the MPO through an ODOT interface.

There is no region-wide, queryable data base from which local staff or the public can look for recent traffic volumes near an area of interest. No other MPO in Oregon possesses such a system. LCOG and other MPOs have together investigated various options for remedying this situation: purchasing commercial data base services; utilizing ODOT's data base system; working with PSU. However, due to expense, vulnerability to sole source, impenetrable fire walls, and extreme complexity more suitable for research, no external solution has presented itself. We thus intend to utilize our expert internal resources of experienced database and web developers to develop a proof-of-concept system

with which we will be able to define and demonstrate a capability that can meet most of our needs. If successful in this aim, the MPO will then consider how to fund, maintain and upgrade/update the system into the future.

- Continue to collect volume, speed and classification data from multiple sources.
- Work with ODOT to acquire counts from ramp meters following their installation in 2013. Develop software to process the data to useful metrics and displays.
- Work with local agencies to define the data and access that would be of most use.
- Design and implement the database structure; load it with selected traffic volume, speed and classification data from the current MPO archives. The design will provide ability for routine downloads to ODOT traffic data division staff for use in HPMS and other project needs. Similar capabilities will be provided for local agency staff.
- Design and implement a prototype web based map upon which to present the results. This map will be interfaced to the database and will be automatically refreshed as new data are loaded.
- Design and implement a prototype password protected interface to enable local agencies to upload data into the database using specified templates.
- Test and review with local agencies.
- Prepare a development plan for expanding data sources, formats, and other displays as needed. Identify funding sources including annual maintenance costs. This will include exploring options with other MPOs to share the system.
- If successful, complete full installation.

#### **I.d Bike Counts**

LCOG began collecting bike volume counts in summer 2012 after acquiring three counters. A set of count locations were described in coordination with local partner input, with counts to be made in each of four seasons in order to describe seasonal daily trends. Fall and winter counts have now been completed. Processing software and displays have been developed and a prototype web map produced.

- Continue to deploy counters for regional bike count program and to acquire data from automated counters.
- Continue work with UO and others to establish sites for automated collections.
- Process data, add to web map display.
- Update data report on an annual basis.
- Design the traffic counts data base (see above) so as to include bike counts, and thereby provide the same capability as is provided for traffic count update, retrieval and mapping. This will expand on the existing web map so that the map is updated automatically upon addition of new

data. This will also provide a robust method for accessing counts based on selection criteria, and thus makes access easy and more time-effective.

### **I.e Crash Data**

DMV reports from crashes are processed and geocoded by ODOT Safety Division. LCOG receives these databases annually, as do other local jurisdictions. Information from Bend MPO staff indicates that there are other incidents for which data should be gathered from local sources to more fully realize the potential of safety issue at locations before major crashes do occur. Additionally, crash data should be associated with traffic volumes in order to better understand crash rates.

The MPO is expecting to undertake a Safety Plan project during this UPWP period (see RTP work element). LCOG staff will work with the consultants to ensure that the performance measures and evaluation products can be refreshed on an annual basis to provide annual updates.

- Continue to acquire and archive geocoded crash data bases from ODOT Safety Division.
- Determine local source(s) of crash data to augment the ODOT/DMV reports, particularly for bike and pedestrian incidents that are not included in DMV reports. Develop methods/processes for routine data acquisition, processing and formatting for inclusion in the master database for subsequent annual reporting and analysis.
- Work with local agencies to obtain traffic and bike counts in areas of major concern to enable determination of crash rates and exposure to traffic. Where possible, obtain speed and vehicle classification data with the volume counts. Add these to the traffic counts database when ready.

### **I.f Transit Data**

From LTD, LCOG annually (at least) acquires and archives routes, stop/stations, and Park and Rides, and transit schedules. These data are essential in providing route and operating characteristics that are incorporated in the mode choice component of the regional travel model.

LCOG also works with LTD on Title VI assessments: providing maps and analyses of census data describing communities of concern and incorporating aspects of their access to transit, e.g., access to jobs by transit from areas within the region.

Further, LCOG works with LTD to assist in the design of Origin-Destination Transit Surveys in which riders report their transit trip details (including start and end points, transfers, purpose of trip) and their socio-economic and demographic status. LCOG has assisted LTD by geocoding all geographic locations within surveys so they can be mapped and analysis can be made of transit rider routes and usage of the system. These surveys are essential in validating the regional travel model transit component as well as providing input to LTD



concerning the performance of their system. They are also required by FTA for assessing the changes resulting from major corridor enhancements such as the BRT/EMX implementations. The survey data can provide details on where bike access to transit is more common, how many bikes are left at specific locations in the region, which routes serve the most disadvantaged populations, and so on.

LTD operates a dispatch system that provides location, timing (AVL), and boarding (APC) data. LCOG occasionally obtains passenger boarding data to assist in validating the transit model. These data are also used in transit corridor projects. However, these data have not been utilized to their potential. AVL data can provide results to track travel time reliability by route, likelihood of delays due to events such as ramp extension and bike loadings, plus information on the highest use stops and stations. Using travel time data and model forecasts, the effects of congestion on corridor performance can be assessed.

These various data sets now need to be standardized as much as possible and stored so as to provide easier access and to establish routine methodologies for processing and analysis.

- As LTD moves under MAP-21 to determine performance metrics, LCOG will work with LTD to define useful indicators and measures, and the data or model outputs required to produce measures. The level of effort will be determined to compute/analyze, display and produce a web-based dashboard for agency and public viewing of results and trends. LCOG and LTD will consider this effort and determine how much can be afforded. Emphasis will be placed on automated processing of APC and AVL data. LCOG will work with LTD to identify the necessary data items for use in regional model validation and support of transit planning projects.
- For use in analysis, project development, and modeling, continue to routinely acquire and archive system routes and schedules; park and ride locations, capacities and usage; stop and station locations; fares including group pass availability and usage.
- Continue to work with LTD to acquire survey data (bus riders, park and ride users, group fare users, etc.), establishing formats and scripts to extract commonly needed products, and producing metrics/indicators. Geocoding of reported places within the survey may be performed by LCOG if funding permits.

In addition, LTD is hoping that through the new modeling tools available, the region can begin to better understand the interaction between transit and different modes. For example, planning for bikes on busses is an urgent issue for LTD, and the enhanced understanding of bicyclist ridership patterns from the Bike Model may provide insight into this issue.

### **I.g Auto Travel Time Data**

Travel time through corridors is used to track and characterize congestion trends. Trends can be used to assess changing conditions for transit operations and delay, emergency response, crash potential, and GHG emissions. Travel time data are a part of the MPO's congestion management process, pinpointing areas in which interventions should be considered to improve performance. In FY12, through an ODOT purchase, LCOG first obtained access to travel time data collected by probe vehicles and marketed by INRIX. Although coverage was quite sparse, we experimented with various displays. In December 2013, ODOT purchased access for all MPOs to INRIX's dashboard and updated travel times. Once contracting has been completed, we will gain access to enhanced data sets dating back to 2008.

- Obtain access to INRIX dashboard
- Investigate contents and methods of extraction and display
- Extract and characterize selected corridors within MPO area including major transit corridors which are showing effects of congestion. Identify chokepoints.
- Compare with posted speeds and travel model congested speeds. Correlate with transit delay.
- Report and publish.

### **I.h Covered Employment Data for 2012 – QCEW/ES202**

Lane County-wide employment data are obtained from Oregon Employment Department approximately every two years. These data are processed by LCOG prior to providing the data to local partners (with OED permission). We now have a historic timeline of from 1978 through to 2010, providing trends documenting employment growth and decline in many sectors through various economic cycles. These data are a fundamental component of the regional travel model, and are used in forecasting future year employment levels for both the region and for the Cities in their TSPs.

- Acquire data from OED when released (circa September 2013).
- Augment data set to include non-reporting firms and agencies (primarily governments at all levels).
- Disaggregate firm data into separate establishments.
- Geocode to site addresses or building footprints if available
- Add to the existing data base.
- Design and implement a report that can be publicly released (i.e., that does not contravene the privacy requirements from the OED).
- Distribute data to local agencies upon request.

### **I.i SocioEconomic, Demographic and other social data**

LCOG provides census data to local agency partners and particularly to LTD, and uses census data in Title VI studies as well as modeling and other analysis. Some data are posted now to the MPO's web site, but the retrieval, display, and update to the web is time-consuming. Other socioeconomic and demographic data are also available on other government sites and can be used to

complement Census Data for use in equity, access to subsidized housing, and other analysis.

- Define frequently used attributes, e.g., Mode of Journey to Work, household size, vacancy rates, location of zero-car households, etc.
- Develop processes and scripts to download, store and retrieve data sets.
- Develop database format to archive data.
- Develop commonly used maps and provide interactive access on the web.

### **1.j Other Data**

New data requirements are likely to arise from the Scenario Planning work that is currently underway with State and HUD/FHWA funding. These needs will be evaluated and collection/display/analysis established if feasible.

#### **Products<sup>2</sup>**

- Updated data bases and extraction/analysis scripts.
- Methodologies for local agency access to data bases through web pages, as appropriate
- Prototype maps to display auto, bike and transit counts that are data base driven
- Documentation and web reports.

## **2. BIKE MODEL**

While the region's modeling of bicycle mode choice and routes is consistent with that of other medium-sized MPOs, it is now too limited for our purposes. Bike trips are included in the regional travel model but, due to prior lack of better information, cyclists are assumed to travel by the most direct route between origin and destination without regard to other attributes of the environment such as slope, exposure to traffic, etc.

IN FY13, LCOG implemented the bicycle route model developed by Metro and PSU/OTREC, and has worked with others to develop a version that can be incorporated into the regional travel model. Currently, the code is being explored and is undergoing validation checking by comparing the results with observed routes gathered through the Smartphone application implemented by LCOG in FY12/13 (CycleLane). The on-going program for collecting bike counts will also provide validation data both to the sufficiency of the bike choice estimation within the mode choice model and the path selection. Note that this code was estimated by PSU only for commute trip purposes using data collected in Portland.

It is anticipated that testing will include input from volunteer area bicyclists who will be asked to evaluate the results of the model's route choices. If the routes chosen are found by the bicyclist panel to be unrealistic, a bike route survey may

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<sup>2</sup> Contains general collection products from Action Items 1.a through 1.j.

be needed to tailor the model to this area as opposed to that for the Portland region. LCOG will collaborate with others to assess this need, and to design and field this survey. If a survey is needed, funding from outside this work program will likely be necessary. Should those funds be obtained, subsequent work on model re-estimation would occur in FY 2015.

**Tasks Year 1**

- Continue to collect, clean and use the CYCLELANE bike paths and count data to validate the paths forecast by the model.
- Update the bike utilities in the mode choice model using those provided by the new code.

**Products Year 1**

- Updated mode choice model

**Tasks Year 2**

- Test by comparing with counts from the count program across cutline
- Work with others to revise and improve as needed.
- Work with others to determine how routes and utilities may vary for other trip purposes such as shopping and school/college. Use outreach to cyclists and updates to CYCLELANE to gather data. Estimate effort and update the code if funding permits.
- Integrate fully into the regional travel demand model.

**Products Year 2**

- Updated regional travel demand model.

### **3. RTP TRAVEL MODEL UPDATE**

The three cities within the MPO will complete their TSPs within the next two years. Due to timing of the completion of this local work and the requirement to update the RTP in CY2015, the 2035 RTP model horizon will need to be updated to 2040. This update will incorporate the adopted components of the TSPs to ensure consistency, updated socio-economic data, and changes to the transit system. It will also include a fiscally constrained project list including projects from the FY15-18 STIP and TIP. The current horizon year is 2035.

The suite of performance measures in the current RTP Plan will be reviewed and updated, and coding scripts developed to compute and display these outputs.

**Tasks Year 1**

- Obtain updated population, employment, land use and travel data for a new base year.
- Obtain coordinated population forecasts for 2040 and develop an estimate for the MPO area. Develop an employment forecast by sector.
- Extend the Springfield, Coburg and Eugene future land use scenarios to the forecast year using the land use allocation model.

- Use the project lists of the TSPs in conjunction with the TIP, STIP and CIPs to develop the fiscally constrained future network.

**Products Year 1**

- 2040 population and employment, spatially allocated.
- Fiscally constrained and Illustrative project lists

**Tasks Year 2**

- With LTD, review the 2035 version of the transit system, and update as needed. This includes consideration of operating characteristics of high capacity transit service as well as that of local buses, revenue/service hours and schedules, station locations, and park and rides. Forecast fares and group pass participation by employers.
- Calibrate the base year model using counts and transit ridership.
- Compute performance measures.

**Products Year 2**

- Calibrated base year model
- 2040 forecast model
- Performance measures report

**4. UPGRADE TO THE REGIONAL TRAVEL DEMAND MODEL**

Periodic update of the RTP model as needed to support a new RTP is described in Task 3 above. Task 4 describes work that is needed to improve the model through updates to the relationships that estimate travel for the different purposes, destinations, etc.

As the OHAS and UO Survey data are processed (see data tasks above) and new relationships established for travel behavior, these will be incorporated into the travel model. These may be simple changes in rates, or may be more involved requiring both new equations and processes. A conversion of the distribution model from gravity to destination choice is the most pressing change in order to modernize the model.

Other upgrades will be tackled as funds and time permit. For transit, tasks include upgrades to the mode choice nest structure to include a Premium/Local combination service; inclusion of the impact on load of riders on rural routes; and updates to the Park and Ride model. Other advances such as freight modeling and household synthesis are being pursued by ODOT and may be made available to enhance 4-step models. These will be considered for inclusion in the LCOG model, funds and time permitting.

Model upgrade tasks will require assistance from consultants including METRO, and including ODOT.

**Tasks Year 1**

- Begin incorporating OHAS results into the travel model, as the results become available.
- Complete UO submodel update.

**Tasks Year 2**

- Complete OHAS results integration
- Update trip distribution submodel
- Update documentation

**5. FUNCTIONAL CLASSIFICATION UPDATE**

Review and update the federal functional classification of all roads within the MPO area. This occurs in conjunction with the completion of the release of the urbanized area boundaries by the Census and input from local agencies defining potential growth areas for the next 20 years.

**Tasks Year 2**

- Produce maps showing current functional classifications and daily auto volumes.
- Coordinate with local agency staff to determine changes
- Coordinate with ODOT staff to create list of updates. Create maps and GIS shape files to transmit updates to ODOT. ODOT coordinates with FHWA.
- Update functional classification data base when final approval is obtained for changes.

**Products Year 2**

- GIS database of current road network with federal functional classifications; change list submitted to ODOT for approval.

**6. MAP-21 Performance Measures**

Under MAP-21, MPOs are required to adopt and develop performance measures to chart progress. Requirements are still being worked out by FHWA and FTA, and are unknown at this time. However, within the period of this UPWP, it is expected that work will be needed to at least initiate this effort. While it is anticipated that we will ultimately have to locate additional data and possibly software/models that will be able to address these requirements, the level of effort in the near-term is quite uncertain.

Initiation of this task is described under the Long Range Planning work element. Within this Survey, Data, Management Work Element, the analytic tools will be scoped and, if feasible, developed, to compute the metrics; data sources will be identified and evaluated.

**Products Year 2**

- Report on metrics proposed, and requirements for tools and data to meet requirements; determine how this intersects local agency work.

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## **CORE MPO ACTIVITIES: System Modeling/Data**

### **Tasks**

#### *Technical Assistance*

*LCOG provides technical assistance to MPO agencies through data preparation, analysis, summary and mapping, when the requests are consistent with the MPO's function and when the requests support regional projects. Due to allocation of resources to other tasks in the UPWP, only requests with limited scope can be accommodated under UPWP funding.*

- Provide transportation, population and employment data and forecasts for local and state projects and transit studies.
- Perform corridor studies and transportation analyses of subarea studies to provide a basis for transportation infrastructure improvements. This task is restricted to providing a base level of technical assistance to partner agencies including ODOT and LTD. Significant effort in refinement studies are to be done through separate contracts outside the scope of the UPWP.
- Provide GIS analyses, maps and other data products including Census products for transportation project planning and NEPA studies. As above, if significant effort is required, a separate contract will be negotiated with the requesting agency.
- Participate in project coordination and planning meetings associated with refinement studies.
- Assist LTD in preparation of Title VI reporting.
- Assist partner agencies in analysis of travel for purposes of computing selected performance measures

#### *Data Maintenance*

- Maintain, update, and analyze data describing the performance and characteristics of the regional transportation system
- 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 and update regional land use data that impact travel modeling and analysis.
- Maintains data sets tracking fuel use, gasoline costs; other vehicle operating costs; parking costs; vehicle registration and vehicle characteristics.
- Maintain socioeconomic statistical data (e.g. race, color, sex, age, disability, and language proficiency) for use in planning and monitoring.

#### *Model Maintenance*

- Continue to document model procedures.
- Maintain modeling capabilities suitable for major multi-modal studies. Meet FTA model requirements for transit alternatives analysis and New Starts / Small Starts submittals.

- Maintain modeling capabilities to provide requisite modeling quantities for air quality modeling.
- Keep EMME modeling software current. Maintain software subscription.

#### *Training and Workshops*

- Attend selected workshops and conferences to maintain and expand staff capabilities and expertise
- Attend training related to model software, data sources and modeling topics.

#### *Coordination*

- Continue to participate in ODOT/MPO cooperative modeling research and development programs. Attend oversight committee meetings.
- Continue to participate in the Statewide Modeling Steering Committee and other subcommittees to coordinate activities between MPOs and ODOT to aid in advancing development of integrated statewide transportation/land use models.
- Work with other Oregon MPO's to investigate the potential for coordinating modeling services.

#### **Products**

- Operational multi-modal model for local transportation planning
- Multimodal data files as required for both passenger and freight transportation studies.
- Model output for technical and policy-level evaluations.
- Technical documentation of forecasts, allocation method, O-D survey, model procedures, data, and performance measures, as required.

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## **SPECIAL MPO PLANNING PROJECTS: System Modeling/Data**

### **Regional Transportation Systems Planning**

*Partner Agencies: LCOG (lead), City of Eugene, City of Springfield, City of Coburg, Lane County, LTD and ODOT*

This task is anticipated to be funded by ODOT. LCOG will continue development of modeled scenarios to support the development of the Eugene TSP update as a part of the Regional Transportation System Plan. LCOG will work with Eugene consultants and staff to prepare alternative land use, TDM, transit and network scenarios and to model a select number of packages.

Performance measures will be determined by City staff and consultants, and will be computed for each alternative to provide insight into the effectiveness of policy packages to achieve the City's goals.

The RTSP model will be constructed from the approved final scenarios of each of the three cities. LTD will be engaged in these discussions to describe and finalize the 2035 transit system, and to integrate changes into the regional scenario.



This task will continue through FY14 and into FY15. Note that the forecast year may need to be extended to 2040 in concert with the RTP model update. This is dependent on timing of TSP work, long range transit plan, and other local issues.

**Products Year 1**

- Spatially explicit land use allocations for alternative scenarios of the Eugene TSP.
- Travel forecasts for scenarios that bundle policies, programs and infrastructure projects for the Eugene TSP.

**Products Year 2**

- 2035 land use scenario that combines the final land use scenarios approved by all cities and Lane County.
- 2035 travel networks for the region, including the final approved project lists of all cities, LTD, and Lane County.
- Regional performance measures

**Beltline Highway Phase 3 Support**

*Partner Agencies: ODOT, City of Eugene, Lane County, LTD and LCOG.*

This work is funded by ODOT. LCOG will work with ODOT and consultants to provide travel model output for 2011 and for 2035, as requested.

**Regional Land Use Modeling.**

*Partner Agencies: LCOG (lead), City of Eugene, City of Springfield, City of Coburg, Lane County, LTD and ODOT*

The development of the regional land use modeling tool is an ongoing project using STP-U funds. The goal of the tool development is to enhance the region's ability to produce more realistic and sophisticated land use forecasts that incorporate economic realities and awareness of regional location to the forecasts, and provide visioning tools to improve public understanding of the patterns.

LUSDR has been re-estimated for this area using local data and some upgrades have been made in collaboration with ODOT and PSU. The model now executes and produces land use forecasts and is interfaced to the travel model through a data file. The next steps are to validate the model by setting up a base year circa 1990 and forecasting forward to the current year.

URBANSIM development has been slowed by the need for staff to work on other more urgent issues dealing with comprehensive plan and TSP updates by local agencies. This work will be starting up again in April 2013, and will now include URBANVISION, a 3-D visualization tool that provides realistic depictions of the patterns forecast, and the ability to sketch changes at neighborhood scales and estimate impacts with very short turnaround time.

During the development, staff and consultant technical advisory groups will be assembled to assist in guiding the design, validation and upgrade of the models and displays.

This task will continue through FY14 and FY15. It is expected to be complete in FY15 with both LUSDR and URBANSIM providing land use forecasts at different spatial levels in an integrated land use-transportation system.

This work will be contracted out, with LCOG staff support for the work.

#### ***Tasks Year 1***

- Complete LUSDR development and testing.
- Complete URBANSIM implementation with ability to represent spatially explicit land use scenarios produced by any process (not just URBANSIM).
- Prepare regional data for model estimation purposes. Format and clean as needed and provide to consultant.
- Hold technical training sessions for LCOG staff and others.
- Begin URBANSIM coding

#### ***Products Year 1***

- Validated, calibrated LUSDR model
- URBANSIM 3-D visualization

#### ***Tasks Year 2***

- Complete URBANSIM development
- Test and validate
- Integrate with a travel model.

#### ***Products Year 2***

- Validated, calibrated URBANSIM model

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### **Lane Transit District (LTD) Tasks**

- Collect, maintain and contribute transit data as needed, including but not limited to Group Pass participation, Park and Ride usage, AVL and APC data.
- Collaborate with LCOG in reviewing and updating the Infrastructure Network component of the regional model.
- Work with LCOG to update information on population within and outside of the LTD service area based upon 2012 Census. This serves as the basis for allocating Special Transportation Funds for the Elderly and People with Disabilities (STF) that are managed by LTD through agreement with ODOT Public Transit Division.

## **OTHER PARTNER AGENCY TASKS**

*Partner Agencies: City of Eugene, City of Springfield, City of Coburg, Lane County, LTD, Point 2 Point Solution, and ODOT*

- Collaborate with the MPO in the development and use of regional modeling tools as part of scenario and greenhouse gas reduction planning efforts under Greenhouse Gas Task Force (House Bill 2001/2186) and 2012 Oregon Sustainable Transportation Initiative (Senate Bill 1059). *Note that this work is supported by ODOT under separate funding.*
- Provide the MPO with an annual list of approved land development “pipeline” projects and associated roadway improvements. Provide in a GIS format. These data are essential components for refreshing the periodic updates of the regional travel model and its land use representation.
- Collaborate with the MPO in reviewing and updating the functional classification and the infrastructure network components of the region’s centerline data base. This includes the bike and pedestrian systems.
- Collaborate with the MPO in the design of a regional traffic count database to more effectively collect and maintain this data using a uniform and standardized methodology. Assist in identifying count stations for long term data collection, types of data most useful, and provide input on user interface and web presentation.
- Collect, maintain and contribute transportation data as needed, including but not limited to auto counts, truck data (counts and designated routes), bicycle data (counts, bike routes by facility type, bike storage locker locations), signal locations, parking inventories, parking costs, employer commute option program participation (disaggregated by employer site), and Smart Trips survey responses and results. Provide these data in GIS format when appropriate.
- Collaborate with the MPO to define and routinely process APC and AVL transit system data for use in developing transit metrics and data for model validation. Provide the MPO with routine periodic downloads.
- Serve on technical advisory committees developed by the MPO to provide guidance during the development and validation of new/updated land use and travel models.

## Transportation System Modeling and Data Maintenance

### ESTIMATED TIMELINE

Action Item Number/Title	Early FY 2014	Late FY 2014	Early FY 2015	Late FY 2015
I Data Collection & Analysis A. OHAS	reweight and expand survey	Augment; Fall 2009 model preparation; Begin analysis	Augment; Analysis; Report	Report
B. UO Travel Survey	Finish cleaning data;	Weight and expand; Begin analysis	Augment; Analysis; Report	Report
C. Traffic Counts Data	Continue data collection	Continue data collection	Continue data collection	Continue data collection
	Design database, access, display	Upload test set; test, revise, review/test.	Design upload templates; user access through web; review/test.	Development Plan for Expansion and Maintenance
D. Bike Counts	Continue bike count collection	Continue bike count collection	Continue bike count collection	Continue bike
	Design bike and ped count module to traffic counts db; display	Upload regional bike counts; test, revise/review	Design upload templates; user access through web; review/test	Upload full data set
E. Crash Data		Continue collect and archive ODOT/DMV crash data		Continue collect and archive ODOT/DMV crash data; local data
		Locate local sources; clean/store;	Augment with volumes, all modes; design reports, indicators	Report
F. Transit Data	Collect Transit Data		Collect Transit Data	
	Define metrics, Determine available data and access	Design database; access scripts, products.	Review/revise products; design web site	Report
G. Auto Travel Time Data	Investigate INRIX dashboard	Define corridors to process; extract; display/report		
H. Employment Data	Acquire data from OED; begin augmentation	Complete processing		

	I. Social Data	Define uses, identify attributes; develop download processes	Design database; scripts, displays	Publish	
	J. Other Data	Ongoing, as needed			
2	<b>Bike Model</b>	Continue data collection; clean; test model paths	Review results; Update mode choice	Review results; compare with counts; assess survey need	Undertake survey if needed.
3	<b>RTP Travel Model Update</b>		Pop and emp forecasts for 2040; Update land use allocation; Develop project lists	Network updates; update transit system;	Validation; Performance measures; update documentation
4	<b>Upgrade Regional Travel Model</b>	Begin new UO/College sub-model; begin update with OHAS products	Integrate UO/College and validate;	Begin update to trip distribution submodel	Complete and validate; update documentation
5	<b>Functional Classification Upgrade</b>			Map, review, transmit to ODOT	
6	<b>Map-21 Performance Measures</b>			Review requirements; Scope and identify tools;	identify data sources
	<b>Ongoing:</b> Technical Assistance Data Maintenance Model Maintenance Training/Workshops Coordination	Ongoing			

## **F. Transportation Options (TO)**

### **OBJECTIVE**

Plan, program and promote actions to ensure the most effective application of transportation demand management and transportation options practices. Ensure the efficient use of existing road space and reduce vehicle use in congested areas through measures aimed at reducing the level of transportation demand. Improve transit service and increase internal transit management efficiency, including the provision of services for senior and disabled populations.

### **DISCUSSION**

Transportation System Management (TSM) and Transportation Demand Management (TDM)/TO activities assume an increasingly important role in the planning process. During this year, the Regional Transportation Options Plan (RTOP) that has been under development for the last several years will be finalized and adopted. The purpose of this effort will be to plan for the most effective application of transportation demand management and transportation options practices to address the goals, objectives and policies of the area's long-range Regional Transportation Plan (RTP). It will culminate in a regional strategic plan to guide regional implementation, funding, and performance measurement of the region's transportation options and demand management programs and services.

LCOG will be continuing its role in 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. Point2point Solutions manages the operational component of the region's TDM/TO program. Their work elements are described following the discussion of LCOG's work elements later in this section.

### **ACTION ITEMS (LCOG)**

#### **I. Regional Transportation Options Plan**

The RTOP products will result in enhanced and expanded regional TDM programs and services based on a strategic direction for development and funding of best practices. The RTOP project provides a resource for the current update of RTP regional TO/TDM policies and planning and program actions.

#### **Tasks Year 1**

- Conduct, facilitate and support the Project Management Team (PMT) and Technical Advisory Committee (TAC).
- Provide overall project management.
- Maintain project website.
- Participate in Regional Transportation System Plan (RTSP) process

- Finalize draft materials, including the Existing Conditions Report, Goals and Policies, Regional TDM/TO Toolkit, Performance Measures, and Strategic Plan.
- Conduct public outreach on draft materials.
- Review materials with decision-makers
- Revise materials based upon public and decision-maker input.
- Adoption process.
- Develop an operational plan for short-term strategies identified in the Strategic Plan.

#### ***Products Year 1***

- An update to the Regional Transportation Plan's TDM Element and associated content in the RTP
- A TDM/TO Best Practices Toolkit
- A Regional TDM/TO Strategic Plan

#### ***Tasks Year 2***

- Implementation of strategies identified in the Strategic Plan.

#### ***Products Year 2***

- Short-Term Operational Plan
- Implemented Strategies

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## **CORE MPO ACTIVITIES: Transportation Options**

### ***Tasks***

- Provide overall program support by staffing a liaison to the Point2point program for all required and requested activities (See Point2point work elements later in this section);
- Coordinate and participate in the annual Business Commute Challenge (BCC) and participate in Group Pass and Emergency Ride Home Programs;
- Continue support and resources for Employee Transportation Coordinator (ETC) for Point2point Transportation Options programs by responding to employee commute questions, promoting alternative mode commuting, serving as liaison to agency Wellness Committee, and providing employees with transit route assistance.
- 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 Point2point Transportation Demand Management programs.
- Participate as a member of the regional Transportation Options Advisory Committee (TOAC) and the Transportation Planning Committee (TPC) and provide planning support services.

- Provide regional planning support for Point2point Regional Transportation Options program.
- Participate in and provide leadership for the statewide Transportation Options quarterly meetings and quarterly ETC meetings.
- Provide planning assistance to and coordinate with providers of elderly and disabled transportation service.
- Identify and develop funding opportunities that support Transportation Options programs.
- Maintain the KeepUsMoving.info (KUMI) website, interactive web-accessible map of construction projects and Transportation Options-related MPO web pages.
- Provide support for Regional Transportation Construction Project Coordination.

**Products**

- Regional TDM plan, strategies, and projects.
  - Public outreach materials as needed, including updated Keep Us Moving and Transportation Options related web pages on the MPO website.
  - Construction project coordination materials, including maps and other materials, as needed.
-



## **POINT2POINT Solutions Action Items and Tasks**

### **I. Program Enhancements**

#### ***Tasks***

- Work with Central Lane MPO and other partners to enhance the Congestion Management Process (CMP), including the following actions:
  - Defining objectives for each CMP corridor;
  - Including a greater array of multi-modal performance measures to achieve stated objectives; and
  - Including a plan for periodic assessment of the effectiveness of implementation actions.
- Implement 'SmartTrips' individualized marketing in Springfield along the Main Street corridor and the East Bethel area in the City of Eugene.
- Implement 'SmartTrips' Regional Residential Program, a comprehensive individual household marketing aimed at increasing biking, walking, use of public transit, and ridesharing.
- Work with ODOT Region 2 Transportation Options programs to develop a unified Employee Transportation Coordinator (ETC) Network Enhancement Plan to increase ETC collaboration for commuters traveling to and from CLMPO area.
- Assist in the coordination of Safe Routes to Schools program planning in the region.
- Develop recommended walking route maps for the region's targeted public elementary and middle schools, in order to increase knowledge of the existing infrastructure and improve connectivity.
- Coordinate with partner agencies to implement recommendations from Regional Bike Parking Study.

#### ***Products***

- Modified Congestion Management Process within CMP Corridors
- Commuter Records progress updates to TOAC
- Vanpool Subsidy Fund progress updates to TOAC
- TGM Grant Application
- Smart Trips Program materials and Evaluation reports
- Safe Routes to Schools grant applications
- Implementation of the Safe Routes to Schools Regional Plan as funding allows
- Recommended walking Safe Routes to Schools Maps
- Implementation of Regional Bike Parking Study action items

### **2. Public Outreach Program Enhancements**

#### ***Tasks***

- Implement Rideshare Campaign for areas affected by transit service reductions, if needed.

- Increase volume of Drive Less Connect database registrants and user groups (businesses, higher education institutions, social services) using online ridesharing.
- Expand services for employers and their employees region-wide through an enhanced Emergency Ride Home program.

**Products**

- Rideshare Campaign marketing materials
- Drive Less Connect campaign marketing materials
- Database Quarterly Report
- ETC Manual Thought we weren't going to do this.
- ETC Marketing Materials

**POINT2POINT SOLUTIONS ONGOING OPERATIONS**

*Employer/Employee Transportation Benefits Program Activities*

- Provide discounted transit benefits through the Group Pass Programs;
- Provide Commuter Club Transit Voucher Program to employers to subsidize individual transit passes for employees;
- Provide Parking Management services for employers/developers of projects in the MPO;
- Administer and monitor Vanpool Subsidy Fund from National Transit Database (NTD) revenues reflecting vanpool VMT.
- Coordinate Emergency Ride Home (ERH) incentive program services through area employers;
- Promote Bike/Walk Services travel options to employees/employers in the region;
- Provide technical assistance to employers in the region with Employee Transportation Coordinators (ETC) which provides a designated coordinator of employer transportation benefits;
- Continue to offer ride-matching services for commuters in the region through Ridesharing Program Activities such as carpool matching.
- Continue marketing to increase the number of commuters and ERH worksites in the rideshare database.
- Work with statewide TO partners to continue support for a statewide web-based ride matching system.
- 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 Counties).
- Continue to promote transportation options through the Business Commute Challenge. Provide information and incentives to participating employers to help encourage participation of their employees.
- Continue marketing efforts to increase the number of Drive Less Connect database registrants and ERH worksites.

*Smart Ways to School K-12 Program Activities*

- Continue promoting alternative ways to school for students through the Smart Ways to School Program. This program partners with K-12 schools throughout the region to improve school safety while reducing energy consumption and traffic congestion.
- Pursue continuation of Student Transit Pass Program as part of the agency's Transit Activities for families of grade 6-12 students. Foster collaborative efforts that can set policies or establish sustainable funding structures for free or reduced-cost LTD student passes
- Continue to promote and provide free carpool match services through the Carpool Activities programs for families of K-12 students.
- Continue to promote and provide assistance to parents interested in forming groups of students to walk and bike to/from school Walk and Bike Activities: (Families of K-12 students)
- Assist schools seeking and using Safe Routes to School funding to increase the number of students who walk or bike to/from school and reduce school-related vehicle trips for families of K-8 students.
- Help foster collaborative community efforts that increase walking and biking while reducing school-related traffic.
- Market and administer Group Pass Programs to schools that will provide transit service to students in grades 6-12.
- Seek reinstatement of funding for the Student Transit Pass Program as part of the agency's Transit Activities for families of grade 6-12 students. Foster collaborative efforts that can set policies or establish sustainable funding structures for free or reduced-cost LTD student passes.
- Develop and implement a Regional Safe Routes to School (SRTS) Program that leverages existing success and expands SRTS involvement among schools, parents, students, jurisdictions, and community groups. Seek ways to fully fund the Regional SRTS activities on a sustainable basis.

*Congestion Mitigation Program Activities*

- Continue targeted outreach of Point2point programs and services in areas along key congested corridors in partnership with other jurisdictions. Areas may include corridors that exceed or are expected to exceed an established level of service (LOS) or areas experiencing or projected to have high levels of congestion due to new development, major road construction, events, or defined EmX corridors or other transit corridors that may experience reduction in service.
- Collaborate with MPO regarding KeepUsMoving.Info (KUMI) website providing commuter information of transportation options.
- Participate in Regional Construction Coordination annual meeting and present Point2point service opportunities.

*Park & Ride Activities*

- Continue expansion and promotion of Park & Ride locations and uses including additional locations as demand dictates.
- Improve and enhance Park & Ride street signage and interior lot signage
- Explore methodologies for identification of future park and ride locations with LTD

- Maintain and expand bike locker rental program.

*Other*

- Implement the Eye-to-Eye Traffic Safety Campaign, a share the road campaign to foster a culture of awareness and respect on our roadways and shared paths and to make the streets of our communities safer for motorists, cyclists, and pedestrians.
- Continue participation in Regional Transportation Options Plan.
- Continue to support and expand Central Lane MPO Regional Carsharing Program.

## **City of Eugene Action Items and Tasks**

### **I. SmartTrips Eugene and Springfield**

SmartTrips is a comprehensive approach to reduce drive-alone trips and increase biking, walking, and public transit in targeted geographic areas of the city. It incorporates an innovative and highly effective individualized marketing methodology, that hand-delivers packets of information to residents who wish to learn more about all of their transportation options including transit, walking, bicycling, carpooling, and combining trips. Key components feature biking and walking maps and organized activities that get people out in their neighborhoods or places of employment to shop, work, and discover how many trips they can easily, conveniently, and safely make without using a car. Success is tracked by evaluating qualitative and quantitative results from surveys and other performance measures. SmartTrips program funding has been secured for east Bethel in Eugene and central Main Street in Springfield (between 28<sup>th</sup> and 69<sup>th</sup> Streets). Additional program outreach has been scoped in west Bethel, the west Eugene EmX corridor, and Main Street/McVay.

#### **Tasks**

- Schedule events and decide upon quantities of specific materials and incentives needed.
- Review existing materials and determine amounts needed based on targeted number of households to reach.
- Address gaps in content and materials by developing and producing existing or new, bilingual materials as warranted.
- Conduct individualized marketing, including staff time and project implementation.
- Focus on vulnerable populations including elementary and middle school students, older adults, and Latinos.
- After campaign, measure changes in residents' travel behavior. Analyze trends using secondary data sources.

#### **Products**

- Schedule of events, list of materials and quantities, plan to create new materials.

- Development of pre-and post-campaign questionnaires. Survey data provided in spreadsheet format or other useable electronic format.
- Preliminary report on households reached, materials delivered and any anecdotal or qualitative information gathered during the project through this point.
- Final report, documenting project implementation steps, methods, analysis of results and lessons learned.

## 2. Eugene Sunday Streets

Eugene Sunday Streets is a FREE community event that premiered in Eugene in summer 2011 and continued in 2012. Eugene Sunday Streets features a car-free route that opens the streets for people to walk, bike and roll. Activity centers at our local parks host FREE healthy and active activities such as fitness classes, dancing, yoga, slacklining, live music and more. These events are working to get more people to use active modes of transportation thus improving our community's livability and health.

### **Tasks**

- Recruit and coordinate over 200 volunteers to support the event.
- Select the route and work with the community and internal city staff on the logistics of the event and the route. This includes the traffic control plan, vendor coordination, resident information and day of logistics like signage and bathrooms.
- Promote the event widely through advertising and outreach.
- Secure and coordinate sponsors to fund the event.

### **Products**

- Eugene Sunday Streets event

## **CITY OF EUGENE ONGOING OPERATIONS**

- Contribute to regional Transportation Options activities by participating in the Transportation Options Advisory Committee as needed.
- Coordinate local construction projects in support of the congestion mitigation process.
- Publish and distribute the Eugene-Springfield Bicycle Map and Resource Guide. Maintain the Eugene-Springfield bicycle map including converting Eugene and Springfield GIS data into graphics software, updating map information for new road and bikeway changes, new land use changes, and new law and safety information. Distribute the map using venues throughout the metropolitan area including bike shops, visitor centers, city offices, and as requested by individuals.
- Publish the monthly InMotion e-newsletter and distribute to over 1700 people throughout the Eugene – Springfield area. Include feature articles and updates on walking and biking activities and opportunities for public involvement in the Eugene-Springfield metro area. Provide resources section for information on local and state laws and information on local and national walking and biking organizations.

- Participate in the multi-jurisdictional Eugene Safe Routes to School Team to guide the implementation actions contained in the Eugene Pedestrian and Bicycle Strategic Plan to increase the number of students who walk or bike to school. Attend team meetings, develop team goals and measures, meet with school officials, provide safety education, examine traffic safety around schools, develop walk and bike routes to school, and develop grants to fund education and infrastructure improvements.
- Implement high priority actions identified in the Pedestrian and Bicycle Strategic Plan.
- Conduct Breakfast at the Bridges events one Friday each month in the late spring, summer and early fall to encourage walking and biking along the shared use path system.
- Publish and distribute the Eugene-Springfield Bicycle Map and Resource Guide in both English and Spanish.
- Coordinate the City's traffic safety education program. This includes creating online and print materials as well as developing videos when necessary. We also support any regional safety campaigns when needed.
- Implement action items from the City of Eugene Pedestrian and Bicycle Master Plan
- Implement action items from the City of Eugene 20-Minute Neighborhood Plan

## **OTHER PARTNER AGENCY TASKS**

*Partner Agencies: City of Springfield, City of Coburg, Lane County, Lane Transit District, and ODOT*

- Participate in the development of a Regional Transportation Options Plan through involvement in the Technical Advisory Subcommittee and the Transportation Planning Committee. Contribute to the development and implementation of a regional 10-year Transportation Options Strategic Plan Options/Transportation Demand Management strategic plan.
- Contribute to regional Transportation Options activities by participating in the Transportation Options Advisory Committee as needed.
- Coordinate local construction projects in support of the congestion mitigation process.
- Implement the Business Commute Challenge along with local partners, including point2point Solutions.
- Coordinate with point2point Solutions on the "Wheels by the Willamette" bike promotional event (Springfield).

## Transportation Options (TO)

### ESTIMATED TIMELINE

	Action Item Number/Title	Early FY 2014	Late FY 2014	Early FY 2015	Late FY 2015
1	Regional Transportation Options Plan (RTOP)	RTOP Strategic Plan	Ongoing implementation		
2	SmartTrips Eugene and Springfield	Ongoing implementation, with funding secured for 2013 and 2014 and additional programs planned for the next 10 years as funding allows.			
3	Safe Routes to Schools Regional Plan	Ongoing implementation of Safe Routes to Schools programs over the next 5 years as funding allows.			
4	Regional Bike Parking Study	Implementation of a phased bicycle parking acquisition and installation program according to the recommendations in the plan and as funding allows.			
3	City of Eugene Sunday Streets	Ongoing implementation, with a new program planned for the summer of 2013, 2014, and 2015.			

## **G. Intergovernmental Coordination**

### **OBJECTIVE**

Ensure continuing, comprehensive and cooperative transportation planning in the Central Lane MPO area.

### **DISCUSSION**

These work activities provide the overall support for the committee structure and functions, including the MPO Policy Committee, the Transportation Policy Committee, and the Transportation Advisory Subcommittee. Work activities also include the efforts needed to coordinate effectively between federal, state and local agencies. Managing ongoing MPO operations, including staffing, personnel, financing, and general administration is also included in this work program.

### **ACTION ITEMS (LCOG)**

#### **I. Sustainable Communities Regional Planning Grant**

Participate in the implementation of the Sustainable Communities Regional Planning Grant from the U.S. Dept. of Housing and Urban Development to promote smarter, more sustainable planning for transportation, housing, equity, and jobs and economic growth in Lane County. The MPO is one of the partners in this grant and will participate in the Lane Livability Consortium, a new interdisciplinary and interagency regional forum that has been initiated to build regional and organizational capacity for sustainability and livability principles.

#### ***Tasks Year 1***

- Contribute to and attend Lane Livability Consortium meetings to increase coordination of housing and economic development activities within regional transportation planning.
- Initiate scenario planning efforts (see Air Quality section for more information).
- Participate in process to develop, assess, and recommend new Triple Bottom Line tools and methods
- Incorporate Climate Change, Public Health and Social Equity planning components into Regional Plans and Programs
- Participate in development of Equity and Opportunity Assessment
- Participate in efforts to identify strategies for planning, decision-making and measuring performance in support of institutionalizing the initiatives and concepts developed under this grant.
- Participate in capacity building efforts supported under the grant.
- Participate with partner agencies to develop a more integrated finance plan for catalytic infrastructure investments

#### ***Products Year 1***

- Support materials for Lane Livability Consortium meetings.



- Triple Bottom Line Analysis tools and methods
- Capacity building and training materials
- MPO components of a regional Integrated Finance Plan and Capital Improvement Plan

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## **CORE MPO ACTIVITIES: Intergovernmental Coordination**

### **Key MPO Operational Tasks**

- Conduct, facilitate and support the Metropolitan Policy Committee, including:
  - Coordinating agenda development;
  - Supporting the MPC Chair;
  - Producing and distributing meeting packets;
  - Facilitating MPC Subcommittee meetings;
  - Ensuring adequate notice of meetings;
  - Recording and distributing meeting minutes and other meeting records; and
  - Arranging meeting logistics.
- Conduct, facilitate and support the Transportation Policy Committee (TPC) and Technical Advisory Subcommittee (TASC), including:
  - Developing agendas;
  - Producing and distributing meeting packets;
  - Ensuring adequate notice of meetings;
  - Recording and distributing meeting minutes and other meeting records; and
  - Arranging meeting logistics.

### **Coordination Tasks**

- Participate in the Lane Area Commission on Transportation (ACT), attending meetings and providing ongoing communications with MPO partner agencies.
- Participate in state-wide quarterly MPO meetings and quarterly Oregon MPO Consortium meetings. Contribute to research, analysis, and advocacy of MPO-related issues of statewide significance.
- Coordinate transportation and transportation options planning activities affecting the metropolitan area with local, state and federal activities.
- Continue to attend state level meetings related to TPR implementation, ODOT Transportation Demand Management Program, and implementation of MAP-21.
- Participate in relevant local planning activities to build cooperation, represent MPO interests, prevent duplication and ensure efficiency and connectivity in transportation system planning and development.

### **MPO Management and Administration Tasks**

- Provide documentation of MPO activities, including monthly billing reports and quarterly reports to state and federal agencies as required.
- Perform administrative functions required for the federal 3-C process to ensure continuing, cooperative, and comprehensive transportation planning throughout the MPO area.
- Manage the ongoing operations of the MPO, including staffing, personnel, financing, and general organizational administration.

- Prepare and administer/manage contracts, including ODOT contract coordination and billing reports. Coordinate with MPO partners on contracting for planning tasks funded by STP-U.
- Attend conferences and workshops specific to transportation planning and MPO management to improve and/or maintain core competencies and prepare the agency to meet anticipated changes in technical, regulatory, or financial conditions.

**Products**

- Agendas, minutes and meeting packets for MPC
- Agendas and meeting packets for TPC
- Monthly billing reports
- Quarterly financial reports
- Certification of compliance with federal planning regulations

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**PARTNER AGENCY TASKS**

*Partner Agencies: City of Eugene, City of Springfield, City of Coburg, Lane County, Lane Transit District, and ODOT*

- Participate in the completion of tasks needed to meet the obligations of the Regional Transportation Work Plan. Provide updates regarding local projects to regional partners as needed, including relevant land use planning activities, public involvement, transportation planning, and the outcome of decision-making by elected officials.
- Contribute to the coordination of regional transportation planning and development by participating in Metropolitan Policy Committee (MPC) meetings, including the preparation of meeting materials and attendance at meetings.
- Participate in Transportation Policy Committee (TPC) and Technical Advisory Subcommittee (TASC) meetings to further coordinate regional transportation planning.

## **SPECIAL PROJECTS**

### ***OR 126 Expressway Management Plan (EMP) (Phase 3)***

The third phase of the EMP focused on refining the design concepts for 52<sup>nd</sup> and Main Streets and developing IAMPs for each location. Each IAMP illustrates recommended configurations to examine in a subsequent NEPA phase, identifies supporting policies, and analysis to support decisions regarding the inclusion of projects in the regional transportation plan. The City and ODOT will continue to proceed on further TSP and Comprehensive Plan work prior to adopting the IAMPs.

Lead Agency: ODOT

Partner Agencies: City of Springfield, Lane County, LTD, and LCOG

Current Status: Project on hold until cities complete TSP updates.

Estimated Completion: TBD

Estimated Project Cost: \$200,000

### ***I-5/Beltline Interchange Area Management Plan (IAMP) Update***

This IAMP is a requirement of OTIA I 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 bus rapid transit and local street connectivity maps and language supportive of BRT and mixed use center implementation.

Lead Agency: ODOT

Partner Agencies: City of Eugene, City of Springfield, Lane County, LTD, and LCOG

Current Status: No work plan developed

Estimated Completion: 2015

Estimated Project Cost: N/A

### ***Beltline Highway River Road to Coburg Road System Planning (Phase 3)***

With help from the public and local stakeholders, ODOT, the City of Eugene, and Lane County have identified potential long-range solutions for the Beltline Highway from River Road to Coburg Road. Currently, ten concepts have been narrowed to four, to be examined in more detail during under the National Environmental Policy Act (NEPA) will be conducted. The next phase of the Beltline Facility Planning process will include the development of IAMP's for the interchanges within the study area.

Lead Agency: ODOT

Partner Agencies: City of Eugene, Lane County, LTD, and LCOG

Current Status: Draft Facility Plan. IAMPs for interchanges within segment are beginning winter 2012.

Estimated Completion: 2014 (subsequent phases to follow)

Estimated Project Cost: \$500,000

### ***Eugene Station Layover Tracks***

Construct two stub tracks at the downtown Eugene passenger station to permit passenger trains to be parked overnight, eliminating the current practice of storing them at Eugene Yard, which requires extra time and expense to travel back and forth; Install a new power-operated crossover between the main track and WP siding north of the passenger depot for enhanced freight access to Eugene Yard. The City of Eugene and ODOT Rail recently received \$1.5 million in ARRA funds for the planning and design of the layover facility including the rail spurs, the crossover, and the passenger platform serving rail passengers. This project will add much needed capacity for increased passenger and freight rail service. The project will provide a safe rail passenger platform facility, provide for a dedicated passenger area for safe loading and

waiting; allow for the staging of trains to provide more rail capacity; and allow rail traffic to access the main line without passing near the station.

Lead Agency: ODOT Rail

Partner Agencies: City of Eugene, Amtrak, UPRR, CORP

Current Status: NEPA is underway

Estimated Completion: Estimated completion in 2013/2014

Estimated Project Cost: \$1,500,000 for NEPA; total project cost is estimated at \$28,243,000

### ***Franklin Corridor Project: NEPA Analysis***

The Franklin Corridor Project represents a combined effort by the City of Springfield, Lane Transit District (LTD) and Oregon Department of Transportation (ODOT) to reshape Franklin Boulevard in Springfield. It is part of a larger coordinated effort with those partners, and the City of Eugene to revitalize the entire corridor between downtown Springfield and downtown Eugene. The City of Springfield has engaged their community in a Refinement Plan update to re-envision the land uses along Franklin Boulevard as mixed-use neighborhoods with vibrant, transit-oriented development. A crucial step in the success of that effort is to transform Franklin Boulevard from an auto-oriented arterial into a multiway boulevard that serves all modes of travel – pedestrians, bikes, buses, and motor vehicles. This change will have a catalytic effect on redevelopment of properties along the street. The multiway boulevard design supports the community's vision for mixed-use development by providing pedestrian-friendly streetscapes buffered from through traffic, while preserving the route as a regional corridor.

Lead Agency: City of Springfield

Partner Agencies: ODOT and LTD

Current Status: EA scope developed

Estimated Completion: 2013

Estimated Project Cost: \$1.8 million

### ***Glenwood Riverfront Path***

The 2012 Phase I Glenwood Refinement Plan Update follows existing adopted community transportation, open space, and recreation plans in identifying a proposed multi-use path alignment along the Willamette River in Glenwood from I-5 to the southern tip of Springfield's Urban Growth Boundary. Development of this path will support bicycle/pedestrian commuters and recreational use along the riverfront while strengthening physical and visual connections to the river. As part of the I-5 Willamette River Bridge project, a viaduct and temporary path extension along Franklin Boulevard to Glenwood Boulevard are being constructed to create the western link to the regional system on the south bank. Additional path planning, design, and construction will proceed in coordination with redevelopment.

Lead Agency: City of Springfield

Partner Agencies: ODOT and Willamalane

Current Status: Viaduct construction in progress

Estimated Completion: TBD

Estimated Project Cost: TBD

### ***Springfield Downtown Demonstration Block***

The revitalization of downtown Springfield is a top priority for Springfield, as demonstrated through extensive planning efforts by the City and the broader community. Pedestrian traffic and amenities are a key component to the revitalization strategy of downtown Springfield. A Downtown Springfield Circulation Study completed in 2012 analyzed the feasibility of a two-way Main Street and evaluated alternatives. Springfield is pursuing one of the study recommendations by working with property and business owners to prioritize preferred streetscape improvements on one or more demonstration blocks that will create an environment in which businesses can thrive and enhance the pedestrian experience. The demonstration area will serve as an assessment for future, larger-reaching pedestrian enhancement projects along Main Street and encourage redevelopment.

Lead Agency: City of Springfield  
Partner Agencies: ODOT and SUB  
Current Status: Prioritization and cost estimating in progress  
Estimated Completion: 2013  
Estimated Project Cost: TBD

### ***Springfield Downtown Parking Implementation***

Springfield recently adopted the Springfield Downtown Parking Management Plan and has begun steps towards Plan implementation. The Downtown Parking Management Plan maximizes the parking supply and strategically supports the development of a vibrant, growing and attractive destination for shopping, working, living, recreating and entertainment in downtown Springfield. Key implementation steps include, but are not limited to: establishing parking zones, update signage and striping, and provide education and enforcement. This work will be completed in phases, the first to include establishment of zones, installation of signage, education, and intermittent enforcement.

Lead Agency: City of Springfield  
Partner Agencies: ODOT and Springfield Economic Development Agency  
Current Status: Identifying materials and resources, installation of signage infrastructure  
Estimated Completion: Phase I – 2013  
Estimated Project Cost: \$150,000

### ***West Eugene EmX Extension Project Development***

This project will complete the preliminary and final design for the West Eugene EmX Extension. The project is funded with FTA 5309 funds and state funds.

Local Agency: LTD  
Partner Agencies: LCOG, City of Eugene  
Current Status: FTA issued a Finding of No Significant Impact to complete the environmental planning and review process.  
Estimated Completion: Mid 2015  
Estimated Project Cost: \$20 million

### ***Main Street/McVay Transit Improvement Feasibility Study***

This project will involve the LTD Board of Directors and other regional partners in identifying the highest priority corridor to study for the next expansion of the region's BRT System.

Local Agency: LTD  
Partner Agencies: ODOT, City of Eugene, City of Springfield, Lane County  
Current Status:  
Lane Transit District (LTD) was recently awarded federal funds to prepare a transit improvement feasibility study for the Main Street and McVay Highway corridors. This project will seek input from the community and

stakeholders to identify any existing problems and issues with existing transit service on the Main Street and McVay Highway corridors. Depending on problem identification, transit improvement options and feasibility will be analyzed.

Estimated Completion: 2014  
Estimated Project Cost: \$750,000

### **Regional Transportation-Land Use Modeling System**

See the *Transportation System Modeling and Data Maintenance* element in Section II of the UPWP.

Lead Agency: Lane Council of Governments  
Partner Agencies: ODOT, City of Eugene, City of Springfield, Lane County, LTD  
Estimated Completion: 2015  
Estimated Project Cost: \$500,000

### **Lane Coordinated Public Transit-Human Services Plan**

This project will conduct a review and update of the 2011 Update of the “Lane Coordinated Public Transit-Human Services Transportation Plan” in order to reflect current conditions, establish project priorities for the Public Transit Division’s 2015-15 Discretionary Grant Program, to comply with state and federal planning requirements, and to reflect LTD’s Long-Range Transit Plan (LRTP). The Lane Coordinated Public Transit-Human Services Transportation Plan (Lane Coordinated Plan) is intended to show how human service agencies work together with transportation providers to address the transportation needs of people with disabilities, older adults, and people with limited incomes. This document is consistent with federal requirements enacted through MAP-21 specific to funding sources administered by the Federal Transit Administration (FTA).

Lead Agency: Lane Transit District  
Partner Agencies: ODOT, City of Eugene, City of Springfield, Lane County, Lane Council of Governments  
Estimated Completion: June, 2014  
Estimated Project Cost: \$2,500

### **Main Street Pedestrian Crossings**

The City and ODOT have partnered to implement a *2010 Main Street Pedestrian Safety Study* that recommended mid-block pedestrian crossings along Main Street. This project will result in completion of the final six crossings recommended in the study. Final crossing locations and proposed mitigations will be developed in coordination with business and property owners.

Local Agency: City of Springfield  
Partner Agencies: ODOT, LTD  
Current Status: Finalizing IGA, Coordination with other Main Street Projects  
Estimated Completion: Summer 2013, 2014  
Estimated Project Cost: TBD

### **Gateway/Kruse – Hutton/Beltline**

The City of Springfield anticipates studying near and long term solutions to congestion and safety issues at the Gateway/Kruse and Hutton/Beltline intersections. The 2003 I-5/Beltline Revised Environmental Assessment (REA) anticipates future signalization of Hutton/Beltline. Detailed system analysis must occur to support that project to better understand opportunities and constraints to nearby intersections.

Local Agency: City of Springfield  
Partner Agencies: ODOT  
Current Status: Pending  
Estimated Completion: 2015

Estimated Project Cost: \$100,000

### **Hunsaker/Beaver/Wilkes Area Study**

This area is relevant to several current planning processes (Eugene and Lane County Transportation System Plans (TSP) and the Beltline Highway River Road to Coburg Road System Planning). Lane County has included the Hunsaker Lane Beaver Street Corridor Study in its Capital Improvement Program (CIP) for several years to address the need for improved bicycle/pedestrian access along the Hunsaker Lane Beaver Street corridor, from Division Avenue to River Road. The Regional Transportation Plan (RTP), TransPlan, and the Lane County TSP call for an improvement from Beaver Street extending north to Wilkes Drive to improve multi-modal connectivity in the area. This study will evaluate the possible design alternatives to address these connectivity issues and potential phasing for improvements, and to provide a framework for coordination with the other related plans.

Lead Agency: Lane County  
Partner Agencies: City of Eugene, ODOT, LTD, and LCOG  
Current Status: No Work Plan Developed.  
Estimated Completion: TBD  
Estimated Project Cost: \$300,000

### **Franklin Boulevard Design Refinement Study**

The Eugene City Council adopted the Walnut Station Special Area Plan in July 2010. One of the major elements of the plan is the transformation of Franklin Boulevard from an auto-oriented arterial to a multiway boulevard that safely and comfortably accommodates all modes and encourages compact mixed-use development along adjacent properties. This project entails refining the street design including determining whether the multiway boulevard is still the best design approach for achieving the city's objectives for this street. The final product will be a refined and more detailed conceptual design and cost estimate.

Lead Agency: City of Eugene  
Partner Agencies: LTD, ODOT  
Current Status: Seeking Funding  
Estimated Completion: Dependent on funding  
Estimated Project Cost: \$100,000 - \$125,000

### **NW Eugene-LCC Transit Corridor Plan**

The City of Eugene and Lane Transit District will study options for implementing the next EmX corridor in Eugene from River Road and Highway 99 through downtown Eugene and south to Lane Community College. The study will look at possibilities for increasing walkability and bicycle access, desired levels of transit services, station area requirements, and right of way needs. This project builds upon the vast Envision Eugene/TSP public discourse and preliminary market research with new stakeholder participation to create context-sensitive, realistic objectives and metrics for success.

Lead Agencies: City of Eugene, LTD  
Partner Agencies: ODOT, Lane County, LCOG  
Current Status: Scoping and Seeking Funding  
Estimated Cost: \$400,000 - \$800,000  
Estimated Completion: Dependent on funding



### **Eugene Street Design Standards**

The document guiding the design of street features in the City of Eugene is currently the 1999 Eugene Arterial and Collector Street Plan (ACSP). It provides specific direction on transportation policies as they apply to Eugene's major streets and clarifies the process for making decisions that affect existing arterial and collector streets. The focus of the ACSP has been to create a comprehensive multimodal street network that accommodates bicyclists, pedestrians, transit vehicles, automobiles, and trucks. An update to this plan, tentatively renamed Eugene Street Design Standards, will focus on updating policies and defining guidelines for street features in Eugene that address advances in geometric design and effective accommodation of all transportation modes within the right-of-way.

Lead Agencies: City of Eugene  
Partner Agencies: ODOT, Lane County  
Current Status: Scoping and Seeking Funding  
Estimated Completion: Dependent on funding  
Estimated Project Cost: \$100,000

### **Lane Transit District Development of Environmental Management System**

LTD hopes to advance its sustainability efforts by developing an environmental management system (EMS). An EMS helps an organization analyze and control the environmental impact of its activities and services by creating a set of management processes and procedures that allows it to operate with greater efficiency and reduce negative impacts. The FTA is sponsoring Round 4 of the Environmental Management Systems Training and Technical Assistance Program for Transit Agencies. This training will consist of four workshops that will be located in Roanoke, Virginia followed by on-site technical support visits, electronic materials and resources, and consultation. FTA's EMS training and assistance will walk LTD staff through the development and implementation of an EMS.

Lead Agency: LTD  
Partner Agencies: None  
Current Status: LTD has identified two phases for the project: (1) Staff will participate in the four-part training that will educate them on how to develop an EMS, and (2) staff, with guidance from FTA, will execute planning and development of an EMS.  
Estimated Completion: End of calendar year 2015  
Estimated Project Cost: \$150,000 (funding source is FTA Sec. 5307)

## **TRANSPORTATION SYSTEM PLANS**

### **Regional Transportation Systems Planning**

See the *Transportation System Modeling and Data Maintenance* element in Section II of the UPWP.

Lead Agency: LCOG  
Partner Agencies: City of Eugene, City of Springfield, City of Coburg, Lane County, LTD and ODOT

Current Status: Pending approval of funds and contracting  
Estimated Completion: 2015  
Estimated Project Cost: N/A

### ***City of Eugene TSP Update***

The City of Eugene has initiated an update of its state-required Transportation System Plan. Specific tasks anticipated to occur in the next two years include Existing Conditions Analysis and review of existing policies; Public involvement strategies, including advisory committees, public workshops, and presence on the internet; Coordination with Envision Eugene land use planning to predict and evaluate future conditions; Pedestrian and Bicycle Master Plan Update that will serve as the pedestrian and bicycle elements of the TSP; Evaluation criteria; Identification, evaluation, selection, and modeling of alternatives; and Project lists.

Lead Agency: City of Eugene  
Partner Agencies: ODOT, Lane County, LTD, and LCOG  
Current Status: Transportation Community Resource Group formed. Project Initiation and Evaluation of Existing Conditions and Policies completed. Draft goals and policies will soon be available for public review.  
Estimated Completion: 2015  
Estimated Project Cost: \$638,000, plus additional City staff costs

### ***City of Springfield TSP***

The City of Springfield is in the process of developing a Transportation System Plan (TSP) in conjunction with the update of the Regional Transportation System Plan in order to meet the requirements of the state Transportation Planning Rule. This update is intended to serve as a blueprint to guide future multi-modal transportation system improvements and investment decisions for the City of Springfield. Development of the TSP will be coordinated with and will support the concurrent city-wide buildable lands analysis application of new residential efficiency measures and economic development strategies, and adoption of a new urban growth boundary based on a 2012-2030 planning horizon.

This project includes an inventory and general assessment of the existing transportation system; a determination of existing and future needs; a road plan; a public transportation plan; a bicycle/pedestrian plan; a parking plan; a transportation system management and demand management plan; an air, rail, water, and pipeline plan; and a financing and implementation plan.

Lead Agency: City of Springfield  
Partner Agencies: DLCDC, City of Eugene, ODOT, Lane County, LTD, and LCOG  
Current Status: Policy review and analysis of build alternatives in progress  
Estimated Completion: Summer, 2013  
Estimated Project Cost: \$330,000, plus additional City staff costs

### ***City of Coburg TSP Update***

The Coburg TSP update will be a comprehensive update to the 1999 TSP including updating policy amendments to maintain consistency with the MPO and refinement of several plan elements including circulation, bike and pedestrian, safety, and implementation of the Interchange Area Management Plan requirements.

Lead Agency: City of Coburg  
Partner Agencies: ODOT, Lane County, LTD, and LCOG  
Current Status: Project underway  
Estimated Completion: 2013  
Estimated Project Cost: \$160,000

**Lane County TSP update**

Lane County is in the early stages of developing a comprehensive update to the 2004 Lane County TSP. The update will include evaluating policy amendments to maintain consistency with the state Transportation Planning Rule, address multi-modal transportation system improvements and consistency with climate change planning and social equity. The project will include an inventory and general assessment of the existing transportation system, a determination of existing and future needs, and will include plans for roads, bicycles and pedestrians, public transportation, and air, rail, water and pipelines.

Lead Agency: Lane County

Partner Agencies: DLCD, ODOT, Eugene, Springfield, Coburg, LTD, LCOG and the small cities in Lane County outside the MPO

Current Status: Project initiation

Estimated completion: 2015

Estimated Project Cost: \$275,000

## **RELATED PLANNING EFFORTS**

### ***HUD Sustainable Communities Regional Planning Grant***

This project will work to further integrate sustainability throughout the Central Lane region, within our organizations, our guiding documents, and into our decision-making. The focus of the grant is to develop expertise, tools, and processes that will be implemented to enhance livability, ensure social equity, increase transportation choices, provide affordable housing, and build a healthy local economy as integrated and efficient systems.

Scenario planning is a component of this grant, and work covered under the grant would include presentation, evaluation, and selection of GHG Reduction Strategies to be tested in regional scenario planning based upon the GHG Planning Toolkit developed by ODOT and DLCD. Work would also include development of a recommended process for cooperatively selecting a preferred scenario alternative, as well as public outreach to inform, educate, and involve the community in regional GHG reduction efforts specific to the transportation sector.

Lead Agency: Lane Council of Governments

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

Estimated Completion: 2015

Estimated Project Cost: \$1,450,000

### ***Glenwood Refinement Plan Update***

The City is currently working on an update of the Glenwood Refinement Plan. Phase I, which focused on the Franklin Boulevard and McVay Highway corridors, was completed in 2012. Phase II will focus on the industrial area adjoining I-5 and Glenwood Boulevard, and the residential core.

Lead Agency: City of Springfield

Partner Agencies: Lane County, ODOT, LTD

Current Status: Phase I Completed, Phase II not initiated yet

Estimated Completion: TBD

Estimated Project Cost: \$TBD

### ***Willamalane Park and Recreation Comprehensive Plan Update***

Willamalane Park and Recreation District is currently conducting an update to its 2004 Comprehensive Park and Recreation Plan. Since 2004, the Springfield area has experienced significant changes, and Willamalane is updating its Comprehensive Plan to better meet the needs and desires of the community. The Plan identifies a need to be updated approximately every 5 years. The first step is to identify these needs and generate priorities within the district. Willamalane serves as the lead agency in the Springfield area for constructing and maintaining Springfield's off-street path system.

Lead Agency: Willamalane Park and Recreation District

Partner Agencies: City of Springfield, Lane County, and Springfield School District

Current Status: Community Needs Assessment completed in 2011. Currently refining Proposed Strategies and Actions.

Estimated Completion: 2012

Estimated Project Cost: N/A

### ***Oregon Passenger Rail Study***

ODOT has received federal grants to pay for planning and environmental studies on the Portland to Eugene passenger rail corridor.

Lead Agency: ODOT

Partner Agencies: City of Eugene, City of Springfield, Lane County, LTD, and LCOG

Current Status: Underway. ODOT is conducting interviews with representatives of local jurisdictions and other stakeholders.

Estimated Completion: 2015

Estimated Project Cost: \$11.3 million

## **TRANSPORTATION GROWTH MANAGEMENT (TGM) PROGRAM**

### **TGM Projects Inside the MPO**

#### ***Lane Transit District Long Range Transit Plan***

The purpose of this project is to develop a long-range regional transit plan for the Eugene-Springfield area. Changes in the planning relationship between Eugene, Springfield and Lane County will soon lead to the adoption by each of individual Transportation System Plans (TSPs). The regional plan (TransPlan) adopted in 2001 by each of these agencies as well as the Lane Transit District (LTD) will no longer be in effect. As a result, the transit element developed by LTD for TransPlan (policy set, project list, and performance measures) needs to be updated and recast to serve as a basis for the transit elements required in each of the individual TSPs.

Development of the long range regional transit plan will provide a formal basis for integrating future transit service and facility planning effectively with planned growth and development in the Eugene-Springfield region. The Plan will also aid local jurisdictions in updating their Transportation System Plans (TSPs) and other planning documents and serve as a key part of the strategic framework for reductions in greenhouse gas (GHG) emissions and vehicle miles traveled (VMT) at the local and regional level.

Lead Agency: LTD

Partner Agencies: City of Eugene, City of Springfield, FTA, and LCOG

Current Status: Underway

Estimated Completion: Mid 2013

Estimated Project Cost: N/A

#### ***South Willamette Street Improvement Plan***

Develop a plan for redesigning South Willamette Street between 24th and 32nd Avenues to make it a more pedestrian and bicycle friendly street that supports the vision developed for this area through the South Willamette Concept Plan. *South Willamette Street Improvement Plan* will use the findings from previous studies and University of Oregon design studio to be held Spring term 2013 to articulate the optimum design of the street and develop one or more conceptual designs for the corridor. The project also includes a substantial public outreach effort using the foundation of previous efforts so that all potentially affected interests can participate in the design and decision making processes. The City of Eugene has a TGM grant for this project.

Lead Agency: City of Eugene

Partner Agencies: Lane Transit District, LCOG

Current Status: TGM funded

Estimated Completion: December 2013

Estimated Project Cost: \$180,000 - \$300,000

#### ***Main Street Corridor Vision Plan***

The purpose of the Main Street Corridor Plan – Phase One project is to engage citizens and stakeholders in a community visioning process that results in a land use/transportation Vision Plan and Strategies for Main Street/Oregon Highway 126B and land abutting the corridor. The Vision Plan and Strategies for Main Street/Oregon Highway 126B will guide subsequent updates to the City's Comprehensive Plan, Transportation System Plan, Development Code, and economic development actions.

Lead Agency: City of Springfield

Partner Agencies: ODOT, LTD

Current Status: TGM grant awarded, consultant solicitation and selection in process, estimated project start March/April 2013

Estimated Completion: June 2014

Estimated Project Cost: TBD

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**UPWP**  
**Unified Planning Work Program**  
**FY 2014 and 2015**

**SECTION III**  
**FUNDING**



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### Section III. UPWP Funding

Table I provides a summary of FY14 UPWP work elements and identifies preliminary funding sources and allocations.

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**Table I**

	Work Element	FTA Sec 5303	LTD 5303 Match	FHWA PL	STP-U	Local STP Match	LCOG Total	Local Match Total	UPWP Total
A	Regional Transportation Plan (RTP) and Long-Range Planning	\$ 10,000	\$ 2,500	\$ 65,000	\$ 50,000	\$ 5,723	\$ 125,000	\$ 8,223	\$ 133,223
B	Programming and Implementation	\$ 12,000	\$ 3,000	\$ 25,000	\$ 25,000	\$ 2,861	\$ 62,000	\$ 5,861	\$ 67,861
C	Public Participation	\$ 12,000	\$ 3,000	\$ 45,000	\$ -	\$ -	\$ 57,000	\$ 3,000	\$ 60,000
D	Air Quality Planning	\$ 6,000	\$ 1,500	\$ 10,000	\$ 35,000	\$ 4,006	\$ 51,000	\$ 5,506	\$ 56,506
E	Transportation System Modeling and Data Maintenance	\$ 10,000	\$ 2,500	\$ 100,000	\$ 70,000	\$ 8,012	\$ 180,000	\$ 10,512	\$ 190,512
F	Transportation Options	\$ 6,672	\$ 1,668	\$ 20,000	\$ 15,000	\$ 1,717	\$ 41,672	\$ 3,385	\$ 45,057
G	Intergovernmental Coordination	\$ 15,000	\$ 3,750	\$ 102,400	\$ 90,000	\$ 10,301	\$ 207,400	\$ 14,051	\$ 221,451
H	Direct Costs			\$ 15,000	\$ 25,000	\$ 2,861	\$ 40,000	\$ 2,861	\$ 42,861
	<i>Subtotals</i>	\$ 71,672	\$ 17,918	\$ 382,400	\$ 310,000	\$ 35,480	\$ 764,072	\$ 53,398	\$ 817,470
I	<i>Regional Safety &amp; Security Plan</i>				\$ 40,000	\$ 4,578	\$ 40,000	\$ 4,578	\$ 44,578
J	<i>Intelligent Transportation Systems (ITS) Plan Update</i>				\$ 25,000	\$ 2,861	\$ 25,000	\$ 2,861	\$ 27,861
K	<i>Traffic Counts</i>				\$ 25,000	\$ 2,861	\$ 25,000	\$ 2,861	\$ 27,861
L	<i>OHAS (Oregon Household Activity Survey)</i>				\$ 35,000	\$ 4,006	\$ 35,000	\$ 4,006	\$ 39,006
M	<i>Equity and Opportunity Mapping/Data</i>				\$ 15,000	\$ 1,717	\$ 15,000	\$ 1,717	\$ 16,717
N	<i>LTD Data</i>	\$ 50,000	\$ 12,500				\$ 50,000	\$ 12,500	\$ 62,500
O	<i>Member Services (minimum)</i>	\$ 20,000	\$ 5,000	\$ 25,000			\$ 45,000	\$ 5,000	\$ 50,000
P	<i>MPO Partner Regional Transportation Planning</i>				\$ 145,000	\$ 16,596			\$ 161,596
	<i>Subtotals</i>	\$ 70,000	\$ 17,500	\$ 25,000	\$ 285,000	\$ 32,619	\$ 235,000	\$ 33,523	\$ 430,119
	<b>TOTALS</b>	\$ 141,672	\$ 35,418	\$ 407,400	\$ 595,000	\$ 68,100	\$ 999,072	\$ 86,922	\$ 1,247,590
	<i>Funding amounts are estimates only, based on anticipated amounts.</i>								

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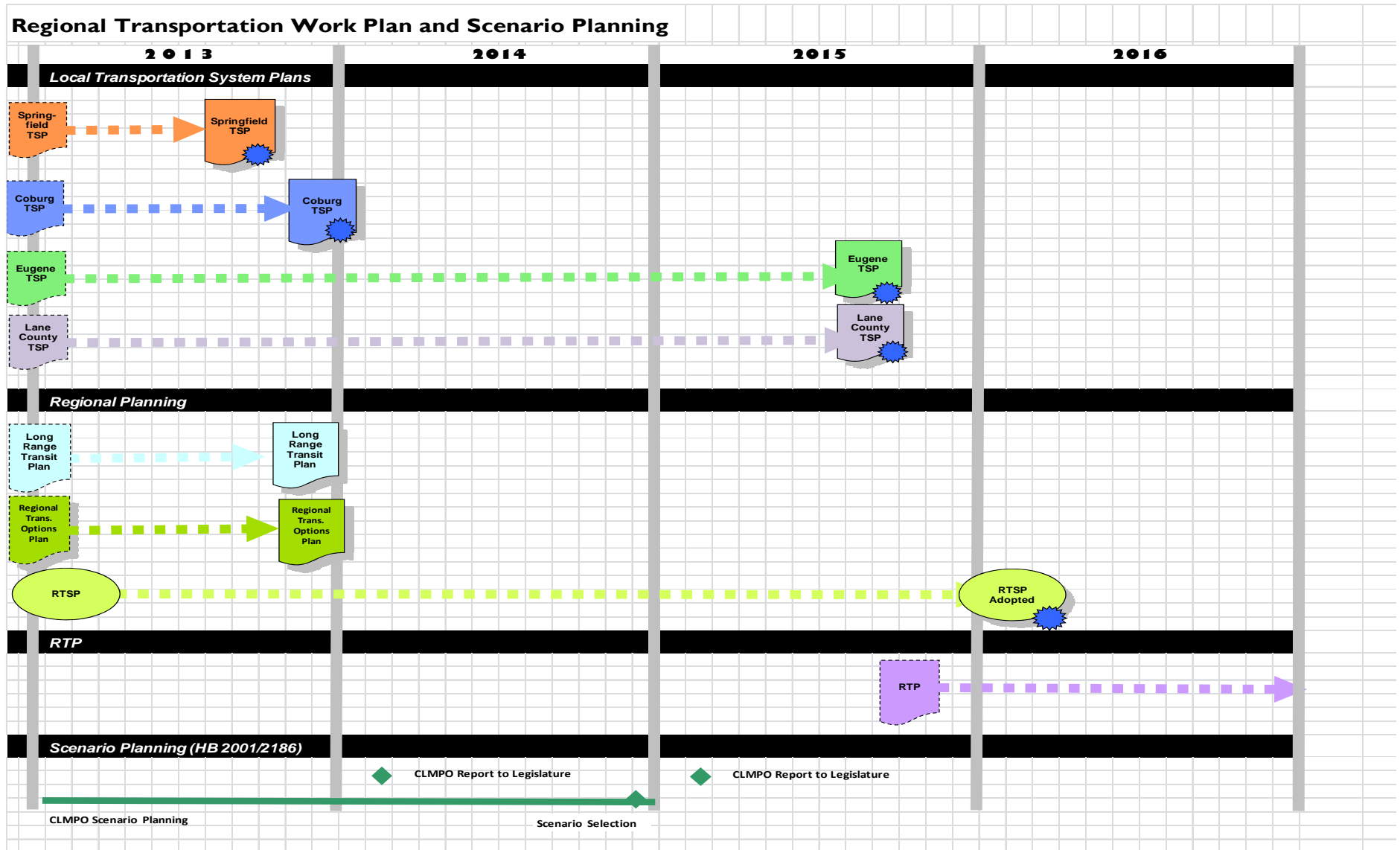


**UPWP**  
**Unified Planning Work Program**  
**FY 2014 and 2015**

**APPENDICES**

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# APPENDIX A: Regional Transportation Work Plan





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## **APPENDIX B: MPO ORGANIZATION and MANAGEMENT**

### **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.

### **MPO 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.

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## **APPENDIX C: 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  
**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  
**C-STIP** – Construction STIP  
**DEIS** – Draft Environment Impact Statement  
**DEQ** – Department of Environmental Quality  
**DLCD** – Department of Land Conservation and Development  
**DOT** – Department of Transportation  
**D-STIP** – Development STIP  
**EIS** – Environmental Impact Statement  
**EJ** – Environmental Justice  
**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

## **ACRONYMS (continued)**

**HOV** – High Occupancy Vehicle  
**HPMS** – Highway Performance Monitoring Systems  
**HRB** – Highway Research Board  
**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  
**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  
**L RTP** – Long Range Transportation Plan  
**LTD** – Lane Transit District  
**LUAM** – Land Use Allocation Model  
**MAP-21** – Moving Ahead for Progress in the 21<sup>st</sup> Century Act, authorizing transportation programs through September 30, 2014  
**MOA** – Memorandum of Agreement  
**MOU** – Memorandum of Understanding  
**MPC** – Metropolitan Policy Committee  
**MPO** – Metropolitan Planning Organization  
**MSA** – Metropolitan Statistical Area  
**MTP** – Metropolitan Transportation Plan  
**MTIP** – Metropolitan Transportation Improvement Program  
**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  
**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  
**RTP** – Regional Transportation Plan

## **ACRONYMS (continued)**

**SAFETEA-LU** – Safe, Accountable, Flexible, Efficient Transportation Equity Act – a Legacy for Users (replaced by Map-21 on September 30, 2012)

**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

**STP** – Surface Transportation Program (-**U** – - Urban)

**TAC** – Technical Advisory Committee

**TASC** – Technical Advisory Subcommittee

**TAZ** – Traffic Analysis Zone

**TCM** – Transportation Control Measure

**TDM** – Transportation Demand Management

**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

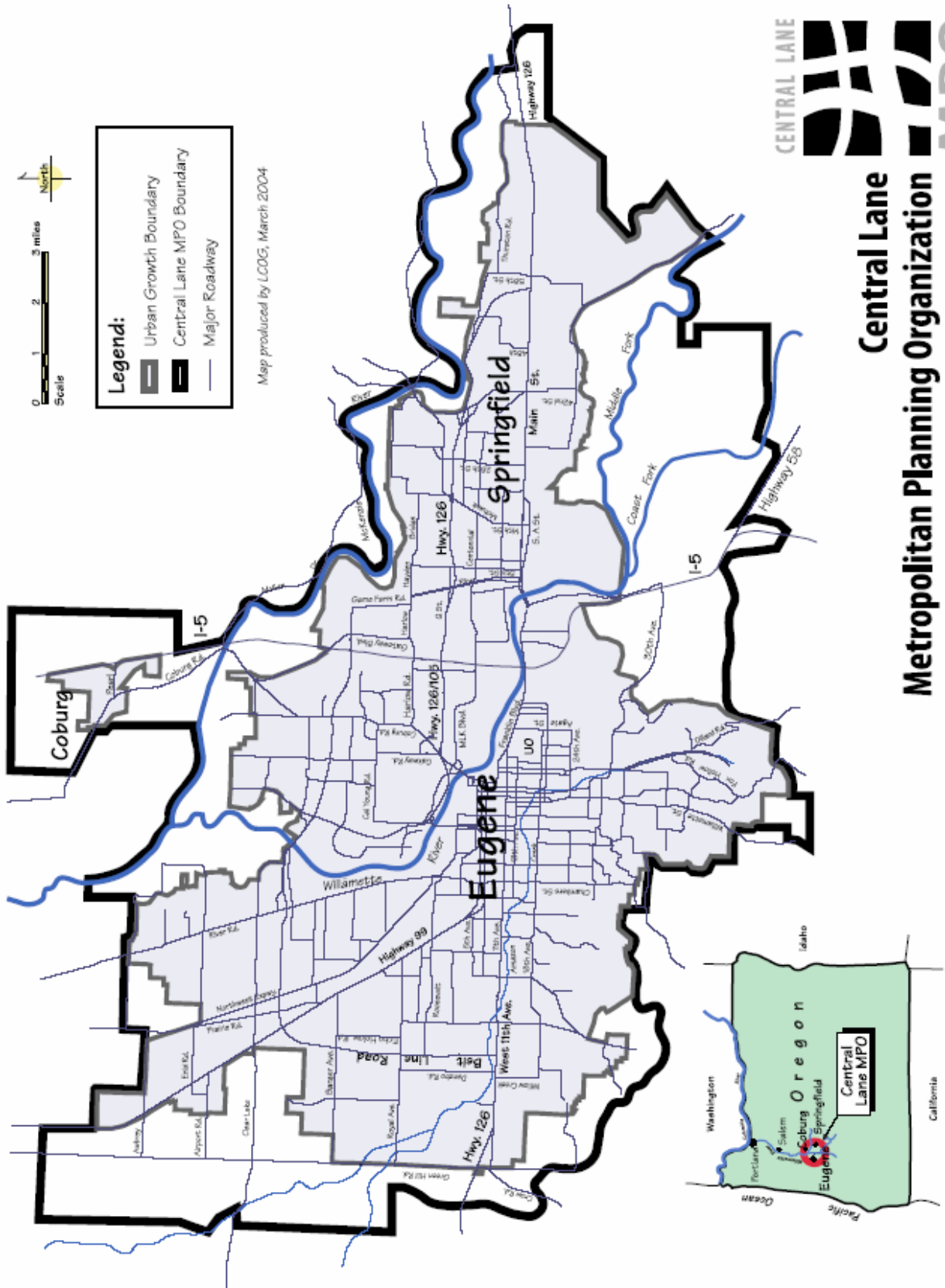
**VMT** – Vehicle Miles Traveled

**VOCs** – Volatile Organic Compounds

**VPD** – Vehicles Per Day

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# APPENDIX D: CENTRAL LANE MPO MAP





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## **APPENDIX E: Memorandum of Understanding concerning Transportation-related Air Quality Planning**



**Memorandum of Understanding**  
concerning  
**Agency Responsibilities for Transportation-related**  
**Air Quality Planning in the Central Lane Transportation Management Area**

The continuing, coordinated and comprehensive transportation planning process of 23 USC 134 and 49 USC 5303 in the Central Lane Transportation Management Area (TMA) is dependent upon the cooperation and mutual support of all responsible parties. Air quality planning is recognized as an essential component of this process, and is undertaken within the guidelines of the Clean Air Act to ensure protection of the public health and safety of the region's citizens. Agency responsibilities are outlined in the Oregon Transportation Conformity Rules, OAR 340-252. This MOU describes the responsibilities concerning air quality planning for each partner agency within the designated air quality management area, in accord with 23 CFR 450.310.

**Lane Council of Governments (LCOG)** is the Metropolitan Planning Organization for transportation planning in the Central Lane TMA and has been designated by the Governor as the lead planning agency for transportation pollutants within the TMA. LCOG takes the lead in preparation of the State Implementation Plan (SIP) for carbon monoxide (CO), and is responsible for preparing emission inventories, emission budgets, attainment and maintenance demonstrations for CO. LCOG is responsible for ensuring and documenting transportation conformity of the regional transportation plan and the transportation improvement program within the TMA. LCOG monitors regionally significant projects within the TMA, and provides regional emissions analyses. Further, LCOG ensures the adequacy of interagency consultation and public involvement as a part of transportation conformity and CO SIP development.

**Lane Regional Air Protection Agency (LRAPA)** is the regional air pollution authority for Lane County pursuant to ORS 468A.105, and is responsible for particulate matter planning within the TMA, all air pollutant monitoring and data publication, and adoption and enforcement of air quality rules within the region, including indirect source rules. LRAPA consults with LCOG on transportation conformity and on SIP development for all transportation-related pollutants within the TMA. LRAPA is also responsible for development of emissions inventories, emission budgets, attainment and maintenance demonstrations for air pollutants other than CO, with technical and policy input provided by LCOG as needed.


**Oregon Department of Transportation (ODOT)** provides technical input to LCOG on motor vehicle emission factors, and consults, as needed, on air quality modeling and conformity determinations.

**ODOT, Lane Transit District (LTD), Lane County, and the Cities of Eugene, Springfield and Coburg**, provide LCOG with details of their federally-funded and/or regionally significant transportation projects (as defined in OAR-340-252-0030(39) and 40 CFR 93.101) within the TMA in order to ensure proper consideration of the projects within the regional conformity analysis. These agencies disclose to LCOG in a timely manner, a summary of the project scope necessary for air quality analysis; timing; funding; regional significance; and any subsequent changes. The respective agencies are responsible for any and all required project level conformity and environmental procedures relating to their projects.


**Lane County** also provides LCOG with details of federally funded and/or regionally significant transportation projects that occur in the area within the designated air quality management area (AQMA) boundaries but outside the TMA. Lane County and LCOG consult on determining the effect of these projects on carbon monoxide (CO) levels and the CO budget for the Eugene-Springfield AQMA.

**Memorandum of Understanding**  
concerning  
**Agency Responsibilities for Transportation-related Air Quality Planning in the  
Central Lane Transportation Management Area**

*Acknowledged:*

  
\_\_\_\_\_  
George Kloeppel, Director  
Lane Council of Governments

4-21-07  
Date

  
\_\_\_\_\_  
Merlyn L. Hough, Director  
Lane Regional Air Protection Agency

04/09/2007  
Date

\_\_\_\_\_  
Mark Pangborn, General Manager  
Lane Transit District

\_\_\_\_\_  
Date

\_\_\_\_\_  
Jeff Scheick, Director, Region 2,  
Oregon Department of Transportation

\_\_\_\_\_  
Date

\_\_\_\_\_  
Kurt Corey, P.E., Public Works Director  
City of Eugene

\_\_\_\_\_  
Date

\_\_\_\_\_  
Dan Brown, Public Works Director  
City of Springfield

\_\_\_\_\_  
Date

\_\_\_\_\_  
Don Schuessler, City Administrator  
City of Coburg

\_\_\_\_\_  
Date

\_\_\_\_\_  
Ollie Snowden, P.E., Public Works Director  
Lane County

\_\_\_\_\_  
Date

**Memorandum of Understanding**  
concerning  
**Agency Responsibilities for Transportation-related Air Quality Planning in the  
Central Lane Transportation Management Area**

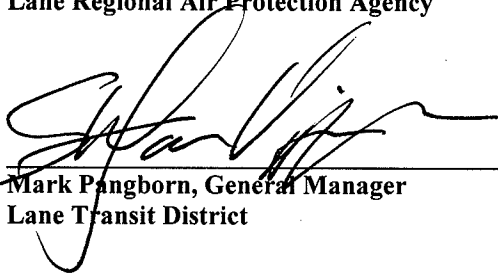
*Acknowledged:*

  
\_\_\_\_\_  
George Kloepfel, Director  
Lane Council of Governments

4-24-07  
Date

\_\_\_\_\_  
Merlyn L. Hough, Director  
Lane Regional Air Protection Agency

\_\_\_\_\_  
Date

*FOR*   
\_\_\_\_\_  
Mark Pangborn, General Manager  
Lane Transit District

4/17/07  
Date

\_\_\_\_\_  
Jeff Scheick, Director, Region 2,  
Oregon Department of Transportation

\_\_\_\_\_  
Date

\_\_\_\_\_  
Kurt Corey, P.E., Public Works Director  
City of Eugene

\_\_\_\_\_  
Date

\_\_\_\_\_  
Dan Brown, Public Works Director  
City of Springfield

\_\_\_\_\_  
Date

\_\_\_\_\_  
Don Schuessler, City Administrator  
City of Coburg

\_\_\_\_\_  
Date

\_\_\_\_\_  
Ollie Snowden, P.E., Public Works Director  
Lane County

\_\_\_\_\_  
Date

**Memorandum of Understanding**  
concerning  
**Agency Responsibilities for Transportation-related Air Quality Planning in the  
Central Lane Transportation Management Area**

**Acknowledged:**

  
\_\_\_\_\_  
George Kloepfel, Director  
Lane Council of Governments


4-24-07  
Date

\_\_\_\_\_  
Merlyn L. Hough, Director  
Lane Regional Air Protection Agency

\_\_\_\_\_  
Date

\_\_\_\_\_  
Mark Pangborn, General Manager  
Lane Transit District

\_\_\_\_\_  
Date

  
\_\_\_\_\_  
Jeff Schick, Director, Region 2,  
Oregon Department of Transportation

4/13/07  
Date

\_\_\_\_\_  
Kurt Corey, P.E., Public Works Director  
City of Eugene

\_\_\_\_\_  
Date

\_\_\_\_\_  
Dan Brown, Public Works Director  
City of Springfield

\_\_\_\_\_  
Date

\_\_\_\_\_  
Don Schuessler, City Administrator  
City of Coburg

\_\_\_\_\_  
Date

\_\_\_\_\_  
Ollie Snowden, P.E., Public Works Director  
Lane County

\_\_\_\_\_  
Date

Agency Responsibilities for Transportation-related Air Quality Planning in the  
Central Lane Transportation Management Area

Acknowledged:

  
George Kloeppe, Director  
Lane Council of Governments

4-24-07  
Date

\_\_\_\_\_  
Merlyn L. Hough, Director  
Lane Regional Air Protection Agency

\_\_\_\_\_  
Date

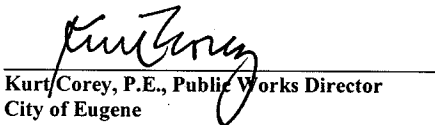
\_\_\_\_\_  
Mark Pangborn, General Manager  
Lane Transit District

\_\_\_\_\_  
Date

\_\_\_\_\_  
Jeff Scheick, Director, Region 2,  
Oregon Department of Transportation

\_\_\_\_\_  
Date



  
Kurt Corey, P.E., Public Works Director  
City of Eugene

4-11-07  
Date

\_\_\_\_\_  
Dan Brown, Public Works Director  
City of Springfield

\_\_\_\_\_  
Date

\_\_\_\_\_  
Don Schuessler, City Administrator  
City of Coburg

\_\_\_\_\_  
Date

\_\_\_\_\_  
Ollie Snowden, P.E., Public Works Director  
Lane County

\_\_\_\_\_  
Date



**Agency Responsibilities for Transportation-related Air Quality Planning in the  
Central Lane Transportation Management Area**

*Acknowledged:*

  
\_\_\_\_\_  
George Klooppel, Director  
Lane Council of Governments

4-11-07  
Date

\_\_\_\_\_  
Merlyn L. Hough, Director  
Lane Regional Air Protection Agency

\_\_\_\_\_  
Date

\_\_\_\_\_  
Mark Pangborn, General Manager  
Lane Transit District


\_\_\_\_\_  
Date

\_\_\_\_\_  
Jeff Scheick, Director, Region 2,  
Oregon Department of Transportation

\_\_\_\_\_  
Date

\_\_\_\_\_  
Kurt Corey, P.E., Public Works Director  
City of Eugene

\_\_\_\_\_  
Date

  
\_\_\_\_\_  
Dan Brown, Public Works Director  
City of Springfield

4/11/07  
Date

\_\_\_\_\_  
Don Schuessler, City Administrator  
City of Coburg

\_\_\_\_\_  
Date

\_\_\_\_\_  
Ollie Snowden, P.E., Public Works Director  
Lane County

\_\_\_\_\_  
Date

**Memorandum of Understanding**  
concerning  
**Agency Responsibilities for Transportation-related Air Quality Planning in the  
Central Lane Transportation Management Area**

**Acknowledged:**

  
\_\_\_\_\_  
George Kloeppe, Director  
Lane Council of Governments

4-24-07  
Date

\_\_\_\_\_  
Merlyn L. Hough, Director  
Lane Regional Air Protection Agency

\_\_\_\_\_  
Date

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Mark Pangborn, General Manager  
Lane Transit District

\_\_\_\_\_  
Date

\_\_\_\_\_  
Jeff Scheick, Director, Region 2,  
Oregon Department of Transportation

\_\_\_\_\_  
Date

\_\_\_\_\_  
Kurt Corey, P.E., Public Works Director  
City of Eugene

\_\_\_\_\_  
Date

\_\_\_\_\_  
Dan Brown, Public Works Director  
City of Springfield

\_\_\_\_\_  
Date

  
\_\_\_\_\_  
Don Schuessler, City Administrator  
City of Coburg

4/10/2007  
Date

\_\_\_\_\_  
Ollie Snowden, P.E., Public Works Director  
Lane County

\_\_\_\_\_  
Date

**Memorandum of Understanding**  
concerning  
**Agency Responsibilities for Transportation-related Air Quality Planning in the  
Central Lane Transportation Management Area**

*Acknowledged:*

  
\_\_\_\_\_  
George Kloeppel, Director  
Lane Council of Governments

4-24-07  
Date

\_\_\_\_\_  
Merlyn L. Hough, Director  
Lane Regional Air Protection Agency

\_\_\_\_\_  
Date

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Mark Pangborn, General Manager  
Lane Transit District

\_\_\_\_\_  
Date

\_\_\_\_\_  
Jeff Scheick, Director, Region 2,  
Oregon Department of Transportation

\_\_\_\_\_  
Date

\_\_\_\_\_  
Kurt Corey, P.E., Public Works Director  
City of Eugene


\_\_\_\_\_  
Date

\_\_\_\_\_  
Dan Brown, Public Works Director  
City of Springfield

\_\_\_\_\_  
Date

\_\_\_\_\_  
Don Schuessler, City Administrator  
City of Coburg

\_\_\_\_\_  
Date

  
\_\_\_\_\_  
Oliver Snowden, P.E., Public Works Director  
Lane County

4-18-07  
Date

**Memorandum of Understanding**  
concerning  
**Agency Responsibilities for Transportation-related Air Quality Planning in the  
Central Lane Transportation Management Area**

Approved as to Form: *(leave blank if not needed)*

JOSEPH J LEAHY  
Attorney

4/9/07  
Date

JOSEPH J LEAHY  
DATE: 4/9/07  
OFFICE OF CITY ATTORNEY



## **APPENDIX F: Interlocal Agreement – ODOT/MPO/Transit Operator Agreement**



**INTERGOVERNMENTAL AGREEMENT  
ODOT/MPO/Transit Operator Agreement  
Central Lane Metropolitan Planning Organization  
Lane Transit District**

THIS AGREEMENT is made and entered into by and between the STATE OF OREGON acting by and through its Department of Transportation, hereinafter referred to as "ODOT", the Central Lane Metropolitan Planning Organization, acting by and through the Lane Council of Governments, hereinafter referred to as "LCOG", and the Lane Transit District, acting by and through its Board of Directors, hereinafter referred to as "LTD", hereinafter individually referred to as the "Party" and collectively referred to as the "Parties".

**RECITALS**

1. By authority granted in ORS 190.110, state agencies may enter into agreements with units of local governments for the performance of any or all functions and activities that a party to the agreement, its officers, or agents have the authority to perform.
2. Intergovernmental agreements defining roles and responsibilities for transportation planning between ODOT, the metropolitan planning organization (MPO) for an area, and the public transit operator(s) for the area are required by the Code of Federal Regulation (CFR), Chapter 23, Section 450.314 which states that:

*"The MPO, the State(s), and the public transportation operator(s) shall cooperatively determine their mutual responsibilities in carrying out the metropolitan transportation planning process. These responsibilities shall be clearly identified in written agreements among the MPO, the State(s), and the public transportation operator(s) serving the metropolitan planning area."*

3. LCOG is the designated MPO for the greater Eugene-Springfield urbanized area. It was established in 1973 by the Governor of Oregon. 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 LTD, one elected official from Coburg, one designated official from ODOT, and as ex-officio members, the chief administrative officers of Lane County, Eugene, Springfield, Coburg, and LTD, and the Region 2 Manager for ODOT. MPC adopts the Transportation Improvement Program, the long-range Regional Transportation Plan, the Unified Planning Work Program, and the Public Participation Plan, and provides policy guidance related to the conduct of



**LCOG/LTD/ODOT**

**Agreement No. 24,894**

the transportation planning process, the annual review process, and other transportation issues.

4. LTD is the public transportation operator for the Eugene-Springfield area.
5. There also exists a "Memorandum of Understanding concerning Agency Responsibilities for Transportation-related Air Quality Planning in the Central Lane Transportation Management Area." That Memorandum of Understanding (MOU) was executed in April 2007 by the Lane Council of Governments, the Lane Regional Air Protection Agency, the Lane Transit District, the Oregon Department of Transportation, the Cities of Eugene, Springfield, and Coburg, and Lane County. The MOU remains in effect and is not modified in any way by this Agreement.

**NOW THEREFORE**, the premises being in general as stated in the foregoing recitals, it is agreed by and between the Parties hereto as follows:

**TERMS OF AGREEMENT**

1. Pursuant to the authority above, ODOT, LCOG, and LTD agree to define roles and responsibilities in carrying out the metropolitan transportation planning process, as further described in the Statement of Work, marked Exhibit A, attached hereto and by this reference made a part hereof.
2. The term of this Agreement shall begin on the date all required signatures are obtained and shall terminate ten (10) calendar years following the date all required signatures are obtained.
3. This Agreement may be revisited as needed, when the Parties so determine, and will be reviewed upon commencement of the MPO recertification or self-certification process.

**ODOT OBLIGATIONS**

1. ODOT will engage the other Parties to this Agreement in its planning activities as further identified in Exhibit A. Where ODOT is the lead agency for a product, it will be responsible for pursuing communication with the other Parties as agreed. Early communication will be sought in good faith, such that affected Parties have the opportunity to influence the final outcome or decisions.
2. Where ODOT is a party of interest to a planning project, it will participate in the development of the planning product as specified in this Agreement. ODOT will offer information and opinions such that the lead agency and other participants have the opportunity to understand its positions, concerns, conflicts, and any likely objections to proposed outcomes.

**LCOG/LTD/ODOT**

Agreement No. 24,894

3. ODOT's Project Manager for this Agreement is the Region 2, Area 5 Senior Planner, or assigned designee in the absence of said individual, 644 A Street, Springfield, Oregon 97477; telephone (541) 744-8080.

**LCOG OBLIGATIONS**

1. LCOG will engage the other Parties to this Agreement in its planning activities as further identified in Exhibit A. Where LCOG is the lead agency for a product, it will be responsible for pursuing communication with the other Parties as agreed. Early communication will be sought in good faith, such that affected Parties have the opportunity to influence the final outcome or decisions.
2. Where LCOG is a party of interest to a planning project, it will participate in the development of the planning product as specified in this Agreement. LCOG will offer information and opinions such that the lead agency and other participants have the opportunity to understand its positions, concerns, conflicts, and any likely objections to proposed outcomes.
3. LCOG's Project Manager for this Agreement is the MPO Program Manager, or assigned designee upon absence of said individual, Lane Council of Governments, 99 East Broadway Suite 400, Eugene, Oregon 97401; telephone (541) 682-4283.

**LTD OBLIGATIONS**

1. LTD will engage the other Parties to this Agreement in its planning activities as further identified in Exhibit A. Where LTD is the lead agency for a product, it will be responsible for pursuing communication with the other Parties as agreed. Early communication will be sought in good faith, such that affected Parties have the opportunity to influence the final outcome or decisions.
2. Where LTD is a party of interest to a planning project, it will participate in the development of the planning product as specified in this Agreement. LTD will offer information and opinions such that the lead agency and other participants have the opportunity to understand its positions, concerns, conflicts, and any likely objections to proposed outcomes.
3. LTD Project Manager for this Agreement is the Director of Planning and Development, or assigned designee upon absence of said individual, Lane Transit District, 3500 East 17<sup>th</sup> Avenue, Eugene, Oregon 97401; telephone (541) 682-6203.

**GENERAL PROVISIONS**

1. This Agreement may be terminated by any Party upon thirty (30) days' notice, in writing and delivered by certified mail or in person.

LCOG/LTD/ODOT

Agreement No. 24,894

2. Any Party may terminate this Agreement effective upon delivery of written notice to the other Parties, or at such later date as may be established by that Party, under any of the following conditions:
  - a. If the other Parties fail to provide services called for by this Agreement within the time specified herein or any extension thereof.
  - b. If the other Parties fail to perform any of the other provisions of this Agreement, or so fail to pursue the work as to endanger performance of this Agreement in accordance with its terms, and after receipt of written notice from the other Party fails to correct such failures within 10 days or such longer period as other Party may authorize.
  - c. If federal or state laws, regulations or guidelines are modified or interpreted in such a way that either the work under this Agreement is prohibited or either party is prohibited from paying for such work from the planned funding source.
3. Any termination of this Agreement shall not prejudice any rights or obligations accrued to the Parties prior to termination.
4. All Parties shall comply with all federal, state, and local laws, regulations, executive orders and ordinances applicable to the work under this Agreement, including, without limitation, the provisions of ORS 279B.220, 279B.225, 279B.230, 279B.235 and 279B.270 incorporated herein by reference and made a part hereof; Without limiting the generality of the foregoing, all Parties expressly agree to comply with (i) Title VI of Civil Rights Act of 1964; (ii) Title V and Section 504 of the Rehabilitation Act of 1973; (iii) the Americans with Disabilities Act of 1990 and ORS 659A.142; (iv) all regulations and administrative rules established pursuant to the foregoing laws; and (v) all other applicable requirements of federal and state civil rights and rehabilitation statutes, rules and regulations.
5. All employers, including all Parties, that employ subject workers who work under this Agreement in the State of Oregon shall comply with ORS 656.017 and provide the required Workers' Compensation coverage unless such employers are exempt under ORS 656.126. All Parties shall ensure that each of its subcontractors complies with these requirements.
6. All Parties acknowledge and agree that State, the Oregon Secretary of State's Office, the federal government, and their duly authorized representatives shall have access to the books, documents, papers, and records of each Party which are directly pertinent to the specific Agreement for the purpose of making audit, examination, excerpts, and transcripts for a period of six (6) years after completion of Project. Copies of applicable records shall be made available upon request. Payment for costs of copies is reimbursable by the requesting Party.

LCOG/LTD/ODOT

Agreement No. 24,894

7. This Agreement may be executed in several counterparts (facsimile or otherwise) all of which when taken together shall constitute one agreement binding on all Parties, notwithstanding that all Parties are not signatories to the same counterpart. Each copy of this Agreement so executed shall constitute an original.
8. This Agreement and attached exhibits constitute the entire agreement between the Parties on the subject matter hereof. There are no understandings, agreements, or representations, oral or written, not specified herein regarding this Agreement. No waiver, consent, modification or change of terms of this Agreement shall bind any Party unless in writing and signed by all Parties and all necessary approvals have been obtained. Such waiver, consent, modification or change, if made, shall be effective only in the specific instance and for the specific purpose given. The failure of State to enforce any provision of this Agreement shall not constitute a waiver by State of that or any other provision.

**IN WITNESS WHEREOF**, the Parties hereto have set their hands as of the day and year hereinafter written.

The Oregon Transportation Commission on June 18, 2003, approved Delegation Order No. 2, which authorizes the Director to approve and execute agreements for day-to-day operations. Day-to-day operations include those activities required to implement the biennial budget approved by the Legislature, including activities to execute a project in the Statewide Transportation Improvement Program.

*Signature Page to Follow*

LCOG/LTD/ODOT

Agreement No. 24,894

On April 12, 2004, the Director approved Subdelegation Order No. 10 in which the Director delegates authority to the Division Administrator, Transportation Development to approve and execute personal service contracts and agreements over \$75,000 for programs within the Transportation Development Division when the work is related to a project included in the STIP or in other system plans approved by the Oregon Transportation Commission or in a line item in the legislatively adopted biennial budget, and to approve and execute all agreements, approved by the OTC, for Metropolitan Planning Organization agreements outside the Transportation Program Development limitation and acceptance of funds sent to ODOT, but not earmarked for Transportation Program Development.

**CENTRAL LANE METROPOLITAN PLANNING ORGANIZATION**, by and through the Lane Council of Governments

By George Klappel  
Executive Director

Date 6-18-08

**LANE TRANSIT DISTRICT**, by and through its Board of Directors

By Mike Byham  
General Manager

Date 6-10-08

Agency Contacts

Byron Vanderpool  
Director, Interim MPO Program Manager  
Lane Council of Governments  
99 East Broadway, Suite 400  
Eugene, Oregon 97401

Tom Schwetz  
Director of Planning and Development  
Lane Transit District  
3500 East 17<sup>th</sup> Avenue  
Eugene, OR 97401

**STATE OF OREGON**, by and through its Department of Transportation

By James Bohard  
Division Administrator, Transportation Development Division

Date 7/16/08

By Nicholas Quinn  
Division Administrator, Public Transit Division

Date 7/16/2008

**APPROVAL RECOMMENDED**

By [Signature]  
Region 2 Manager

Date 7-8-08

By Erik M. Harris  
Region 2 Planning and Development Manager

Date 7-8-08

**APPROVED AS TO LEGAL SUFFICIENCY**

By [Signature]  
Assistant Attorney General

Date 7/17/08

## EXHIBIT A STATEMENT OF WORK

1. **DEFINITIONS** – the following definitions apply to this Agreement specifically and shall not be construed to apply to any other agreement between any of the Parties. They may differ from those listed for these terms in the federal regulations.
  - a. **Consider:** Take into account opinions and relevant information from other Parties in making a decision. Receive the information or comments, acknowledge such, and document the acknowledgement. Those receiving comments are not bound by the opinions or information received.
  - b. **Consult:** Confer with other identified Parties in accordance with an established process; consider the views of other Parties prior to taking action, inform other Parties about action taken in accordance with established process. The communication should be timely, and ahead of decisions. Those receiving comments are not bound by the opinions or information received.
  - c. **Coordinate:** Develop plans, programs, and schedules in consultation with other agencies such that agencies' separate projects do not conflict. Coordinated projects are usually those for which all Parties, other than the lead agency, do not have a vested interest and are often specific projects rather than policy outcomes. The lead agency is the project proponent and the other Parties are not deeply involved. The lead agency is expected to consult with the others to ensure efficiencies are utilized and conflicts are avoided. Parties with legal standing should be involved in the coordination and Parties should operate in good faith.
  - d. **Cooperate/Collaborate:** Parties involved work together to achieve a common goal or objective. Cooperation or collaboration are often employed where multiple Parties have a vested interest in the outcome and may involve a shared project or policy outcome. Parties may share expertise, resources, etc. to accomplish the goal.
  - e. **Responsible:** Answerable or accountable, as for something within one's power, control, or management. There can be multiple levels or roles in responsibility. Examples of levels of responsibility include:
    - **Authority:** Authority to make the final decision, signature authority
    - **Lead:** Responsible for making sure the activity is completed and communication protocols are followed
    - **Coordination:** Responsible for coordinating all elements necessary to complete an activity
    - **Support:** Provide administrative or technical support necessary to complete an activity
    - **Information:** Provide input and information necessary to complete an activity
  - f. **Owner:** The agency that keeps and maintains the final product.

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- g. **Lead Agency:** Agency responsible for making sure the planning project is completed and communication protocols are followed.
  - h. **Levels of communication:** Consider, Consult, Coordinate, Cooperate, or Collaborate.
  - i. **Party of interest:** A party to this Agreement that is not the lead agency for a particular planning project, but is affected by that project.
  - j. **Planning Project:** A planning activity that leads to a planning product. Planning products that may be developed may include plans, programs, tools, and administrative products such as those listed below.
2. All Parties agree to cooperatively develop and share information related to the development of financial plans that support the metropolitan transportation plan, the metropolitan TIP and the development of the annual listing of obligated projects. Such plans may include but shall not be limited to the following:
- a. Plans
    - Oregon Transportation Plan & Component Plans including Safety Plans
    - Regional Transportation Plan (RTP)
    - Transportation System Plan (TSP)
    - Area/Concept Plans
    - Facility Plans (including Corridor Plans, Interchange Area Management Plans, Access Management Plans, etc.)
    - Transit Plans
    - Coordinated Human Services-Transit Plans
  - b. Programs
    - Statewide Transportation Improvement Program (STIP)
    - Metropolitan Transportation Improvement Program (MTIP)
  - c. Tools
    - Transportation Demand Models (TDM)
    - Land Use Models
    - Integrated Models
    - Data resources
    - Geographic Information System (GIS) resources
  - d. Administrative Products
    - Air Quality Conformity
    - Unified Planning Work Program (UPWP)
    - Federal Certification
    - Public Involvement Plan
    - Title VI Plan
    - Environmental Justice Plans
    - Disadvantaged, Minority Business Enterprise Use Plans

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- Environmental Impact Statements/Assessments
- State Agency Coordination Agreement

3. LCOG is specifically charged with the development of the RTP, MTIP, and UPWP. As such, LCOG will be the Product Owner and the Lead Agency for these products and other related products, such as the Air Quality Conformity Determination and most of the "Tools" and "Administrative Products" identified above. ODOT and LTD will provide information necessary for these products. All Parties will Cooperate and Collaborate in these processes. Formal communication will take place at the regular meetings of the LOG Technical Advisory Committee and Policy Committee, and may be supplemented with phone calls, emails, letters, and additional meetings as desired by any of the participants. Funding of these activities will be identified in the annual UPWP. The decision making process will be in accordance with Agreement number 20523. This will be the default process used for all planning projects, unless another process is identified. Principal roles for the Parties to this Agreement for Plans and Programs identified are described in the following table.

Plan/Program	Principal Role		
	ODOT	LCOG	LTD
Oregon Transportation Plan and Modal Plans	Product Owner Lead Agency	Consult	Consult
Regional Transportation Plan	Coordinate	Product Owner Lead Agency	Coordinate
Transportation System Plan	Cooperate/Collaborate	Cooperate/Collaborate	Cooperate/Collaborate
Area/Concept Plans <sup>1</sup>	Product Owner Lead Agency Cooperate/Collaborate	Product Owner Lead Agency Cooperate/Collaborate	Product Owner Lead Agency Cooperate/Collaborate
Facility Plans <sup>2</sup>	Product Owner Lead Agency	Cooperate/Collaborate	Cooperate/Collaborate
Transit Plans	Coordinate	Cooperate/Collaborate	Product Owner Lead Agency
Coordinated Human Services – Transit Plans	Coordinate	Cooperate/Collaborate	Product Owner Lead Agency
Statewide Transportation Improvement Program (STIP)	Product Owner Lead Agency	Consult	Consult
Metropolitan Transportation Improvement Program (MTIP) <sup>3</sup>	Consult	Product Owner Lead Agency	Consult

4. Each time a new transportation planning project commences, the roles, responsibilities, and expectations of each Party will be written down and distributed to each participant of the project. The Parties will specify at least nine (9) items identified below; other items should be added as needed to ensure that the responsibilities and expectations of each party are clearly identified.

<sup>1</sup> Plans, other than facility plans, prepared by any of the parties

<sup>2</sup> Facility plans include, but are not limited to, interchange area management plans, expressway management plans, access management plans, or other plans that require approval by the Oregon Transportation Commission.

<sup>3</sup> Pursuant to 23 CFR 450.326, the MTIP is incorporated verbatim into the STIP ("After approval by the MPO and the Governor, the TIP shall be included without change, directly or by reference, in the STIP . . .")



- a. Product Owner
- b. Lead Agency
- c. Responsibilities of each agency
- d. Primary levels of communication
- e. Specific communication procedures
- f. Use of consultant services
- g. Decision process
- h. Funding, reporting responsibilities
- i. Resource sharing agreements

If the answers will vary by task, project subpart, or other conditions, the responsibilities of each agency under each condition will be specified. (Definitions set forth in this Agreement will apply). An example of such a project may be an Interchange Area Management Plan, where the lead agency would be ODOT, or a Transit Center study conducted by LTD. However, any of the Parties may request that the roles and responsibilities of any "Planning Project" be clarified and redefined, within the constraints of the Cooperative Agreement. LCOG may develop a form to facilitate the identification of responsibilities.

5. The questions that follow are examples of items to consider when answering the nine items identified above. Not all items may apply to a specific project, nor is this list intended to be all inclusive. Parties should use these considerations as a starting point to answer the nine items above and to evaluate what further items may need to be set forth in specific project agreements.

a. Project Parties

- What agencies will participate in the project?
- Which agency will own the product? (See Definitions)
- Which is the lead agency? (See Definitions)
- Which agency will develop the scope of work? Who will approve it?
- What level of responsibility does each agency have for each task or part of the project? (See Definitions)
- Who are the contact people?
- When are the different Parties involved?

b. Communication

- What levels of communication are appropriate for the planning project? (See Definitions)
- What procedures for communication are appropriate for the level of interaction needed? (See Definitions)
- Who from each agency needs to be informed?
- Who is responsible for implementing communication protocols?
- How will communication occur with the ACT, TAC, or other advisory committees?
- Who is responsible for coordinating communication with the public?
- Who is responsible for coordinating and joint communications with other agencies?

c. Consultants

- Will consultants assist with the project?
- Which agency is responsible for recruiting for and/or selecting any consultants to assist the project?
- Who is responsible for contract administration?
- Who is responsible for communicating with the consultants?
- Who is responsible for reviewing and approving work?

d. Decision process

- Which agency has decision authority for which kinds of issues?
- Who is responsible for providing information/support for the decision? How?
- Who has responsibility to serve on what decision-making bodies?
- How will needs for amendments to the product be communicated and decided upon?
- Who is responsible for completing amendments and when?
- How will differences of opinion be handled?

e. Funding

- What level of funding is available?
- What types of funds are to be used?
- What restrictions are there on use of the funds?
- Who is responsible for authorizing funds?
- Who is responsible for reporting use of funds and accomplishments, at what level of detail and to whom?

f. Sharing Resources

- Who is responsible for what elements of different kinds of products?
- When will each agency be responsible for supporting the others?
- Is this consistent with existing agreements or adopted plans for the area?

g. Transit

- How will the Parties cooperate with public transit operators in the area?
- How will the public transit operators participate in the planning project?
- Have private providers been considered?



## **APPENDIX G: MPO Self-Certification**



## FTA FISCAL YEAR 2013 CERTIFICATIONS AND ASSURANCES

### FEDERAL FISCAL YEAR 2013 CERTIFICATIONS AND ASSURANCES FOR FEDERAL TRANSIT ADMINISTRATION ASSISTANCE PROGRAMS

(Signature page alternative to providing Certifications and Assurances in TEAM-Web)

**Name of Applicant:** Lane Council of Governments

**The Applicant agrees to comply with applicable provisions of Groups 01 – 24.   X**  
**OR**

**The Applicant agrees to comply with applicable provisions of the Groups it has selected:**

<u>Group</u>	<u>Description</u>	
01.	Required Certifications and Assurances for Each Applicant.	_____
02.	Lobbying.	_____
03.	Private Sector Protections.	_____
04.	Procurement and Procurement System.	_____
05.	Rolling Stock Reviews and Bus Testing.	_____
06.	Demand Responsive Service.	_____
07.	Intelligent Transportation Systems.	_____
08.	Interest and Finance Costs and Leasing Costs.	_____
09.	Transit Asset Management and Agency Safety Plans.	_____
10.	Alcohol and Controlled Substances Testing.	_____
11.	Fixed Guideway Capital Investment Program (New Starts, Small Starts, and Core Capacity) and Capital Investment Program in Effect before MAP-21.	_____
12.	State of Good Repair Program.	_____
13.	Fixed Guideway Modernization Grant Program.	_____
14.	Bus/Bus Facilities Programs.	_____
15.	Urbanized Area Formula Programs and Job Access and Reverse Commute (JARC) Program.	_____
16.	Seniors/Elderly/Individuals with Disabilities Programs and New Freedom Program.	_____
17.	Rural/Other Than Urbanized Areas/Appalachian Development/Over-the-Road Bus Accessibility Programs.	_____
18.	Public Transportation on Indian Reservations and "Tribal Transit Programs.	_____
19.	Low or No Emission/Clean Fuels Grant Programs.	_____
20.	Paul S Sarbanes Transit in Parks Program.	_____
21.	State Safety Oversight Program.	_____
22.	Public Transportation Emergency Relief Program.	_____
23.	Expedited Project Delivery Pilot Program.	_____
24.	Infrastructure Finance Programs.	_____

## FTA FISCAL YEAR 2013 CERTIFICATIONS AND ASSURANCES

**FEDERAL FISCAL YEAR 2013 FTA CERTIFICATIONS AND ASSURANCES SIGNATURE PAGE**  
**(Required of all Applicants for FTA funding and all FTA Grantees with an active Capital or Formula Project)**

### AFFIRMATION OF APPLICANT

Name of Applicant: Lane Council of Governments

Name and Relationship of Authorized Representative: Brenda Lee Wilson, Executive Director

BY SIGNING BELOW, on behalf of the Applicant, I declare that the Applicant has duly authorized me to make these Certifications and Assurances and bind the Applicant's compliance. Thus, the Applicant agrees to comply with all Federal statutes and regulations, and follow applicable Federal guidance, and comply with the Certifications and Assurances as indicated on the foregoing page applicable to each application its authorized representative makes to the Federal Transit Administration (FTA) in Federal Fiscal Year 2013, irrespective of whether the individual that acted on its Applicant's behalf continues to represent the Applicant.

FTA intends that the Certifications and Assurances the Applicant selects on the other side of this document should apply, as provided, to each Project for which the Applicant seeks now, or may later seek FTA funding during Federal Fiscal Year 2013.

The Applicant affirms the truthfulness and accuracy of the Certifications and Assurances it has selected in the statements submitted with this document and any other submission made to FTA, and acknowledges that the Program Fraud Civil Remedies Act of 1986, 31 U.S.C. 3801 *et seq.*, and implementing U.S. DOT regulations, "Program Fraud Civil Remedies," 49 CFR part 31, apply to any certification, assurance or submission made to FTA. The criminal provisions of 18 U.S.C. 1001 apply to any certification, assurance, or submission made in connection with a Federal public transportation program authorized by 49 U.S.C. chapter 53 or any other statute

In signing this document, I declare under penalties of perjury that the foregoing Certifications and Assurances, and any other statements made by me on behalf of the Applicant are true and accurate.

Signature  \_\_\_\_\_

Date: 3.11.2013

Name: Brenda Lee Wilson  
Authorized Representative of Applicant

### AFFIRMATION OF APPLICANT'S ATTORNEY

For (Name of Applicant): NA

As the undersigned Attorney for the above named Applicant, I hereby affirm to the Applicant that it has authority under State, local, or tribal government law, as applicable, to make and comply with the Certifications and Assurances as indicated on the foregoing pages. I further affirm that, in my opinion, the Certifications and Assurances have been legally made and constitute legal and binding obligations on the Applicant.

I further affirm to the Applicant that, to the best of my knowledge, there is no legislation or litigation pending or imminent that might adversely affect the validity of these Certifications and Assurances, or of the performance of its FTA Project or Projects.

Signature \_\_\_\_\_

Date: \_\_\_\_\_

Name \_\_\_\_\_  
Attorney for Applicant

Each Applicant for FTA funding and each FTA Grantee with an active Capital or Formula Project must provide an Affirmation of Applicant's Attorney pertaining to the Applicant's legal capacity. The Applicant may enter its signature in lieu of the Attorney's signature, provided the Applicant has on file this Affirmation, signed by the attorney and dated this Federal fiscal year.