

RESOLUTION 2015-02

**ADOPTING THE CENTRAL LANE METROPOLITAN PLANNING ORGANIZATION
FY2016/FY2017 UNIFIED PLANNING WORK PROGRAM
and
PROGRAMMING FY2016 SURFACE TRANSPORTATION PROGRAM – URBAN FUNDING**

WHEREAS, the Lane Council of Governments (LCOG) 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 a Unified Planning Work Program that delineates the MPO's planning and programming activities over one or more fiscal years 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 FY2016 and FY2017, 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 FY2016/FY2017; and

WHEREAS, the proposed amendments to the MPO's Metropolitan Transportation Improvement Program (MTIP) set forth in **Exhibit A** to fund the work contained in the UPWP have been determined to not affect the existing air quality conformity determination or trigger the need for a new air quality conformity determination; and

WHEREAS, the proposed MTIP amendments do not affect fiscal constraint of the MTIP; and

WHEREAS, a public review and comment period has been conducted, and the Metropolitan Policy Committee has approved the public review process,

NOW, THEREFORE, BE IT RESOLVED:

That the Metropolitan Policy Committee adopts the attached Central Lane MPO FY2016/2017 Unified Planning Work Program.

That the Metropolitan Policy Committee amends the Metropolitan Transportation Improvement Program, as set forth in Exhibit A, attached to and incorporated within this resolution by reference.

PASSED AND APPROVED THIS 7th DAY OF MAY, 2015,
BY THE METROPOLITAN POLICY COMMITTEE.

ATTEST:



Pat Farr, Chair
Metropolitan Policy Committee



Brendalee Wilson, Executive Director
Lane Council of Governments



UPWP

Unified Planning Work Program

FY 2016 and FY 2017

Covering July 1 2015 to June 30 2017

Prepared by:

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City of Eugene

City of Springfield

City of Coburg

Lane County

Lane Transit District

Oregon Department of Transportation

May 2015

Acknowledgements

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City of Coburg
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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.
- Finally, this UPWP covers **FY 2016 and 2017** which is short for **Fiscal Years 2016 and 2017**. This covers the period of time from July 1, 2015 to June 30, 2017.

We hope they help you to successfully navigate through the UPWP for FY 2016 and 2017 for the Central Lane MPO!

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UPWP

**Unified Planning Work Program
FY 2016 and FY 2017**

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 United States Department of Transportation (USDOT).

The Unified Planning Work Program for Fiscal Years 2016 and 2017 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:

- Provide a neutral forum that allows local officials to make informed decisions and set priorities on area-wide transportation matters.
- Ensure timely and logical development of the transportation system in the Central Lane metropolitan area.
- Ensure maintenance of federal and state ambient air standards for coarse particulate matter (PM₁₀); work with Lane Regional Air Pollution Authority to ensure that other criteria pollutants remain below the National Ambient Air Quality Standards.
- Ensure development of the Regional Transportation Plan and the Metropolitan Transportation Improvement Program in a manner that is consistent with local plans.
- 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), State Greenhouse Gas Planning rules, and the other state modal or topic plans, and state facility plans.
- Ensure consideration of the needs of all persons in transportation planning, especially the elderly and persons with disabilities.
- 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 USDOT rules for Metropolitan Transportation Planning. Review of the UPWP is a coordinated effort between staff from the Oregon Department of Transportation (ODOT), Federal Highway Administration (FHWA), Federal Transit Administration (FTA) 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. In addition to reviewing the UPWP, FHWA and FTA must also approve the work plan (23 CFR 420.115).

Following the federal review of the draft work plan, 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 Enhance and Fix-It 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 Public Law funds (PL);

- ODOT Match for FHWA PL funds;
- FTA Funds—Sections 5303, 5307, 5309, 5310, 5311, 5337, and 5339;
- LTD Match for FTA funds;
- MPO Discretionary Surface Transportation Program Funds (STP-U);
- MPO Transportation Alternatives Program (TAP) funding;
- Local Match for STP-U and TAP Funds and Other Local Funding;
- Transit-oriented development planning grants under MAP-21; and
- Transportation and Growth Management (TGM) Funds.

In some 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 FY2014 AND 2015 UPWP

In May 2013, the MPO adopted a two-year UPWP covering the period of time from July 1, 2013 to June 30, 2015. An addendum was issued in May, 2014 to describe changes to action items, additional action items that were anticipated to occur from July 1, 2014 to June 30, 2015, and revisions to estimated timelines as needed.

During the time frame covered under the FY2014 and FY2015 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 FY2014-FY2015 UPWP, described by program area, include:

Regional Long Range Planning

- The MPO advanced efforts to start the planning process for two plans: the Regional Transportation Safety and Security Plan and the Intelligent Transportation Systems (ITS) Plan. The planning efforts needed to support development of these two plans will continue into this new UPWP. The Safety and ITS plans are components of the Regional Transportation Plan (RTP) and will be incorporated into the update of the RTP that will take place during this UPWP.
- Lane County and cities within the MPO continue their ongoing efforts to update their Transportation System Plans (TSPs), which will also be used to update the Regional Transportation System Plan (RTSP) and ultimately, the RTP, thereby to maintain consistency. The Springfield TSP was adopted in 2014.

- The MPO policy board approved an updated MPO Boundary in December 2014. The revised MPO Boundary expanded only to accommodate the need to incorporate land defined by the Bureau of the Census as urbanized. Updates in functional class were submitted to ODOT. (As of the date of the publication of this Draft UPWP, the updated Boundary has not been acted on by the State of Oregon Governor’s office – as a result, the MPO Boundary Map shown in the Appendix to this document remains the “old” map depicting the boundary still in effect.)

Programming and Implementation

- The MPC approved the Federal Fiscal Year (FFY) 15-18 Metropolitan Transportation Improvement Plan (MTIP) at the October 2014 meeting. The FFY15-18 MTIP is the region’s short range transportation program and it lists important regional projects for which funding is available. This MTIP provides over \$162 million dollars in funding for transportation improvements and programs over its four-year life. An air quality conformity determination was carried out in accord with the region’s limited maintenance plan for PM₁₀.
- The MPO has kept the current FFY12-15 MTIP document up-to-date by processing numerous amendments over the past two years. This program will be replaced by the FFY15-18 MTIP when it is approved by United States Department of Transportation (USDOT).
- The MPC has obligated its discretionary Surface Transportation Program—Urban (STP-U) Funding through FFY2015. The MPO is in the process of establishing project priorities and funding proposals for FFY16-21 STP-U funds, to be adopted later this calendar year by the MPC.
- The MPO provided extensive input into the development of the FFY2015-2018 Statewide Transportation Improvement Program (STIP) and the prioritization and selection of projects for funding in the STIP.
- The MPO assisted in refining the new online STIP platform and engaged in an improved amendment submittal process.
- The MPO has served for much of the past two years on the statewide working group developing a recommended approach for the funding of the Oregon MPOs.
- The MPO produced its annual obligation reports.

Public Participation

- The MPO complied with its adopted Public Participation Plan to ensure public engagement and participation in transportation planning and programming decisions.
- The MPO annually reviewed 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 continued to update and improve its visual representation of planned and funded projects, in conjunction with a major update to the MPO’s web site.
- The MPO developed a new online public engagement platform called LaneVoices, in efforts to expand outreach to the general public through creative and alternative approaches.

Air Quality Planning

- The MPO completed the required 20 years maintenance period for carbon monoxide.

- The MPO completed an Air Quality Conformity Determination (PM₁₀) for the FFY15-18 MTIP.
- The MPO 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)). Working with the local planners, the MPO undertook scenario planning to develop and investigate alternative land use and transportation scenarios that would reduce greenhouse gas emissions from light vehicle transportation and meet the State targets. MPO staff led the analysis effort using the ODOT-developed GREENSTEP model. The model ITHIM was also procured, installed, and improved in order to model the co-benefits to public health. A report to the Oregon legislature will be made by June 2015 to close out this project.

Transportation System Modeling and Data Maintenance

The MPO continued to upgrade its technical capabilities and models to meet the evolving demands of regional planning, and to use its regional travel model and land allocation model to assist local agencies in their planning efforts.

- The MPO refined and exercised its regional land use allocation model and travel demand model to serve the needs of the three partner cities in updating their Transportation System Plans. In addition, the MPO provided modeling and data services in support of its member agencies, including the South Willamette Project, the Beltline Highway Study, the West Eugene Emerald Express (EmX) Project, and the Main St/McVay Highway Transit Study.
- The MPO's survey of the travel behavior of the university population was used by ODOT and their consultant, Parson Brinkerhoff (PB), to develop a model to forecast travel by university students. This model was incorporated into the Rogue Valley MPO model work by PB, and is in the process of being included in the Central Lane regional travel demand model.
- The MPO continued to upgrade its analysis tools for bicycle related transportation planning. The deployment of bike counters continued throughout the region, providing data to the cities for use in their TSPs and associated Bicycle and Pedestrian plans. The counts data are also being used to determine factors that will enable annual average daily bike counts to be computed and compared. These counts continue to be added to the bike count web map. Analysis of the bike route data collected with the CYCLELANE smart phone app continued. An in-field rider survey was conducted to investigate trip purpose by time of day.
- The MPO continues collection of travel-related data to enable evidence-based planning decisions and demonstration of progress. The 2012 Employment data was obtained from Oregon Employment Department and was processed and made available to local planners. MPO staff worked with PSU PORTAL staff to investigate the extension of PORTAL to the Eugene-Springfield area. Automated traffic data from the Beltline ramp meter system is now being transmitted to and stored by PORTAL, and is available for download. Automated traffic volume from Delta Highway sensors and monthly collection of ATR volume by vehicle type continue to be routinely obtained from ODOT.
- The MPO began development of a Data Portal site whereby collected data can be housed and web-based visualizations provided for use by public as well as local agencies (<http://www.thempo.org/648/Data-Portal>). Prototypes of several data themes have been produced: crashes, counts, transit boardings, and population. The Data Portal is

intended to house the MAP-21 data statistics and demonstrate the progress toward the targets.

- MPO staff worked with others from ODOT and Oregon's MPOs to assist in the evaluation and derivation of weights for the Oregon Household Activity Survey (OHAS) survey data. Analyses of the Oregon Household Activity Survey results will now be possible in this coming year.
- MPO staff worked with the National Institute for Transportation and Communities (NITC) to develop a project and obtain funding to establish a data archive for bike/ped counts with the intent of facilitating research within Oregon to support active transportation.
- The MPO worked with Bend MPO to develop a project proposal that was granted funding by ODOT Traffic Records Coordinating Committee (TRCC) in January 2015. This project will use the expertise gained in the Data Portal develop to demonstrate the ability of MPO staff to share effort in developing database, analysis, and visualizations for performance measures and metrics that are of common interest to both MPOs. In particular, the TRCC grant will focus on crash data and the MAP-21 required metrics.
- MPO technical staff continued collaboration and cooperation with ODOT and the other MPOs through participation in the Oregon Modeling Steering Committee and the Model Program Committee.

Transportation Options

- The MPO policy board approved the Regional Transportation Options Plan (RTOP) in November 2014. The RTOP sets forth a strategic framework to enhance people's choices to walk, bike, take transit, telecommute and share rides. The RTOP recommendations will be considered in the provision of transportation options programs and services throughout the region, and were critical components of the Point2point strategic planning process that took place in 2014-2015.
- The MPO has refined the web-based tool that coordinates regional transportation construction activities. This tool is used to update the KeepUsMoving.info website which provides the public coordinated information on construction projects in the region. The MPO sought opportunities to leverage statewide efforts for enhanced traveler information through TripCheck Local Entry (TLE).
- 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 continued to coordinate with regional partner agencies, holding regular meetings with policymakers and staff, as well as coordinating with federal and state agencies.
- The MPO participated in the development of the Least Cost Planning (LCP) framework and tool, and served on the LCP Working Group.
- The MPO serves on the ODOT Local Program Committee, representing all Oregon MPOs.
- The MPO is currently serving on the planning committee for a statewide workshop and other ongoing work to implement MAP-21 performance-based planning requirements.

- A member of the Central Lane MPO Policy Board continues to serve as the Chair of the Oregon MPO Consortium (OMPOC).
- The MPO serves as a member of the Lane Area Commission on Transportation (Lane ACT), and the MPO staff, under separate contract with ODOT, also staff the Lane ACT.
- MPO staff participated in the Oregon Modeling Steering Committee and various ODOT subcommittees working on travel model and data improvements and updates.
- MPO staff began work with the Oregon Health Authority to update and adapt the ITHIM model for use in assessing the impacts of active transportation.
- MPO staff worked with ODOT to develop the ORCycle tool for gathering bike travel data.
- MPO staff worked with a DLCD working group to review and update the State's Greenhouse Gas rule as it applies to MPOs.

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:

- Lane Council of Governments (LCOG) in partnership with the MPO and other MPO regional partners completed the Housing and Urban Development (HUD) Sustainable Communities Regional Planning Grant. The project developed 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.
- In spring of 2014, the City of Springfield completed a series of public participation opportunities to envision a preferred future for Main Street between Downtown and Thurston.
- The City of Springfield Transportation System Plan (TSP) was approved in 2014. This update serves to guide future multi-modal transportation system improvements and investment decisions, and will be a component of the RTP update that will be addressed in this UPWP.
- The City of Coburg completed the update to its comprehensive plan and TSP in 2014. The plans are currently being reviewed by the Planning Commission.
- The City of Eugene completed the South Willamette Street Improvement Plan that developed a plan for redesigning the street between 24th and 32nd to support the vision developed in the South Willamette Concept Plan.
- The City of Eugene has almost completed the update to its comprehensive plan and TSP. This is expected to be finalized in FY15.
- LTD finalized the Long-Range Transit Plan (LRTP). The LRTP establishes a formal basis for integrating future transit service and facility planning throughout the service area.
- LTD and the City of Eugene partnered on the Bike Share Feasibility study that was completed in summer 2015.
- ODOT completed the OR 126 Expressway Management Plan (EMP) (Phase 3), this process will conclude with an update to the Interchange Area Management Plan (IAMP).
- Continuing planning and build-out of the region's Frequent Transit Network.
 - Lane Transit District and the City of Springfield partnered in a review of Main St/McVay St transit options using FTA 5339 Alternatives Analysis Funds awarded

- by the FTA. MPO staff and consultants provided technical support for analyzing various alternative scenarios.
- Construction on the West Eugene EMX Corridor began following issuance of the FONSI.
 - Development and initial implementation of a Key Corridor Study to look at system-wide opportunities for increasing walkability and bicycle access, desired levels of transit services, station area requirements, and right of way needs.
- Increasing use of technology.
 - ODOT completed the installation of 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. Detections from the ramp signals is being collected by ODOT and forwarded to PSU Portal for archiving and ultimately, for access to the MPO.
 - LTD implemented ITS components throughout the EmX Bus Rapid Transit lines, including transit signal priority, transit pre-emption, real-time traveler information displays at stations, and enhanced Automated Vehicle Location (AVL) systems.
 - ODOT continued deployment of cameras and Variable Message Signs (VMS) in accord with the Regional ITS Plan.
 - Improving safety and maintaining our system.
 - The Willamette River Bridge replacement project was completed with collocated improvements in the riverside parks and bicycle and pedestrian paths.
 - Work continued on the I-5/Beltline interchange upgrade with the final phase currently underway. I5 and Beltline Highway are key facilities providing interstate, regional, and local traffic access to the surrounding residential and commercial centers.
 - The City of Eugene completed a number of pavement maintenance projects utilizing funds from its voter-approved bond measures.
 - The City of Springfield completed installation of pedestrian crossing enhancements along the Main Street (OR 126) corridor in Springfield to address safety issues.

Federal Certification

The MPO is scheduled for a Quadrennial Federal Certification review in June 2015. This review will include development of a presentation and documentation for FHWA and FTA, a public input meeting, and a meeting with interested policy board members.

If necessary, recommendations and corrective actions as a result of the upcoming Certification Review will be incorporated into these UPWP work plan activities upon completion of the review.

The MPO has made substantial progress on addressing the recommendations contained in the previous certification review completed in 2011.

Topic	Corrective Action	Recommendations/ Comments	Status
Metropolitan Planning Area Boundaries	None	<ol style="list-style-type: none"> 1. Encouraged to proactively plan for the impact of anticipated MPO boundary revisions. 	<ol style="list-style-type: none"> 1. The MPO proposed a revised planning boundary in order to comply with the existing urbanized area (UZA) as defined by the 2010 Census. The proposed boundary was approved in December 2014. The revised MPO boundary was consistent, as much as possible, with the Eugene-Springfield-Coburg Urban Growth Boundaries; did not fall on the centerline of a road or in the middle of a bridge, interchange, or other similar transportation feature; and was as consistent as possible with the established data boundaries such as census block group boundaries.
Transportation Planning Process	None	<ol style="list-style-type: none"> 2. Encouraged to incorporate safety prediction techniques and safety performance measures more directly into the planning process. 3. Recommended to be consistent with statewide strategic safety planning efforts. 	<ol style="list-style-type: none"> 2. The MPO Policy Board has approved funding for a Regional Transportation Safety and Security Plan. The MPO has developed a scope of work and is currently in the process of finalizing the contracting for these funds. The Plan will be incorporated as an Appendix in the next RTP update, and will inform possible updates to the RTP Policies, Goals, and Objectives. The MPO includes safety as one of the four key priorities in the discretionary STP-U funding process, and applicable safety metrics are a required part of the MPO's STP-U funding application. 3. The Regional Transportation Safety and Security Plan will reflect the statewide strategic safety plan goals and will serve, to the extent possible, to further the implementation of the statewide plan in the MPO area.

<p>Congestion Management Process (CMP)</p>	<p>The CMP should clearly show how its process is leading to the multimodal system performance measures and strategies that result in development of projects for the Transportation Improvement Program (TIP) and the Regional Transportation Plan (RTP)</p>	<ol style="list-style-type: none"> 4. Strengthen Central Lane MPO data collection efforts for the CMP and RTP update. 5. Clarify how the MPO coordinates with ODOT in data collection for measuring system performance for CMP. 6. The CMP activities should clearly lead to implementation actions in the TIP and RTP. 	<ol style="list-style-type: none"> 4. The MPO is currently working on a central repository for all traffic count, safety, transit passenger boarding, and bicycle and pedestrian count data, and more. A prototype database and web-based dashboard application has been developed and allows for the centralized storage of, and access to, this data for regional partners. 5. ODOT installed the first ramp meters in Eugene, Oregon (outside of the Portland metropolitan area). The ramp meters are installed on one of the key Congestion Management Corridors identified in the MPO's adopted CMP. The MPO is continuing to develop "defined objectives for each CMP corridor", through the MPO's involvement in specific corridor studies, the update of the MPO's ITS Plan. 6. In December 2014, the MPO Policy Board adopted the Regional Transportation Options Plan. The Plan sets forth a strategic direction for the implementation of TO programs and services. This effort will ensure a coordinated, focused and implementable program of transportation demand management investments in the MPO that will be integrated in the next update of the RTP.
<p>Regional Transportation Plan (RTP)</p>	<p>Projects should show Year of Expenditure (YOE) costs for all projects in the next RTP update.</p>	<ol style="list-style-type: none"> 7. All projects in the RTP show costs in the YOE. 8. Recommended to incorporate base data and mitigation strategies (Appendix F) into the main body of the RTP. 9. Recommended to include safety and security policy and safety performance measures. 10. Recommended to more effectively describe how transit needs and strategies are developed—beyond the regional BRT. 	<ol style="list-style-type: none"> 7. The RTP adopted in December 2011 addresses this. Cost estimates for every project are shown in the year of adoption (2011) and may be calculated for the potential year of expenditure with the guidance provided in the RTP. 8. This will be addressed in the next RTP update, scheduled for adoption by July 2016. 9. See Status #2. 10. The MPO and all MPO regional partners participated in the development of the Long-Range Transit Plan (LRTP), adopted in March 2014. The MPO policy Board held reviewed and discussed the Draft LRTP. The LRTP will be a key reference in the transit element of the next RTP update.

Financial Planning and Fiscal Constraint	See the corrective action under RTP (above)	<p>11. All projects in the RTP show costs in the YOE.</p> <p>12. Provide information on how transportation investments preserve the state of the system for all modes.</p>	<p>11. The RTP adopted in December 2011 addresses the YOE for all projects. Cost estimates for every project are shown in the year of adoption (2011) and may be calculated for the potential year of expenditure.</p> <p>12. As documented in the TIP, all STP-U projects consider regional priorities in the application process. Regional priorities include: preservation and enhancement of transit, improved safety, preservation of existing transportation assets, reduced greenhouse gases, connectivity, multiple modes, congestion reduction, freight, public health and economic development.</p>
Public Outreach	None	13. Recommended to develop a clear consultation process in updating the Public Participation Plan (PPP).	13. The MPO and all MPO regional partners will review the Updated PPP prior to the public comment and review period. A Public Hearing will be held and the MPO Policy Board will consider adoption after the public comment period closes.
Title VI	None	14. Recommended to support the work of partner agencies to inventory sidewalks to identify potential ADA barriers, and to identify public access (sidewalks) that do not meet current Public Rights of Way Accessibility Guide (PROWAG) standards.	
Intelligent Transportation System (ITS)	None	15. Update the Regional ITS Plan and Architecture.	16. The MPO is working to develop the scope for the ITS Plan Update, to be presented to the MPO Policy Board. The ITS Plan and updated regional architecture will be incorporated as an Appendix in the next RTP update.

LOOKING FORWARD: CENTRAL LANE MPO PRIORITIES

In the two years of the FFY2016 and FFY2017 UPWP, the MPO will continue to develop and implement performance based planning in response to MAP-21, further establish opportunities for local, regional and statewide coordination, and improve transportation connectivity in an effort to provide equitable and accessible travel choices for all.

The following outlines some of the key priorities:

Performance Based Planning

- 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 data, as well as increase knowledge and sharing of available data sources. Over the course of this UPWP, the MPO will continue to strengthen its data collection and analysis to support a number of specific activities, including the Congestion Management Process, development of the Regional Transportation Plan, the implementation of the MAP-21 performance measures and tracking of progress, development of a Regional Transportation Safety and Security Plan, and an update to the Regional Intelligent Transportation System Plan.
- The federal transportation legislation, Moving Ahead for Progress in the 21st Century (MAP-21), initiated a 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 monitor plan performance, and will be working closely with federal and state officials to incorporate any new performance measures into the planning and programming efforts.

Local, Regional and Statewide Coordination

- The MPO as a regional planning body operates to ensure a consistent approach to transportation planning within the Eugene-Springfield region. The MPO regularly coordinates with MPO partners: ODOT, the Cities of Eugene, Springfield, Coburg, Lane County, LTD and Point2point Solutions; in planning, management of funding, and infrastructure investment. The MPO also has the opportunity to coordinate efforts with the Lane Area Commission on Transportation (LaneACT) and to influence transportation decision-making at a larger scale.

The LaneACT and the MPO (including the local partners) have common interests in providing a coordinated and united representation of regional transportation. Therefore the two bodies have established protocols ensure the preservation of MPO priorities with other priorities in the county outside of the MPO area, establishing cohesive representation of regional interests.

- MPO representatives will continue to engage in regional and statewide planning and coordination efforts to discuss issues of mutual interest:

- Oregon MPO Consortium (OMPOC)
- Statewide Transportation Options (TO) Meeting
- Oregon Freight Advisory Committee
- Oregon Transportation Safety Advisory Committee
- Oregon Modeling Steering Committee
- ODOT-MPO-Transit Provider Meeting
- Performance Measures Working Group

Participation in broader discussions enables the MPO to remain current on issues and trends, to be able to communicate back to the local partners, and to ensure that the region's issues are considered in decision-making.

- The MPO, as part of a coordinated effort with the Bend MPO, is pursuing a unique opportunity to enhance data sharing capabilities and visualization. This Data Portal and framework will provide access for Bend and Central Lane agency staff, policy makers, and the public to transportation data and performance measures. This project will test the ability of MPO's to share development of data products.

This approach will also be useful for sharing visualized analytics of local performance measures and data sets that are commonly utilized by MPOs such as Census extracts, population, employment and land use data. The software is also useful for internal studies and analyses.

- The MPO will continue cooperation, begun during the Scenario Planning project, with state and local health authorities in order to advance tools (such as ITHIM) that support assessment of efforts to encourage active transportation.
- The MPO, in coordination with Lane County, is undertaking a planning effort that will extend development of the Regional Transportation Safety and Security Plan to include common elements within the county. This is a significant opportunity to leverage the efforts of the MPO to the broader Lane County region.
 - This planning process will convene a stakeholder committee composed of multi-disciplinary stakeholders with expertise in planning, engineering, enforcement, emergency services, education and public health and human services.
 - The coordinated effort will provide both the MPO and Lane County an opportunity to collect data, analyze and understand multi-modal safety conditions in the region, develop recommended countermeasures to reduce fatal and serious injury crashes, and establish safety performance measures. Data collected through this process will be integrated into the "Data Portal".
 - Timing of the Regional Transportation Safety and Security Plan also coincides with the Oregon Transportation Safety Action Plan update. MPO staff is collaborating with ODOT to coordinate efforts and strengthen MPO guidance of Plan development.

Transportation Connectivity

- The MPO provides an avenue for intergovernmental coordination of regional planning efforts between area partners. This ongoing framework enables partners to strategically plan for and implement infrastructure investments that are compatible with a regional vision and that improve multi-modal connectivity.

The region strives to balance access and mobility needs through the implementation of transportation options. Transportation Options (TO) is a steadily growing component of transportation and mobility planning—implementing strategies, programs, and investments to enhance traveler opportunities and people’s choices to bike, walk, take transit, share rides, and telecommute. Such strategies can be used as solutions to problems of system capacity and as a way of creating an efficient transportation system for all users and uses.

- During this UPWP, the MPO will update the Regional Transportation Plan (RTP). The MPO is required to consider the impact of RTP projects on minority and low-income populations in consideration of environmental justice issues. In addition, elderly and disabled populations, zero car households, and households with limited English proficiency are also considered. As a component of the RTP the MPO will develop maps that address these areas of concern, and will reference them to inform policy direction. These maps will be shared with LTD for use in their Title VI work.
- As a recipient of state and federal funds, the MPO is subject to the provisions of Title VI, including environmental justice. The MPO conducts an annual review of the MPO’s Title VI Plan. The review includes a progress report that summarizes planning efforts, public involvement and outreach strategies, special language needs, data collection and community profiles, and civil rights staff education and training. The annual report also establishes MPO priorities for the upcoming year.

Priorities for the MPO include, but are not limited to:

- Enhance data collection, storage and visualization that will influence decision-making.
- Further refine LaneVoices, the online public engagement platform, as a creative and alternative approach to involve the public in MPO matters.
- Support opportunities for equitable and accessible travel options and choices.

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UPWP

Unified Planning Work Program FY 2016 and FY 2017

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 developing and adopting the Regional Transportation Safety and Security Plan, refining the Regional Intelligent Transportation System (ITS) Plan, and incorporating these planning efforts into the updated Regional Transportation Plan (RTP). Work on the RTP in FY16 will include the development of a new RTP framework and approval of the completed Plan. This effort will incorporate the results of the local and regional state-mandated transportation system plans and the long range transit plan. A significant initiative required under MAP-21 is the development of performance measures and performance based planning. In FY16 the MPO will begin work to develop baseline conditions and establish targets for performance.

ACTION ITEMS (LCOG)

I. Regional Transportation Safety and Security Plan

Oregon Department of Transportation is currently updating the State of Oregon Transportation Safety Action Plan (TSAP). The TSAP 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.

The MPO is undertaking a planning effort to develop a Regional Transportation Safety and Security Plan for the metropolitan area. Recognizing that the need for and effect of safety programs and policies do not stop at the boundary, the MPO in coordination with Lane County is seeking to leverage the efforts within the MPO by expanding the planning scope to address transportation safety for the

broader Lane County region. The MPO portion of the Plan will also focus on elements of transportation security, where necessary.

This coordinated effort will provide both the MPO and Lane County an opportunity to collect data, analyze and interpret multi-modal safety conditions in the region, develop recommended countermeasures to reduce fatal and serious injury crashes, and establish safety performance measures.

Tasks Year 1

- Participate in statewide safety meetings and consult state agencies on the development of the Strategic Highway Safety Plan in an effort to better coordinate regional planning with State efforts.
- Collect and analyze collision data, and incorporate into a database that can be accessed within the Data Portal.
- Investigate new sources of safety and security data and opportunities to improve the timeliness, quality, accuracy and completeness of existing data.
- Initiate development of the Regional Transportation Safety and Security Plan and collaborate with partners and consultant to integrate into the Regional Transportation Plan (RTP).
- Coordinate development of the Regional Transportation Safety and Security Plan with the ITS Plan Update, and consider ITS solutions as appropriate.
- Conduct and facilitate regional Stakeholder Committee meetings to improve coordination in the MPO area and facilitate plan development.
- Identify safety and security priority issues and develop a Strategic Framework to address these issues.
- Develop products, including technical memorandums and reports, forecasts, scenarios, modeling results and other products, as appropriate.
- Develop and monitor performance measures to address MAP-21 and FHWA performance based planning and integrate into a performance measures dashboard.
- Conduct outreach activities to key stakeholders, elected officials and the general public. Consider opportunities to leverage public involvement of the Regional Transportation Safety and Security Plan, ITS Plan and RTP.
- Develop an implementation strategy and explore ongoing opportunities to carry out safety and security improvements throughout the MPO.

Products Year 1

- Regional Stakeholder Committee meetings and follow-up.
- Interim/draft update products, including technical memorandums and reports, forecasts, scenarios, modeling results and other products, as appropriate.
- Public involvement, meetings, focus groups, workshops, as appropriate.
- Draft Strategic Framework with goals, emphasis areas and strategies.
- Draft Collision Database and Performance Monitoring Dashboard.

Tasks Year 2

- Participate in statewide safety meetings and consult state agencies in an effort to better coordinate regional planning with State efforts.
- Continue to collect, analyze and maintain the collision data, and incorporate into a database.
- Continue to investigate new sources of safety and security data and opportunities to improve the timeliness, quality, accuracy and completeness of existing data.
- Continue to coordinate the Regional Transportation Safety and Security Plan with the ITS Plan Update, and consider ITS solutions as appropriate.
- Finalize the Regional Transportation Safety and Security Plan and collaborate with partners and consultant to integrate into the RTP. Look for opportunities to further integrate safety-related elements in all regional planning efforts.
- Monitor performances measures and maintain the performance measures dashboard. Report to FHWA, as necessary.
- Continue to explore opportunities to carry out the safety and security improvements throughout the MPO. Generate applications for safety grants, where, where applicable.
- Coordinate the identification of needs and the implementation of safety improvements with the All Roads Transportation Safety (ARTS) program.

Products Year 2

- Final and approved Regional Transportation Safety and Security Plan
- Safety Grants, where applicable.
- Final Collision Database and Performance Monitoring Dashboard integrated with all sources

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 has continued 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.
- Develop a Plan framework that addresses priority issues and carryout the ITS Plan Update. Address recommendations and feedback from the Regional ITS Architecture Assessment and Architecture Feedback Report to strengthen the quality of the Plan update.
- Educate MPO Policy Board and regional staff on the effectiveness of ITS.
- Coordinate development of the ITS Plan with the Regional Transportation Safety Plan, and consider how ITS solutions may benefit safety.
- Leverage public involvement of the Regional Transportation Safety Plan and RTP with the ITS Plan.

- Conduct review of the Draft ITS Plan with local, state and federal partners,
- Coordinate the ITS Deployment Plan with investment strategies of regional partners.
- Integrate the ITS Plan into the Regional Transportation Plan (RTP).
- Continue to collect, analyze and maintain the data collected via ITS projects: look for opportunities to streamline the transfer of data, incorporate data into a database, and address performances measure requirements and report to FHWA, as necessary.

Products Year 1

- Regional ITS Committee meetings
- Draft ITS Plan

Tasks Year 2

- Conduct and facilitate ITS committee meetings to improve coordination in the MPO area.
- Distribute the Draft ITS Plan for public review consistent with the MPO Public Participation Plan.
- Finalize the ITS Plan update and collaborate with partners and consultant to integrate into the RTP.
- Pursue funding for implementation of ITS projects as identified in ITS Plan. Look for opportunities to leverage ITS improvements with other infrastructure investments.
- Periodically provide updates to the MPO Policy Board and regional staff on project status and implementation.

Products Year 2

- Final and approved Regional ITS Plan

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. USDOT approval of the Air Quality Conformity Determination (AQCD) for the RTP was obtained on June 27, 2012. Work in this two-year UPWP will initiate and complete the next RTP.

The RTP update is scheduled to align with the development of the Regional Transportation Safety and Security Plan, the ITS Plan update, and the Regional Transportation System Plan (RTSP) update. The MPO will coordinate all planning efforts and look for opportunities effectively integrate these components into the RTP.

In accordance with MAP-21 and subject to progress on defining benchmarks and measures, these will be incorporated into and reported on within the RTP.

Tasks Year 1

- Develop RTP Framework with refinements to policy/project elements consistent with direction from elected officials and input from the public, as needed.
- Address certification review comments pertaining to the RTP.
- Evaluate RTP policy and performance measures with respect to greenhouse gas planning, safety, security and health, as appropriate.
- 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.

Products Year 1

- Draft RTP

Tasks Year 2

- Generate, monitor, and maintain benchmarks and performance measures
- Update web based integrated map for RTP projects.
- Integrate the Regional Transportation Safety and Security Plan and the ITS Plan Update into the RTP.
- Distribute the Draft RTP for public review consistent with the MPO Public Participation Plan.
- Complete RTP adoption process
- Produce the Air Quality Conformity Determination for coarse particulate matter (PM₁₀) under the limited maintenance plan.

Products Year 2

- Final and approved RTP
- Approved AQCD

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. In fiscal year 2016, the MPO, working with all of the regional partners, will continue the development of a new RTSP covering the entire TMA. Update of the RTSP will begin following the completion of the local TSPs. The RTSP has an anticipated completion of early FY17.

Lane Transit District will assess its current system network design and its system supply in concert with the development of the RTSP. Alternative scenarios will be tested during the RTSP development. A preferred scenario will represent the transit system in the final plan.

The RTSP will consider the framework of targets and performance measures developed to address MAP-21 reporting requirements, in order to maintain consistency. These measures will also be indicative of regional policy direction established through the local TSP's

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 Coburg and Eugene and Lane County Transportation System Plans, as needed, to ensure regional coordination, identify areas of potential conflict, and advocate for ongoing implementation of RTP policies.
- Using modeling tools and the expert knowledge of LTD planners, assess the alternative transit scenarios, and incorporate the preferred scenario into the RTSP.
- Develop the RTSP structural and policy framework based on input received from elected officials, staff and the public.
- Inform the RTSP with guidance produced from other regional planning efforts.
- Review existing performance measures and benchmarks, in light of regional and local policy.
- Propose updated performance measures and benchmarks in coordination with the local TSPs.
- Periodically report to MPC.

Products Year 1

- Interim/draft update products, including technical memorandum, forecasts, scenarios, modeling results and other products as appropriate.
- Final and approved Regional Transportation System Plan

5. Transportation System Plan(s) (TSP)

The MPO will continue to assist in the development of updates to the Eugene, Coburg and Lane County Transportation System Plans. 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 FY16.

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/Transportation Demand Management studies;
 - Policy scan; and
 - Public participation.

Product Year 1

- Regional travel demand model that incorporates the updated land use, networks and policies of the TSPs.

Tasks Year 2

- Continue support and assist in the implementation of the local TSPs and other local and regional transportation planning and integrated transportation-land use planning efforts, as appropriate.

6. Transportation Planning Performance Measures

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

- Interstate highway performance
- National Highway System (NHS) performance
- 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

In cooperation with ODOT and local staff, the MPO will develop baseline conditions for the region and set targets for each of the measures. These targets and measures will be considered as a framework for the development of the RTSP and RTP; they will also reflect regional policy direction established through the local TSPs and other planning efforts.

Tasks Year 1 and 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.
- Update Data Portal to include needed themes to address the required measures. (See Transportation Survey/data/monitoring for this task).

Products Years 1 and 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.

CORE MPO ACTIVITIES: RTP/Long Range Planning

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.
- Monitor performance measures as included in RTP.
- Develop refinements to plan policy/project elements consistent with direction from elected officials, regional staff and input from the public.
- Conduct public engagement, as necessary to carry out the RTP.
- Assess issues of environmental justice when updating the RTP and selecting projects.
- Continue to implement the 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 local, regional and statewide public-private committees representing various transportation related interests.

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
- 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 TO coordination and planning through the Transportation Options Advisory Committee (TOAC).
- 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).
- Work with the MPO in developing and analyzing alternative transit system scenarios for incorporation into long range plans.
- 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 2016	Late FY 2016	Early FY 2017	Late FY 2017
1	Regional Transportation Safety and Security Plan	Data collection and analysis; Stakeholder Committee Meetings and public involvement; Strategic Framework development	Refine Strategic Framework; Prepare Draft Plan; Draft Performance Monitoring Dashboard, Draft Collision Database	Public Review of draft; Finalize the Plan; Refine and ongoing maintenance of the Performance Monitoring Dashboard and Collision Database	
2	Regional ITS Plan	ITS Meetings; Plan update in progress	Ongoing ITS Meetings; Draft ITS Plan Update	Ongoing ITS Meetings; Review of draft; Finalize Plan	
3	Regional Transportation Plan (RTP)	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	Draft performance measures; Prepare Draft RTSP; Initiate Public Involvement and Overall Review of Draft	Finalize RTSP	
5	Transportation System Plans (TSP)	Ongoing technical assistance	Ongoing technical assistance		
6	Transportation Planning Performance Measures	Ongoing participation in statewide meetings; Develop and adopt performance measure targets			
7	Major Facility Studies	See Special Projects Section			

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)

Maintain consistency of the FY15-18 STIP with the FY15-18 MTIP by monitoring amendments to, and other action on, the FY15-18 STIP. Participate in the development of the next FY18-21 STIP.

Tasks Year 1

- Coordinate with LaneACT and ODOT concerning MPO priority Enhance Projects as recommendations to move forward to the SuperACT and Oregon Transportation Commission.
- Assist ODOT with public involvement and development of materials for the review of the FY18-21 STIP.
- 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.
- 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 and continue to assist in the refinement of the STIP online platform.
- Amend the MTIP as needed to keep project descriptions current; conduct public involvement and air quality conformity determination as needed. Adopt region's STIP projects into the Metropolitan Transportation Improvement Program (MTIP)

Products Year 1

- Amendments to the adopted FY15-18 STIP.

Tasks Year 2

- Assist ODOT with draft FY18-21 STIP review and approval.

2. Metropolitan Transportation Improvement Program (MTIP)

Develop, conform and adopt the FY18-21 MTIP and the Air Quality Conformity Determination. Ensure MTIP and STIP consistency.

Tasks Year 1

- Process amendments to the current MTIP to ensure MTIP consistency with FY15-18 STIP.
- Explore opportunities to utilize the STIP online platform to serve a role in managing the MTIP.
- Coordinate efforts to enhance project-level reporting in the MTIP database.

Products Year 1

- MTIP Amendments
- Air quality conformity determination for regionally significant project amendments (as needed).

Tasks Year 2

- Coordinate with regional partners to develop draft FY18-21 MTIP. Describe scope, timing and funding by phase of each project ensuring fiscal constraint and year of expenditure estimates. Prepare map of project locations.
- Conduct public involvement process to review the MTIP as described in Public Participation Plan.

Prepare the FY18-21 MTIP document.

Products Year 2

- MTIP Amendments
- Draft FY18-21 MTIP
- Adopted AQCD

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

Establish project priorities and program FY18-21 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 FY18-21 period.
- Conduct comprehensive public involvement as described in the Public Participation Plan.

- Adopt recommendations and include in the FY15-18 MTIP or include in the draft FY18-21 MTIP project list.

Products Year 1

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

Tasks Year 2

- Incorporate STP-U funded projects into the draft FY18-21 MTIP, for inclusion into the STIP

Products Year 2

- STP-U projects added to draft FY18-21 MTIP/STIP

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 conducting a biennium review of the FY2016 and 2017 UPWP and creation of a new UPWP covering fiscal years 2018 and 2019.

Tasks Year 1

- Conduct a biennium review of the adopted Unified Work Program for July 2015 to June 31 2017.
- 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 2015 Report.
- Meet with USDOT, FHWA, and ODOT to review progress on the first year of the Unified Work Program for July 2015 to June 31 2017 and document any needed changes.
- Prepare final updated document.

Products Year 1

- Adopt addendum to FY2016 and 2017 Unified Planning Work Program.

Tasks Year 2

- Update the current Unified Planning Work Program to describe the scope of work and draft work program anticipated over the next two years by MPO staff and MPO partner agencies.
- 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 2015 Report.
- Meet with USDOT, FHWA, and ODOT to review draft UPWP.
- Prepare final document.

Products Year 2

- ❑ Adopted Unified Planning Work Program for July 2018-June 2019.

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. Participate in grant review committees, as needed.
- Prepare and process MTIP/STIP amendments.
- Maintain consistency of the FY15-18 STIP with the FY15-18 MTIP by monitoring amendments to, and other actions on, the FY15-18 STIP.
- 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.
- 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.
- Represent the MPO at ODOT and other project coordination meetings.
- 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 current MTIP.
 - 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 2016	Late FY 2016	Early FY 2017	Late FY2017
1	FFY18-21 State Transportation Improvement Program (STIP)	Prepare project proposals	Refine project lists	Draft STIP released; Public review of Draft STIP;
2	FFY18-21 Metropolitan Transportation Improvement Program (MTIP)		Prepare project lists	Draft FY18-21 MTIP, Air Quality Conformity Determination Adopt AQCD. MTIP; Ensure MTIP consistency with STIP;
3	MTIP Annual Report	Publish 2015 Annual Report; Inform Policy Board		Publish 2016 Annual Report; Inform Policy Board
4	Allocate FFY18-21 Surface Transportation Program-Urban (STP-U) Funding	Regional criteria and priorities; Public Involvement	Amend FY15-18 TIP	
5	Unified Planning Work Program (UPWP)		UPWP FY16 review and addendum; addendum adoption	Prepare FY18-19 UPWP; Public involvement and adoption
6				

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, and refinement plans as required by MAP-21.

ACTION ITEMS (LCOG)

I. Public Participation Program Refinement

The Central Lane MPO is implementing cost-effective approaches to garner regional input and participation in the transportation planning process, per the direction of the MPO policy board. These efforts are summarized in the updated MPO Public Participation Program.

Staff developed a new program in early 2015 that considered 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

- Implement Program initiatives.
- Make amendments to the MPO's Public Participation Plan, as needed.
- Continue to deploy LaneVoices (MySidewalk software) to enhance outreach, by enabling the public participation in virtual, online engagement.
- Post all MPO related public comment opportunities on LaneVoices, notify the public via the MPO email distribution group.
- Look for opportunities to enhance the number of LaneVoices account holders by leveraging partner platforms and other MPO related outreach.

- Continue refining the new MPO website and contents to improve transparency and simplify what we do.

Products Year 1

- Amendments to the PPP, as needed.
- Memorandum to the MPC, as needed.

Tasks Year 2

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

Products Year 2

- Amendments to the PPP, as needed.
- Memorandum to the MPC, as needed.

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.
- Respond to inquiries and comments from the public.
- Maintain an up-to-date email distribution list of interested parties and stakeholder groups, including both public and private entities; and look for opportunities to enhance the list.
- Improve outreach to and participation of community members:
 - Members of the business community and other economic development interests.
 - Minority and low-income groups.
- Maintain the MindMixer platform for public engagement.
- Promote MindMixer and look for opportunities to increase membership and active-followers.
- Provide ongoing development and maintenance of the MPO website, to provide information on meetings, plans, projects and public involvement opportunities; update content on as as-needed basis.
- Design outreach materials that show how and by whom decisions are made, how investments achieve public goals, and describe the MPO:
 - MPO fact sheets
 - MPO core product summaries
- Citizen's Guide to Transportation Planning
- 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.
- 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.
- Maintain existing web based mapping application that provides a digital illustration of regionally significant and/or federally funded projects.
- Enhance visualization of projects by providing access to project illustrations.

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

Title VI Program

The 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 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.

Recommendations	Status
Develop a basic procedure for conducting periodic reviews of sub-recipients for Title VI compliance.	Complete
Improve complaint form and procedure accessibility on the MPO website.	Complete
Work with Senior and Disability Services to develop emergency evacuation plan or training on existing plan to ensure sweepers are knowledgeable regarding aiding a special needs person; Develop a sign in sheet for guests that request information for any special needs in case of emergency.	Complete
Work with ODOT ADA to fill the review/monitor gap between planning activities and project development phases.	

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 MPO program areas.
- Process, investigate, and attempt to resolve Title VI complaints regarding MPO and its sub-recipients, consultants or contractors that are received by the 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.
- Incorporate information developed through the Lane Livability Consortium (LLC) planning and engagement processes.

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 Transportation Conformity rules. Remain informed and engaged in 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

In February 2014, the Central Lane MPO area completed the 20 year maintenance period for carbon monoxide (CO). No local monitoring, transportation control measures, or traffic emissions analyses are now required.

On June, 2013, the area was re-designated to attainment for coarse particulate matter (PM₁₀) with an approved 10-year limited maintenance plan (LMP). The MPO is required to prepare transportation conformity determinations to ensure that the LMP criteria are maintained and that conformity regulations are met. While no regional analysis is required, project level conformity ("hot spot analysis") is required of certain projects. This remains the responsibility of the project sponsor.

For all other Clean Air Act pollutants levels within the MPO are below the National Ambient Air Quality Standards and continue to decline. The area will remain in compliance for Ozone even if the standard is lowered to 65 ppm, a level currently under consideration at US-EPA.

The conformity determination for the 2035 RTP was approved by US-DOT on June 27, 2012. An air quality conformity determination was completed for the FY15-18 MTIP in October 2014 and is awaiting US-DOT approval.

In the past, under the region's CO plan, this area was not eligible for Congestion Mitigation and Air Quality (CMAQ) funding. However, under the PM10 plan, this is reversed, and the MPO has made submission to ODOT for consideration in future CMAQ funding opportunities.

The MOVES (Motor Vehicle Emission Simulator) model continues to be updated by US-EPA, and is now required for both regional and project level conformity. The model can estimate greenhouse gas emissions and select air toxics in addition to criteria pollutants, and, thus, is a key component in the computation of potential air quality performance measures.

Since this MPO is not a TMA with a population greater than 1 million, an air quality performance plan is not expected to be needed for MAP-21 compliance.

ACTION ITEMS (LCOG)

I. Air Quality Performance Measures

Identify Performance Measures for use in regional, transit and local agency plan and program assessments. Identify analytic tools and data sources suitable for supporting trend analyses. Add data and measures to the Data Portal, and provide visualizations to inform the public and local agency staff of progress.

Tasks Year 1 and 2

- Design and describe the metrics, methodologies and visualizations; acquire data; display results and trends on web.

Products

- Performance Measurement Database
- Website-accessible data and visualizations in the Data Portal.

2. Air Quality Conformity

Refer to Sections concerning Programming/MTIP, and Long Range Planning/RTP.

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. Refresh MOVES training.

Ongoing Tasks

- Update MOVES air quality emissions model software and required input data periodically as needed. Publish local parameters for use by other agencies, particularly for use in project level PM₁₀ analysis.

Products

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

PARTNER AGENCY TASKS

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

- Participate in and contribute to TASC discussions and efforts relating to control of transportation-related emissions including greenhouse gases.
- Coordinate information share between the MPO and partner agencies and city staff and elected officials concerning transportation-related emissions.
- Provide MPO with timely information concerning project development affecting diesel traffic volumes.
- 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. Provide data from regional sensors. (LRAPA).

Air Quality Planning

ESTIMATED TIMELINE

ESTIMATED TIMELINE

Action Item Number/Title		Early FY 2016	Late FY 2016	Early FY 2017	Late FY 2017
1	Air Quality Performance Measures		Design metrics, methodologies; Design and test visualizations on web	Obtain historic data; finalize presentation.	
2	Air Quality Conformity Determination for MTIP and RTP			RTP AQCD	MTIP AQCD
	Core Activities	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 to produce more extensive sets of performance measures 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 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 estimated.

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 and scenario planning in the MAP-21 transportation bill, development, enhancement and implementation of performance metrics will be a key focus in this UPWP.

ACTION ITEMS (LCOG)

I. DATA PORTAL

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 continue to make a concerted effort in this UPWP to formalize transportation related 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. Over the past year a Data Portal has been tested by LCOG on several different themes. Refinement of this data framework will be undertaken during this UPWP, with the intent that the Data Portal will house the data and metrics mentioned below and will provide the visualizations. The following briefly lists data sets for which collection is ongoing or planned, and for which data base structures, analysis scripts and visualizations are in progress.

a. Traffic Counts

Data to be incorporated include data from all modes including autos, bikes and transit, for all types of sensors and configurations (intersection, midblock):

- Continue to collect volume, speed and classification data from multiple sources.
- Work with ODOT and PSU Portal to acquire counts from ramp meters and other automated sensors within the MPO area. Develop software to process the data to useful metrics and displays and incorporate into the MPO's Traffic Data Portal (under development).
- Work to define data, access, and products of use to local agencies.

- Design and implement the database structure; load with selected traffic data from the current MPO archives. The design will provide ability for routine downloads to users.
- 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.

b. Bike Counts

This task continues work begun in the last UPWP. Multiple years of data have now been collected by LCOG across a variety of count sites allowing for bicycle traffic trends to be established. Additional data sources such as the STRAVA crowd-sourced data are available and may add to the coverage and understanding of bike travel.

- Continue to deploy both mobile and permanent automated counters for regional bike count program.
- Continue work with UO and others to establish sites for automated collections.
- Acquire and assess other data sets that can potentially complement the MPO's counts.
- Process data, add to the Data Portal as a part of the traffic counts database.
- Update data report on an annual basis.
- Analyze to examine the effect on bike volumes of the type of infrastructure, access to employment and population, and other factors.

c. Pedestrian Counts

Using lessons learned from the Bicycle Count program over the past few years, the MPO will deploy counters to collect pedestrian volumes across the region in order to measure and better understand pedestrian traffic activity in key areas of the MPO.

- Develop a sensor deployment plan.
- Deploy and collect pedestrian counts.
- Store, process and visualize results

d. Counts for Other Modes

To round out the view of all travel modes within the MPO, data will be collected for air and rail passenger and system data. These data will be included in the Data Portal. Information on air and rail freight will also be sought.

e. Crash Data and MAP-21 Safety Performance Measures

This project continues from the last UPWP. In addition to supporting the analysis required by the MPO Safety and Security Plan, display and analysis of the ODOT crash data set will support MAP-21 safety performance measures.

- Continue to acquire and archive annual 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 and other incidents that fall below the DMV reporting threshold. 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 coincident traffic and bike counts in areas of major concern to enable determination of crash rates and exposure to traffic.
- Analyze the data for the MAP-21 safety performance measures; link trends to the target, and report progress in the Safety Data Portal. (Note: this task will be augmented by funds from ODOT Traffic Coordinating Committee – see Special Projects, below).

f. MAP-21 Bridge and Preservation Performance Measures

MAP-21 calls for performance measures describing bridge and pavement condition. LCOG will acquire databases from ODOT and other agencies as needed, and will process these to provide the specified metrics. These results will be displayed in the Data Portal in such a way as to demonstrate progress toward the target(s) (to be established).

g. Transit Data

LCOG works on various regional data products that complement work at both LTD and the MPO. This includes Title VI analysis and mapping of Communities of Concern. Further, LCOG works with LTD to assist in the design of and the geocoding and processing of Origin-Destination Transit Surveys. These surveys are essential in validating the regional travel model transit components 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 modes of access to transit and service to disadvantaged populations.

LCOG obtains passenger boarding data from the bus automated passenger count (APC) and AVL system semi-annually to assist in validating the transit model, and for use in transit corridor projects. These data can also be used to 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.

- Continue development of a data portal that provides web-access in map oriented visualizations to boardings by stop, route and corridor, and by time of day.
- Continue to work with LTD to acquire, geocode and analyze survey data (bus riders, park and ride users, group fare users, etc.).
- 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.

- LCOG will work with LTD and Point2Point to define, collect and analyze indicators and measures of progress for the Transportation Options programs. Add these to the data portal.
- Once MAP-21 performance measures are defined, LCOG will work with LTD to collect and map progress towards LTD's targets.

h. Vehicle Fleet Characteristics, VMT, and Fuel Consumption

Within the MPO and the State, policies encourage the use of alternatives to the automobile to reduce both congestion and emissions. Since 2003, the MPO has tracked fuel sold in the commute shed of the MPO, an expression of the combination of fleet economy and VMT, and an indicator of GHG emissions (<http://www.thempo.org/DocumentCenter/View/424>). With data expected soon from ODOT, local fleet economy and vehicle types will be able to be determined, enabling insight into the rate of adoption of more fuel efficient cars and the resulting reduction in emissions per mile.

- Continue monitoring fuel sold and fuel price.
- Analyze fleet data to describe vehicle characteristics within MPO area
- Develop a Data Portal theme to report on these results.

i. Auto Travel Time Data

Travel time through corridors is used to track and characterize congestion trends, and 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. LCOG has access provided by ODOT and FHWA to the INRIX and HERE travel time data sets. However, coverage is limited in this area to the all freeways and most principal arterials.

MAP-21 performance measures include a congestion component. Once these are published, the MPO with ODOT will investigate appropriate data sources and work to include the collection, analysis and trends in the Data Portal

- Continue access to INRIX and HERE
- Extract and characterize selected corridors within MPO area including major transit corridors which are showing effects of congestion. Identify chokepoints.
- Compute performance measures; track over time; publish.

j. Socio-Economic, 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 analyses. Local data (some dating back to the 1970's) such as residence type and locations, population and employment by sector can be used to complement Census data for use in equity, access to subsidized housing, and other analyses. Land-use changes that reflect housing density changes (by type of structure), and changes in mix of employment type are useful when considering the degree to which land use affects use of various modes of travel.

- 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 through the Data Portal.

k. Transportation Options Data Collection

With the adoption of the Regional Transportation Options Plan, performance measures will be described to track the progress of the initiated demand management and alternative mode promotion programs. In particular, these programs include, among others: car sharing; van pool and carpool formation; Safe Routes to School; Smart Trips; discounted transit group pass fares.

- Work with Point2Point Solutions to develop measures and methods that can be used to track the results of the TO programs and the progress toward the targets.
- Use the Data Portal to provide the results to the public and others.
- Develop web-based tools to assist in uploading data into data bases for efficiency and accuracy. This may include using publicly available API access where available.

Products Years 1 and 2

- Updated data bases and extraction/analysis scripts.
- Methodologies for local agency access in order to update data bases
- Data Portal with bike, auto and transit counts.
- Documentation and web reports.

2. EMPLOYMENT DATA for 2014 – QCEW/ES202

Lane County-wide employment data are obtained from Oregon Employment Department (OED) approximately every two years. These data are processed by LCOG prior to providing the data to local partners. We now have a timeline of from 1978 through to 2012, 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. The data also are used in corridor studies, and in analyses that link land use and transportation, and that characterize employment diversity and numbers in mixed use areas and TODs.

Tasks Year 1

- Acquire 2014 data from OED when released (circa September 2015).
- Augment data set to include known non-reporting firms and agencies (primarily governments at all levels).
- Disaggregate firm data into separate establishments.

- Geocode to building footprints maintained by LCOG
- Add to the existing data base; summarize by sector
- Distribute data to local agencies upon request.

Products Year 1

- Employment database, disaggregated and geocoded

3. TRAVEL BEHAVIOR - Oregon Household Activity Survey

The full statewide data collection effort was completed in 2011. Due to problems with the sample weighting provided by the original consultant, ODOT contracted for the weights to be reworked for all survey areas. The new weights were completed in mid-2014, and the data set is finally ready to be used.

Tasks Year 1

- Define and describe the questions to be asked of the data set
- Perform analysis to produce travel behavior relationships incorporating socioeconomic data, spatial location and other factors.

Tasks Year 2

- Report results comparing travel in this MPO with others within Oregon and throughout the nation.

Products Year 2

- Report documenting travel behavior for the region

4. BIKE MODEL

Bike routes are modeled 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. This version continues to utilize the relationships that were estimated using data from Portland bike riders. With sufficient samples of local routes collected through the MPO's smart phone app, CYCLELANE, a determination can now be made as to whether a re-estimation for local conditions is necessary. The large set of bike counts collected over the past three years will also enable calibration of the travel model for bike trips.

If the modeled routes are determined to not reflect local choices, a bike route survey may be needed. LCOG will collaborate with others to assess this need, and to design and field this survey (funding permitted). Once data are collected, model re-estimation would occur.

Tasks Year 1

- Continue to collect, clean and use the CYCLELANE bike paths and count data to validate the paths forecast by the model. Explore ODOT's ORCycle data.
- Complete map matching algorithms to 'snap' these acquired bike routes to the bike network to facilitate data/model comparisons
- Develop methods to encourage use of CYCLELANE and ORCycle throughout the community to acquire needed data.

Products Year 1

- Cleaned bike path route data matched to network

Tasks Year 2

- Update the mode choice code in the regional model to incorporate bike utilities compatible with those from the bike model.
- Test volumes and routes computed by the regional model.
- Determine need for additional survey and execute (funding permitting).
- Re-estimate the bike route choice model following the survey
- Integrate fully into the regional travel demand model.

Products Year 2

- Updated mode choice model.
- Updated regional travel demand model.

5. RTP TRAVEL MODEL IMPLEMENTATION

This task is a component of the long range RTP update scheduled for FY17.

All local governments within the MPO will complete their TSPs within FY15 or FY16. The existing RTP model will be updated to a forecast year of 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. A new base year of either 2012 or 2014 (data permitting) will also be developed.

The suite of performance measures in the 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.

- With LTD, review the future transit system from the Long Range Transit Plan and RTSP, 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 1

- 2040 population and employment, spatially allocated.
- 2040 Fiscally constrained and Illustrative networks.
- Calibrated base year model.
- 2040 future year model.
- Performance measures report.

6. UPGRADE TO THE REGIONAL TRAVEL DEMAND MODEL

This task 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.

The UO submodel has been integrated into the trip generation model. Further work is needed to test the distribution of these trips and to update as needed.

A conversion of the distribution model from gravity to destination choice is required in order to modernize the model.

The new population synthesis process developed by ODOT will be incorporated.

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

Tasks Year 2

- Using OHAS results, update trip rates, average trip lengths by purpose.
- Complete UO submodel integration.
- Integrate the synthetic population.
- Update trip distribution submodel.
- Update documentation.

Products Year 2

- Updated regional travel demand model.

7. TOOLS FOR TRANSIT PLANNING SUPPORT

TBEST is a tool built by Florida DOT and utilized by transit agencies throughout the State of Florida to assist in short-term analysis of transit system changes. It was recently installed at Rogue Valley Transit District and has been used to evaluate various scenarios for the District's system adjustments. TBEST also provides mapping support for analysis of TITLE VI issues under the new FTA circular.

LTD has expressed an interest in using TBEST to assist in their short range system planning and has requested the MPO's assistance in acquiring and installing the software, providing LTD's consultants with available data required by the model, and assisting in the validation of the model. It is intended that, if the model proves useful in this area, the MPO will maintain this model and update it periodically; LTD system planners will use it to conduct yearly route and fare reviews, as well as to prepare TITLE VI responses.

STOPS is a model developed by FTA to assist in analyzing scenarios in a large capital project that would typically apply for Small Starts funds. It uses auto travel time calculations and zonal land use attributes from the regional travel model in assessing and comparing benefits from different build scenarios. It does not replace the regional travel model, but is intended to be used in a screening mode to winnow down alternatives to a small number of candidates before calling on the regional model for the final analyses.

The MPO in cooperation with LTD will implement this model to assist LTD in upcoming corridor studies associated with the expansion of the District's frequent transit network.

Tasks Year 1

- **TBEST:** work with LTD's consultant to develop data needed to implement and to calibrate the base year model. This includes Census, employment, boardings, and GTFS transit files.
- Install the model and work with the consultant in the calibration phase.
- Train with LTD staff on how to setup future proposed scenarios and use the model to provide maps and other results.
- Perform sensitivity tests to validate model performance.
- Review and contribute to documentation produced by consultant.
- **STOPS:** work with LTD's consultant to develop data needed to implement and calibrate the base year model.
-

Tasks Year 2

- **STOPS:** Develop scripts to extract and format required travel time calculations from the regional travel model for input into STOPS.
- Install the model and work with the consultant in the calibration phase.
- Train with LTD staff on how to set up future scenarios and produce results.

- Validate the mode by using it in sensitivity tests relating to addition of BRT service in a corridor
- Document

Products Year 1

- TBEST – installed and operational at LTD and at MPO
- TBEST documentation of installation and test results
- STOPS data description and base year data

Products Year 2

- STOPS – installed and operational at LTD and at MPO
- STOPS documentation of installation and test results.

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 the travel network data bases for all modes, including transit system routes, stops and park and rides.
- 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 Small Starts submittals.
- Maintain MOVES modeling capabilities to undertaken computation of emission rates of air pollutants including greenhouse gas emissions.
- Maintain the GREENSTEP model by incorporating new upgrades and submodels as they are developed through FHWA (EERPAT and SmartGAP) and ODOT (RSPM) efforts. This model estimates the impacts of transportation strategies on greenhouse gas emissions.
- Maintain ITHIM for use in estimating health impacts of active transportation programs; maintain the interface to GREENSTEP as needed.
- Keep EMME travel modeling software current. Update licenses and maintain software subscription.
- Keep TABLEAU data visualization software current for use in the data portal. 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 Oregon 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.
- Work with OMSC Model Planning Committee and others to oversee the implementation of a bike-pedestrian count archive and web-display to facilitate research into alternative modes. This project is sponsored by National Institute for Transportation and Communities.

Products

- Operational multi-modal model for local transportation planning
 - 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.
-

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

The MPO's regional travel model has been updated to incorporate the three new draft TSPs of each city; and will integrate the Lane County TSP upon plan completion in 2016. Completion awaits finalization of the UGBs and the project lists. Dependent on the timing, the forecast year for the RTSP may need to be extended to 2040, requiring further updates to the model.

RTSP Performance Measures for the region will be developed by local staff. These will be either based on trends exhibited by historic and current data or will be able to be determined using the regional travel model. Analytic processes will be derived to compute these values.

Products Year 1

- Spatially explicit base and future year household and employment patterns for all local government comprehensive plans.
- Base and future year travel networks for roadways, bike facilities, and transit.
- Regional performance measures report

Beltline Highway Phase 3 Support

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

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. This model will supplant the current land use capacity model for most scenario planning work.

The chosen model platform, URBANSIM, simulates metropolitan real estate markets and the impacts of land use and transportation plans at multiple spatial levels. Among other factors, it incorporates changes in demography and household structure, the effects of government regulation, transportation pricing and real estate development profitability. It produces interim year results in a long range forecast.

The modeling package has undergone substantial changes over the past several years. It has been restructured by the developer, and has been reprogrammed in Python to make the code simpler, faster and more concise.

Following this hiatus, the model package appears to now be ready for implementation by the MPO. 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 FY16 and FY17.

The model estimation will be contracted to the model developer, with LCOG staff providing support for data preparation, land supply mapping, and visualizations.

Tasks Year 1

- Assess readiness and stability of modeling package for implementation at the MPO.
- Design the model for this region, describing submodels and processes that can be supported by available data.
- Prepare regional data for model estimation purposes. Format and clean as needed and provide to consultant.
- Review and update land capacity model for input to URBANSIM.
- Estimate and install URBANSIM
- Produce a stand-alone proforma real estate development tool to provide insight into opportunities for redevelopment.
- Hold technical training sessions for LCOG staff and others.

Products Year 1

- Data preparation extract and imputation tools
- URBANSIM model installed
- Pro-forma real estate tool ready for use.
- ***Tasks Year 2*** Test and validate URBANSIM
- Integrate with travel model.
- Design and execute visualizations of the land use patterns.
- Define and code performance measures

Products Year 2

- Validated, calibrated URBANSIM model
- Visualization scripts

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 transit system network and operating conditions as represented in the regional travel model.
- Work with LCOG to update information on population within and outside of the LTD service area based upon latest Census data. 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.
- Work with LCOG staff to begin implementation of the T-BEST model to facilitate route planning by LTD and to produce maps suitable for addressing FTA's latest circular concerning Title VI reporting.
- Work with LCOG staff to begin implementation of FTA's STOPS model. This model was developed by FTA as a complement to the use of the regional travel demand model in the assessment of capital transit projects.
- Collaborate with the MPO during the RTSP and the RTP in the assessment of alternative transit system scenarios.

OTHER PARTNER AGENCY TASKS

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

- Provide the MPO with an annual list of approved land development 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 2016	Late FY 2016	Early FY 2017	Late FY 2017
1	Data Portal	Implement themes and visualizations	Implement themes and visualizations	Implement themes and visualizations	Implement themes and visualizations
2	Employment Data 2014	Acquire, geocode, disaggregate	Complete processing.		
3	Travel Behaviour	Define questions	Analyze	Report	
4	Bike Model		Bike route dataset	Update mode choice model	Update travel model
5	RTP Travel Model Implementation	Update data input for base and future years; Update auto and bike networks	Update transit network and operating conditions; calibrate; compute perf measures		
6	Regional Travel Model Upgrade			Update from OHAS; integrate UO model; integrate synthetic population	Update trip distribution; Update documentation
7	Tools for Transit Planning Support		Implement TBEST	Implement STOPS	
8	Core Activites	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 Options (TO) programs and services are a steadily growing component of transportation and mobility planning. In 2014, the Regional Transportation Options Plan (RTOP) was adopted by the Metropolitan Policy Committee. The RTOP set forth to plan for the most effective application of transportation options programs and services that address the goals, objectives and policies of the area's long-range Regional Transportation Plan (RTP). The RTOP provides strategic direction that guides 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 Transportation System Management TSM activities, including management analysis, transit maintenance planning and service planning as part of the short-range transportation planning element. Point2point manages the operational component of the region's TO program. Their work elements are described following the discussion of LCOG's work elements later in this section.

CORE MPO ACTIVITIES: Transportation Options

Tasks

- Provide program support and resources for Point2point programs, services, activities and planning.
- Coordinate with MPO partners to implement RTOP recommendations.
- Coordinate with MPO partners as a result of the Point2point 5-year Strategic Plan and planning process, to be completed spring 2015.
- Participate in the annual Business Commute Challenge (BCC) and participate in Group Pass and Emergency Ride Home Programs;
- 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 provide planning support services.
- Participate in the statewide Transportation Options quarterly meetings and quarterly ETC meetings, as necessary.
- 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. Explore opportunities to leverage statewide traveler information systems.
- Provide support for Regional Transportation Construction Project Coordination.

Products

- 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

- Implement recommendations from the Point2point 5-Year Strategic Plan and planning process, to be completed spring 2015.
- Develop and report on TO performance metrics, on an as-needed basis.
- Develop and distribute site specific individualized maps to employers and major activity centers including community centers.
- 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' Regional Residential Program:
 - Implement 'SmartTrips' individualized marketing in Springfield along the Main Street corridor. SmartTrips program funding has been secured for Main Street in Springfield (between 48th and 62nd streets).
 - Additional program outreach has been scoped for Main Street/Thurston in Springfield (from 62nd out to Thurston). The program will move forward once funding is secured.
- Assist in the coordination of the regional Safe Routes to Schools program:
 - Coordinate planning, metrics documentation and outreach.
 - Develop, secure and manage grants for the program.
 - Enhance school and parent outreach services.
 - Develop recommended walking route maps for the region's targeted public elementary and middle schools.
 - Develop metrics and report on distribution of the maps.
 - Identify surface improvements that could serve to improve safe walking routes to school. Work with partner agencies to review documentation and address these problems.
- Coordinate with partner agencies to implement recommendations from Regional Bike Parking Study.

Products

- Performance Metrics from the Point2point Strategic Plan, ongoing reporting.
- Modified Congestion Management Process within CMP Corridors
- Program updates to the Transportation Options Advisory Committee (TOAC)
- Smart Trips Program materials and Evaluation reports
- Implementation of the Safe Routes to Schools Regional Plan, as funding allows

- Safe Routes to Schools grant applications and program coordination
- Recommended walking Safe Routes to Schools Maps
- Implementation of Regional Bike Parking Study action items
- Site specific individualized maps outlining TO for designated locations.

2. Public Outreach Program Enhancements

Tasks

- Enhance the level of general outreach and awareness activities.
- 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 and Employer Transportation Coordinator efforts.

Products

- Rideshare Campaign marketing materials
- Drive Less Connect campaign marketing materials
- Database Quarterly Report
- ETC Marketing Materials
- ETC Resource Web Page

POINT2POINT SOLUTIONS ONGOING OPERATIONS

Employer/Employee Transportation Benefits Program Activities

- Increase awareness of discounted transit benefits through LTD's Group Pass Programs.
- Provide Parking Management services and strategies for employers/developers of projects in the MPO.
- Administer and monitor Vanpool Subsidy Fund from National Transit Database (NTD) revenues reflecting vanpool VMT.
- Coordinate the regional Business Commute Challenge event.
- Coordinate ongoing outreach and education efforts in the region to increase awareness and use of transportation options by the regional traveling public.
- Coordinate Emergency Ride Home (ERH) incentive program services through area employers.
- Promote awareness and use of carsharing programs.
- Promote TO services as available 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.
- Develop employer surveys, as needed, to enhance employer awareness of employee travel.

- 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 the 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 to attend employer tabling opportunities to enhance awareness of employer travel options.
- Maximize partnerships with health and social services providers by developing more formalized partnerships.

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.
- 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 LTD's School Transit Pass Programs to schools that will provide transit service to students in grades 6-12.
- Work with LTD staff to 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.
- Provide leadership for the 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.
- Work with school coordinators to assist with program documentation, coordination of joint programs, and scheduling of staffing events.

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 website providing commuter information of transportation options.
- Participate in Regional Construction Coordination annual meeting and present Point2point service opportunities.

Park & Ride Activities

- Continue to promote Park & Ride locations and make recommendations to LTD regarding additional locations as demand dictates.
- When necessary, recommend improvements and enhancements for Park & Ride wayfinding.
- Maintain and expand bike locker rental and long-term storage programs.

Community Awareness and Outreach Efforts

- Develop and maintain robust community education and outreach programs that target diverse community groups.
- Develop education and outreach materials that enhance general TO awareness.
- Implement coordinated campaigns with ODOT and other statewide TO agencies, i.e. Be Seen Be Safe Safety Campaign.
- Support recommendations of the Regional Transportation Options Plan.
- Continue to support marketing and outreach efforts of the MPO Regional Carsharing Program.
- Assist ODOT and statewide stakeholder teams with the development of the Statewide Transportation Options Implementation Plan.
- Promote programs and services through targeted social media outlets.
- Increase awareness of regional TO services by enhancing the Point2point website.
- Develop and maintain a Train the Trainer program to increase awareness of TO throughout social service agencies.

City of Eugene Action Items and Tasks

I. SmartTrips Eugene

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 a 2015 program in south central Eugene, and programs in 2016 and 2017 with the locations to be determined.

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 outreach and 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.

I. Eugene Sunday Streets

Eugene Sunday Streets is a free community event that premiered in Eugene in summer 2011. Since 2013, the city has held two Sunday Streets events each summer and plans to continue to hold two each summer. 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

- Two Eugene Sunday Streets events in FY16 and two in FY17

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 in both English and Spanish. 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 2,000 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.
- 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.
- Create and implement a Crosswalk/Pedestrian Safety Campaign. Create educational materials and messaging including a TV ready Public Service Announcement, banners, advertisements, posters, etc.

OTHER PARTNER AGENCY TASKS

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

- 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 2016	Late FY 2016	Early FY 2017	Late FY 2017
1	Point2point 5 –Year Strategic Plan	Implement recommendations of the 5-Year Strategic Plan; Ongoing reporting of TO performance metrics.		
2	Congestion Management Process	Construction project coordination and materials development; Development of public outreach materials; Ongoing updates to www.KeepUsMoving.info ;		
3	SmartTrips Eugene and Springfield	Ongoing implementation, with funding secured for 2016-2018 and additional programs will be planned as funding allows; Program materials will be developed when necessary.		
4	Safe Routes to Schools Regional Plan	Ongoing implementation of Safe Routes to Schools programs over the next 5 years as funding allows; Grant management; program Coordination; SRTS Map development and distribution;		
5	Regional Bike Parking Study	Conduct bike parking use surveys annually and track when and if additional bike parking is needed. If necessary, implement a phased bicycle parking acquisition and installation program according to the recommendations in the plan and as funding allows.		
6	City of Eugene Sunday Streets	Ongoing implementation, with new programs planned for the summer of 2015, 2016 and 2017.		
7	Expand Outreach and Awareness of TO in the region	Increase outreach events and develop additional marketing materials.		
8	Train the Trainer Program	Develop the presentation module, materials and prioritized list of interest parties.		

G. Intergovernmental Coordination

OBJECTIVE

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

DISCUSSION

These work activities provide the overall support for the committee structure and functions, including the MPO Policy Committee, the Transportation Planning 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.

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

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

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: 2016

Estimated Project Cost: N/A

Funding Source: TBD

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 several potential long-range solutions for the Beltline Highway from River Road to Coburg Road. A draft Facility Plan, including initial IAMPs, was completed in 2014. This plan or the concepts in this plan need to be adopted into the Eugene TSP prior to the plan's adoption into the Oregon Highway Plan (OHP) by the Oregon Transportation Commission (OTC). Once adopted by the City and the OTC, the concepts advanced in the Facility Plan will be examined in more detail as part of a National Environmental Policy Act (NEPA) project planning process (EIS or EA).

Lead Agency: ODOT

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

Current Status: Facility Plan completed in 2014. Awaiting adoption into Eugene TSP and Oregon Highway Plan (OHP).

Estimated Completion: Facility Plan completed in 2014 (subsequent phases to follow)

Estimated Project Cost: \$500,000

Funding Source: TBD

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 March 2016

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

Funding Source: TBD

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 project will transform Franklin Boulevard in Glenwood from an auto-oriented arterial into a hybrid arterial/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: Substantially Complete. Draft Categorical Exclusion provided in 2014, pending PS&E for final approval in early 2016

Estimated Completion: 2016

Estimated Project Cost: TBD

Funding Source: STP-U, Other

Franklin Boulevard Project, Phase I Design and Construction

The Franklin Boulevard Redevelopment Phase I Project will construct modern urban standard improvements on the old Hwy 99 section, currently known as Franklin Boulevard, in the Glenwood area between the Union Pacific rail overcrossing and Mississippi Ave. Project design, right of way and utility work is anticipated in calendar year 2015 with Phase I construction to follow in 2016 and 2017.

Lead Agency: City of Springfield

Partner Agencies: ODOT, LTD

Current Status: In progress.

Estimated Completion: Phase I construction, 2016-2017

Estimated Project Cost: \$9,600,000

Funding Source: STP-U, Other

Franklin Boulevard Project, Phase 2 Design and Construction

As funding becomes available the City of Springfield intends to complete the remaining phase of Franklin Blvd. improvements. This will involve completing design, acquiring right of way, and constructing improvements from Mississippi Ave. to Glenwood Blvd.

Lead Agency: City of Springfield

Partner Agencies: ODOT, LTD

Current Status: ~15% Design 2015, remainder TBD

Estimated Completion: TBD

Estimated Project Cost: TBD

Funding Source: TBD

Glenwood Riverfront Path

Glenwood Refinement Plan policies identify the Glenwood Riverfront Path project—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—as envisioned in adopted regional and local transportation, open space, and recreation plans. 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 has been constructed and a temporary wide sidewalk path extension along Franklin Boulevard to Glenwood Boulevard will be constructed to create the western link to the regional system on the south bank. Given the complex requirements and interdependencies associated with effectively delivering multiple public open space-related projects along the Willamette River in Glenwood (floodplain mapping updates, establishing Greenway Setback, water quality/storm water management projects, habitat and riparian protection/restoration/mitigation projects, developing linear park and multi-use path, etc.), the City of Springfield has hired a consultant to analyze the requirements and interdependencies of these projects and to develop a project management plan that describes process recommendations for maximum efficiency and coordination. This project management plan will assist the City in proceeding to NEPA, design and build construction of the riverfront path in an efficient and effective manner.

Lead Agency: City of Springfield

Partner Agencies: ODOT and Willamalane

Current Status: Viaduct construction complete. Developing project management plan: NEPA, design and construction, to follow.

Estimated Completion: TBD

Estimated Project Cost: TBD

Funding Source: STP-U, Other

Springfield Downtown Demonstration Project

This catalytic project will install pedestrian scale decorative street lights with LED light fixtures and enhance existing crosswalks with brick pattern pavement markings along two blocks of Springfield's downtown. The lights have been identified for installation in this key location in Springfield's downtown to improve safety, visibility, and aesthetics in the area.

Lead Agency: City of Springfield

Partner Agencies: ODOT and SUB

Current Status: Phase 1 under construction; Phase 2 design pending with Phase 2 construction in fall 2015

Estimated Completion: Fall 2015

Estimated Project Cost: TBD

Funding Source: TBD

Springfield Downtown Parking 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: Preparing for deployment

Estimated Completion: Fall 2015

Estimated Project Cost: \$150,000

Funding Source: TBD

Springfield Bicycle and Pedestrian Master Plan

One of the recommendations in the recently completed Springfield Transportation System Plan (TSP) is to complete a Bicycle and Pedestrian Master Plan that builds off the TSP policy set and project list and further refines the implementation strategy to enhance walking and biking in Springfield as an alternative to auto usage for many trips.

Lead Agency: City of Springfield
Partner Agencies: Point2Point, LTD
Current Status: Unprogrammed
Estimated Completion: TBD
Estimated Project Cost: TBD
Funding Source: TBD

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
Funding Source: FTA-5309, Other

Main Street/McVay Transit Study

The purpose of the Main-McVay Transit Study is to analyze Main Street and McVay Highway transit improvements with respect to need, technical viability, and public support. Existing transit service on Main Street is hindered by overcrowded buses and traffic congestion. Both Main Street and McVay transit service also have safety and security issues for passengers accessing buses at transit stops that are poorly lit and not located at signalized street crossings. If not addressed, these issues will worsen in the future as the corridor's population, employment, and transit ridership increase.

To date, the Project has completed screening of potential transit solutions along the corridor. The Stakeholder Advisory Committee has made final recommendations to the Governance Team, which will then make its final recommendations to the Springfield City Council and LTD Board in 2015 about transit solutions which hold the most promise for resolving transportation problems in the Corridor. Potential transit solutions may then be forwarded for further study and analysis as part of a NEPA process.

The NEPA process would involve additional evaluation and refinement of the Most Promising Solutions and selection of a Locally Preferred Alternative either as part of, or prior to completion of the appropriate NEPA document.

Local Agency: LTD
Partner Agencies: City of Springfield, ODOT
Current Status: Nearing completion. Stakeholder Advisory Committee and Governance Team will recommend a narrowed range of possible transit solutions for the Springfield City Council and LTD Board to consider.
Estimated Completion: 2015/2016
Estimated Project Cost: \$1,500,000
Funding Source: FTA-5339

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

Funding Source: TBD

Lane Coordinated Public Transit-Human Services Plan

This project will conduct a review and update of the 2013 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: Fall 2015

Estimated Project Cost: \$2,500

Fund Source: TBD

Main Street Pedestrian Crossings

In a collaborative effort between the City of Springfield, Oregon Department of Transportation (ODOT) and LTD, six pedestrian crossing projects recommended by the 2010 Main Street Pedestrian Safety Study are being constructed to provide safer crossing opportunities along the Main Street corridor.

The City of Springfield is overseeing public outreach, design and installation of the pedestrian crossings. The City of Springfield conducts stakeholder outreach in each location before construction occurs to perform analysis and determine possible mitigation measures related to the crossings.

The Study recommended a total of eight pedestrian crossings. To date four crossings have been installed by the City of Springfield and ODOT. With two more planned for completion this winter.

Local Agency: City of Springfield

Partner Agencies: ODOT, LTD

Current Status: Four crossings are completed, two pending construction in the winter/spring of 2015. Two remaining crossings will be reviewed for location and deployment options.

Estimated Completion: 2016

Estimated Project Cost: \$900,000

Fund Source: S080

Gateway/Beltline Phase 2 Reevaluation

The City of Springfield completed the Gateway/Beltline Phase I improvement project in 2010. The remainder of intersection improvements identified in the 2003 I-5/Beltline REA must be re-analyzed to verify the viability of project elements or to identify more appropriate solutions.

Lead Agencies: City of Springfield
Partner Agencies: ODOT
Current Status: TBD
Estimated Completion: 2018
Estimated Project Cost: \$250,000
Funding Source: 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 and to better understand benefits and impacts to nearby intersections.

Local Agency: City of Springfield
Partner Agencies: ODOT, LTD
Current Status: Pending
Estimated Completion: 2017
Estimated Project Cost: \$100,000
Funding Source: TBD

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: Scope of work is completed. Project management team ready to start work in early 2015.
Estimated Completion: 2016-2017
Estimated Project Cost: \$200,000
Funding Source: STP-U

Franklin Boulevard Design Refinement Study (Eugene)

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
Funding Source: TBD

Key Corridor Study

The City of Eugene and Lane Transit District 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: City of Springfield, ODOT, Lane County, LCOG
Current Status: Scoping Estimated Cost: \$651,730 (additional funding may be needed)
Estimated Completion: 2017
Funding Source: STP-U

Key Corridor Study (next phase – NEPA)

The City of Eugene and Lane Transit District will identify alternatives for multi-modal corridor development that will be evaluated through a programmatic alternatives analysis. Required environmental documentation and preliminary engineering will be completed for one or more corridors. The original project name was *NW Eugene LCC Transit Corridors Plan*, and has since been revised to better suit the project.

Lead Agencies: City of Eugene, LTD
Partner Agencies: ODOT, Lane County, LCOG
Current Status: Scoping Estimated Cost: \$2,225,000
Estimated Completion: 2018
Funding Source: STP-FLX

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
Estimated Completion: 2016
Estimated Project Cost: \$112,000
Funding Source: TBD

Springfield Street Design Standards

Springfield's street design standards are outdated and outmoded. Based on the policies and implementation actions in the newly adopted Transportation System Plan, this project will modernize the city's street standards, moving to a complete streets approach that will include water quality facilities, multiple modes, and a context sensitive approach that can be scaled to topographic and built environment conditions.

Lead Agencies: City of Springfield
Partner Agencies: ODOT, Lane County
Current Status: TBD
Estimated Completion: 2016
Estimated Project Cost: \$100,000
Funding Source: TBD

Lane Transit District Development of Environmental and Sustainability Management System

LTD hopes to advance its sustainability efforts by developing an environmental and sustainability management system (ESMS). An ESMS 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 and Sustainability 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 ESMS training and assistance will walk LTD staff through the development and implementation of an ESMS.

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 ESMS, and (2) staff, with guidance from FTA, will execute planning and development of an ESMS.
Estimated Completion: End of calendar year 2015
Estimated Project Cost: \$150,000
Funding Source: FTA-5307

River Road Transit Station Relocation

LTD is investigating the possibility of relocating its transit station on River Road further north. The current station site on River Road suffers from several growing problems including access issues related to traffic congestion from the adjacent highway onramp, and a planned reconstruction of the onramp with the removal of a bus slip ramp by ODOT will further exacerbate access problems. This station relocation process will be completed without regard to, and will not prejudice planning efforts associated with the Key Corridor Study. LTD is investigating the possibility of relocating its transit station on River Road further north.

Lead Agency: LTD
Partner Agencies: ODOT, Lane County, City of Eugene
Current Status: Not started.
Estimated Completion: N/A
Estimated Project Cost: \$6,000,000
Funding Source: TBD

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

Funding Source: STP-U

City of Eugene TSP Update

The City of Eugene has continued the update of its state-required Transportation System Plan (TSP). Adoption of the TSP is expected in mid to late 2015.

Lead Agency: City of Eugene

Partner Agencies: ODOT, Lane County, LTD, and LCOG

Current Status: Final TSP document has been produced. TSP is going through the adoption process.

Estimated Completion: 2015

Estimated Project Cost: \$638,000, plus additional City staff costs

Funding Source: TBD

City of Springfield TSP Update

The Springfield TSP was adopted in March 2014 and is a refinement of the MetroPlan and Springfield Comprehensive Plan. As the Springfield 2030 Comprehensive Plan completes the new Economic and Urbanization Elements and an expanded urban growth boundary for employment lands, the Springfield TSP will need to be updated to accommodate projects and policies necessary and complementary to land use planning efforts.

Lead Agency: City of Springfield

Partner Agencies: ODOT, Lane County, LTD

Current Status: TBD

Estimated Completion: 2016

Estimated Project Cost: \$100,000

Funding Source: TBD

City of Springfield TSP Code Implementation

The Springfield TSP was adopted in March 2014. In order to realize plan implementation, certain amendments are necessary to the Springfield Development code to bring this code up to date with respect to policies and actions identified in the TSP.

Lead Agency: City of Springfield

Partner Agencies: ODOT, Lane County, LTD

Current Status: Project scoped

Estimated Completion: 2015

Estimated Project Cost: \$50,000

Funding Source: TBD

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 completed and under review
Estimated Completion: 2015
Estimated Project Cost: \$160,000
Funding Source: TBD

Lane County TSP update

Lane County is updating the 2004 Lane County TSP. The update will include evaluating policy amendments to maintain consistency with the state Transportation Planning Rule, and address multi-modal transportation system improvements 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 underway
Estimated completion: 2016
Estimated Project Cost: \$300,000
Funding Source: TBD

RELATED PLANNING EFFORTS

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
Funding Source: 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
Funding Source: 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
Funding Source: TBD

TRANSPORTATION GROWTH MANAGEMENT (TGM) PROGRAM

TGM Projects Inside the MPO

Main Street Vision Implementation Project

The City of Springfield engaged the community in a planning process to envision a preferred future for Main Street between Downtown and Thurston. This project will develop the implementation details necessary to move the Main Street corridor vision toward reality by making amendments to the various refinement plans along the corridor.

Lead Agency: City of Springfield

Partner Agencies: ODOT, LTD

Current Status: Refining project scope for TGM submittal

Estimated Completion: Winter, 2017

Estimated Project Cost: TBD

Funding Source: TGM

Springfield Downtown District Design Standards

This project will update design standards (Springfield Development Code and Engineering Design Standards Manual) — implementing the Downtown District Urban Design Plan and Downtown Refinement Plan policies supporting the revitalization of the downtown mixed use node.

Lead Agency: City of Springfield

Partner Agencies: ODOT TGM Code Assistance Program

Current Status: Project scoping and estimating in progress

Estimated Completion: Winter, 2016

Estimated Project Cost: TBD

Funding Source: TGM

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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 FY15 UPWP work elements and identifies preliminary funding sources and allocations.

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Table I

Central Lane MPO									
Unified Planning Work Program		Source of Funds					TOTALS		
FY 2016 Funding		1		2	3				
Work Element		FTA Sec 5303	LTD 5303 Match	FHWA PL & ODOT Match	STP-U	Local STP Match	LCOG Total	Local Match Total	UPWP Total
A	Regional Transportation Plan (RTP) and Long-Range Planning	\$ 10,691	\$ 2,673	\$ 81,340	\$ 75,000	\$ 8,584	\$ 167,032	\$ 11,257	\$ 178,288
B	Programming and Implementation	\$ 12,830	\$ 3,207	\$ 31,285	\$ 50,000	\$ 5,723	\$ 94,114	\$ 8,930	\$ 103,045
C	Public Participation	\$ 12,830	\$ 3,207	\$ 56,312	\$ 10,000	\$ 1,145	\$ 79,142	\$ 4,352	\$ 83,494
D	Air Quality Planning	\$ 6,415	\$ 1,604	\$ 12,514	\$ 10,000	\$ 1,145	\$ 28,929	\$ 2,748	\$ 31,677
E	Transportation System Modeling and Data Maintenance	\$ 10,691	\$ 2,673	\$ 125,139	\$ 70,000	\$ 8,012	\$ 205,830	\$ 10,685	\$ 216,515
F	Transportation Options	\$ 7,133	\$ 1,783	\$ 25,028	\$ 25,000	\$ 2,861	\$ 57,161	\$ 4,645	\$ 61,806
G	Intergovernmental Coordination	\$ 16,037	\$ 4,009	\$ 128,142	\$ 100,000	\$ 11,445	\$ 244,179	\$ 15,455	\$ 259,634
H	Direct Costs			\$ 25,000	\$ 50,000	\$ 5,723	\$ 75,000	\$ 5,723	\$ 80,723
I	MPO Partner Regional Transportation Planning				\$ 170,000	\$ 19,457		\$ 19,457	\$ 189,457
J	Point2Point Regional Transportation Options Funding				\$ 300,000	\$ 34,336		\$ 34,336	\$ 334,336
K	Regional Safety & Security Plan				\$ 40,000	\$ 4,578	\$ 40,000	\$ 4,578	\$ 44,578
L	Intelligent Transportation Systems (ITS) Plan				TBD				
M	Traffic Counts				TBD				
N	LTD Data	\$ 50,000	\$ 12,500				\$ 50,000	\$ 12,500	\$ 62,500
O	Member Services (minimum)	\$ 20,000	\$ 5,000	\$ 20,000	\$ 20,000	\$ 2,289	\$ 60,000	\$ 7,289	\$ 67,289
TOTALS		\$ 146,628	\$ 16,782	\$ 504,759	\$ 920,000	\$ 105,297	\$ 1,101,387	\$ 141,954	\$ 1,713,341
Funding amounts are estimates only, based on anticipated amounts.									

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UPWP

Unified Planning Work Program FY 2014 and 2015

APPENDICES

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APPENDIX A: 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.

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 B: 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
ACSP - Arterial and Collector Street Plan
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
APC – Automated passenger count
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
AVL - Automated Vehicle Location
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
CO - Carbon Monoxide
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
EMP – Expressway Management Plan
EmX – Emerald Express
EPA – Environmental Protection Agency
ESMS - Environmental and Sustainability Management System
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
GHG – Greenhouse Gas
GIS – Geographic Information Systems
GPS – Global Positioning Systems
HOV – High Occupancy Vehicle
HPMS – Highway Performance Monitoring Systems
HRB – Highway Research Board
HSIP – Highway Safety Improvement Program
HUD – Housing and Urban Development
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
KUMI – KeepUsMoving.info
LCDC – Land Conservation and Development Commission
LCP – Least Cost Planning
LLC – Lane Livability Consortium
LMP - Limited Maintenance Plan
LOS – Level of Service (Traffic flow rating)
LRAPA – Lane Regional Air Protection Agency
LRTP – Long Range Transportation Plan
LTD – Lane Transit District
LUAM – Land Use Allocation Model
MAP-21 – Moving Ahead for Progress in the 21st Century Act, authorizing transportation programs through September 30, 2014
MOA – Memorandum of Agreement
MOU – Memorandum of Understanding
MOVES - Motor Vehicle Emission Simulator
MPC – Metropolitan Policy Committee
MPO – Metropolitan Planning Organization
MSA – Metropolitan Statistical Area
MTP – Metropolitan Transportation Plan
MTIP – Metropolitan Transportation Improvement Program
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
NITC - National Institute for Transportation and Communities
NOX – Nitrogen Oxides
O&M – Operations and Maintenance
OED – Oregon Employment Department
ODOT – Oregon Department of Transportation
OHAS – Oregon Household Activity Survey

ACRONYMS (continued)

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
PB - Parson Brinkerhoff
PL – Public Law
PPP – Public Participation Plan
PROWAG - Public Rights of Way Accessibility Guide
PS&E – Plans, Specifications, and Estimates
PTD – Public Transit Division
RAC – (Lane County) Roads Advisory Committee
REA - Revised Environmental Assessment
RFP – Request for Proposal
ROW – Right of Way
RTP – Regional Transportation Plan
RTOP – Regional Transportation Options Plan
RTSP – Regional Transportation System Plan
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
SHSP – Strategic Highway Safety Plan
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
STG – Special Transportation Grant
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
TGM – Transportation Growth Management
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

ACRONYMS (continued)

TPR – Transportation Planning Rule

TRB – Transportation Research Board

TRCC - Traffic Records Coordinating Committee

TSAP – Transportation Safety Action Plan

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

USDOT – United State Department of Transportation

V/C – Volume to Capacity

VMS – Variable Message Signs

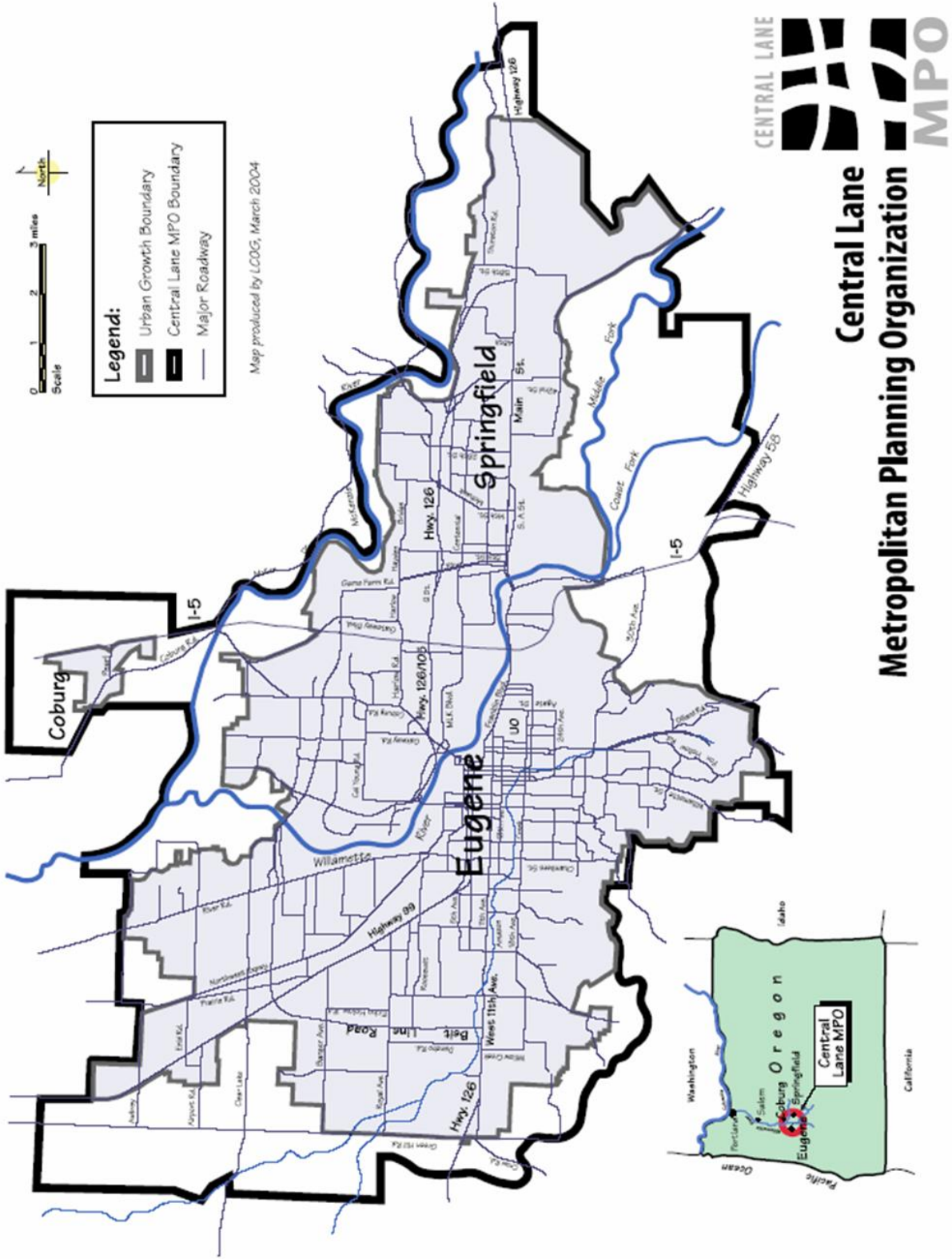
VMT – Vehicle Miles Traveled

VOCs – Volatile Organic Compounds

VPD – Vehicles Per Day

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APPENDIX C: CENTRAL LANE MPO MAP



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APPENDIX D: 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 340-252-0060. This MOU describes the responsibilities concerning air quality planning for each partner agency within a 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 is responsible for ensuring and documenting transportation conformity of the regional transportation plan and the transportation improvement program. LCOG monitors regionally significant projects within the TMA, and provides regional emissions analyses when necessary. Further, LCOG ensures the adequacy of interagency consultation and public involvement as a part of transportation conformity.

Lane Regional Air Protection Agency (LRAPA) is the regional air protection 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 provides monitoring data to LCOG and 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, with technical and policy input provided by LCOG as needed.

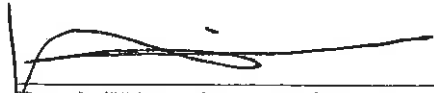
Oregon Department of Transportation (ODOT) provides technical input to LCOG on motor vehicle emission factors, and consults, as needed, on air quality modeling and conformity determinations.

ODOT, Lane Transit District (LTD), Lane County, and the Cities of Eugene, Springfield and Coburg, acting as the Transportation Planning Committee, provide LCOG with details of their federally-funded and/or regionally significant transportation projects (as defined in 40 CFR 93.101) within the TMA in order to ensure proper consideration of the projects within any transportation modeling and 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 for PM₁₀ 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 outside the MPO area, but that are within a designated air quality management area (AQMA) for which the MPO must assess transportation conformity.

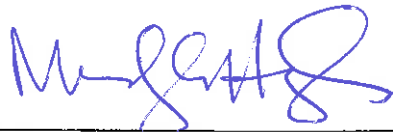
Memorandum of Understanding
concerning
**Agency Responsibilities for Transportation-related Air Quality Planning in the
Central Lane Transportation Management Area**

Acknowledged:



**Brenda Wilson, Executive Director
Lane Council of Governments**

2.19.15
Date



**Merlyn L. Hough, Director
Lane Regional Air Protection Agency**

2/20/2015
Date

**Ron Kilcoyne, General Manager
Lane Transit District**

Date

**Sonny Chickering, Region Manager, Region 2,
Oregon Department of Transportation**

Date

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

Date



**Tom Boyatt, Community Development Manager
City of Springfield**

2/19/2015
Date



**Petra Schuetz, City Administrator
City of Coburg**

02/19/15
Date

**Marsha Miller, Public Works Director
Lane County**

Date

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concerning
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Date



Ron Kilcoyne, General Manager
Lane Transit District

2-19-15
Date

Sonny Chickering, Region Manager, Region 2,
Oregon Department of Transportation

Date

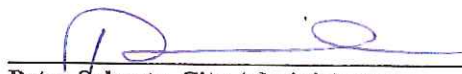
Kurt Corey, P.E., Public Works Executive Director
City of Eugene

Date



Tom Boyatt, Community Development Manager
City of Springfield

2/19/2015
Date



Petra Schuetz, City Administrator
City of Coburg


02/19/15
Date

Marsha Miller, Public Works Director
Lane County

Date

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Brenda Wilson, Executive Director
Lane Council of Governments

2.19.15
Date

Merlyn L. Hough, Director
Lane Regional Air Protection Agency

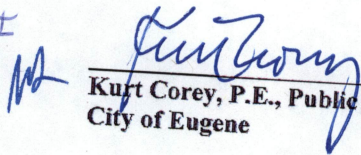
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Ron Kilcoyne, General Manager
Lane Transit District

Date

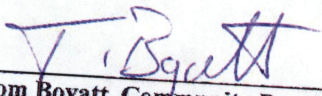
Sonny Chickering, Region Manager, Region 2,
Oregon Department of Transportation

Date

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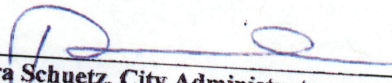
Kurt Corey, P.E., Public Works Executive Director
City of Eugene

2-23-15
Date



Tom Boyatt, Community Development Manager
City of Springfield

2/19/2015
Date



Petra Schuetz, City Administrator
City of Coburg

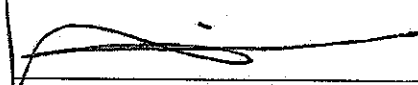
02/19/15
Date

Marsha Miller, Public Works Director
Lane County

Date

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Central Lane Transportation Management Area**

Acknowledged:



**Brenda Wilson, Executive Director
Lane Council of Governments**

2.19.15
Date

**Merlyn L. Hough, Director
Lane Regional Air Protection Agency**

Date

**Ron Kilcoyne, General Manager
Lane Transit District**

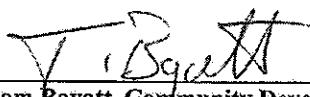
Date

**Sonny Chickering, Region Manager, Region 2,
Oregon Department of Transportation**

Date

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

Date



**Tom Boyatt, Community Development Manager
City of Springfield**

2/19/2015
Date



**Petra Schuetz, City Administrator
City of Coburg**

02/19/15
Date




**Marsha Miller, Public Works Director
Lane County**

2/26/15
Date

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

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Brenda Wilson, Executive Director
Lane Council of Governments

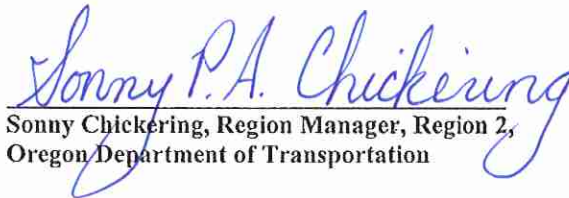
2.19.15
Date

Merlyn L. Hough, Director
Lane Regional Air Protection Agency

Date

Ron Kileoynne, General Manager
Lane Transit District

Date



Sonny Chickering, Region Manager, Region 2,
Oregon Department of Transportation

3-16-15
Date

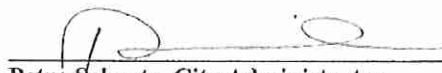
Kurt Corey, P.E., Public Works Executive Director
City of Eugene

Date



Tom Boyatt, Community Development Manager
City of Springfield

2/19/2015
Date



Petra Schuetz, City Administrator
City of Coburg

02/19/15
Date

Marsha Miller, Public Works Director
Lane County

Date

APPENDIX E: 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

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.

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 17th 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.

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.

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

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.

<p>CENTRAL LANE METROPOLITAN PLANNING ORGANIZATION, by and through the Lane Council of Governments</p> <p>By <u><i>George Klappel</i></u> Executive Director</p> <p>Date <u>6-18-08</u></p> <p>LANE TRANSIT DISTRICT, by and through its Board of Directors</p> <p>By <u><i>Mike Byham</i></u> General Manager</p> <p>Date <u>6-10-08</u></p> <p>Agency Contacts</p> <p>Byron Vanderpool Director, Interim MPO Program Manager Lane Council of Governments 99 East Broadway, Suite 400 Eugene, Oregon 97401</p> <p>Tom Schwetz Director of Planning and Development Lane Transit District 3500 East 17th Avenue Eugene, OR 97401</p>	<p>STATE OF OREGON, by and through its Department of Transportation</p> <p>By <u><i>James Bohard</i></u> Division Administrator, Transportation Development Division</p> <p>Date <u>7/16/08</u></p> <p>By <u><i>Michael O'Brien</i></u> Division Administrator, Public Transit Division</p> <p>Date <u>7/16/2008</u></p> <p>APPROVAL RECOMMENDED</p> <p>By <u><i>[Signature]</i></u> Region 2 Manager</p> <p>Date <u>7-8-08</u></p> <p>By <u><i>Erik M. Harris</i></u> Region 2 Planning and Development Manager</p> <p>Date <u>7-8-08</u></p> <p>APPROVED AS TO LEGAL SUFFICIENCY</p> <p>By <u><i>[Signature]</i></u> Assistant Attorney General</p> <p>Date <u>7/17/08</u></p>
---	---

**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.

- 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

- 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 ¹	Product Owner Lead Agency Cooperate/Collaborate	Product Owner Lead Agency Cooperate/Collaborate	Product Owner Lead Agency Cooperate/Collaborate
Facility Plans ²	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) ³	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.

¹ Plans, other than facility plans, prepared by any of the parties

² 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.

³ 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 F: MPO Self-Certification

FTA FISCAL YEAR 2014 CERTIFICATIONS AND ASSURANCES

**FEDERAL FISCAL YEAR 2014 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.	Procurement and Procurement Systems.	_____
04.	Private Section Protections.	_____
05.	Rolling Stock Reviews and Bus Testing.	_____
06.	Demand Responsive Service.	_____
07.	Intelligent Transportation Systems.	_____
08.	Interest and Financing Costs and Acquisition of Capital Assets by Lease.	_____
09.	Transit Asset Management Plan and Public Transportation Agency Safety Plan.	_____
10.	Alcohol and Controlled Substances Testing.	_____
11.	Fixed Guideway Capital Investment Grants 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 and Bus Facilities Formula Grants Program and Bus and Bus Related Equipment and Facilities Grant Program (Discretionary).	_____
15.	Urbanized Area Formula Grants Programs, Passenger Ferry Grants Program, 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 Programs (also known as the 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 2014 CERTIFICATIONS AND ASSURANCES

FEDERAL FISCAL YEAR 2014 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 the Applicant: _____ Lane Council of Governments _____

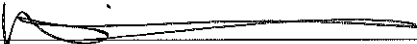
Name and Relationship of the Authorized Representative: _____ Brendalee S. Wilson, Executive Director _____

BY SIGNING BELOW, on behalf of the Applicant, I declare that it has duly authorized me to make these Certifications and Assurances and bind its compliance. Thus, it 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 2014, irrespective of whether the individual that acted on his or her Applicant's behalf continues to represent it.

FTA intends that the Certifications and Assurances the Applicant selects on the other side of this document should apply to each Project for which it seeks now, or may later seek FTA funding during Federal Fiscal Year 2014.

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: 3.4.14

Name Brendalee S. Wilson, Executive Director
Authorized Representative of Applicant

AFFIRMATION OF APPLICANT'S ATTORNEY

For (Name of Applicant): _____ N/A _____

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 it.

I further affirm 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 _____ N/A _____ 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.