

RESOLUTION 2010-04

**ADOPTING ADDENDUM TO
THE CENTRAL LANE METROPOLITAN PLANNING ORGANIZATION
FY2010-FY2011 UNIFIED PLANNING WORK PROGRAM
AND
ADOPTING FY2011 UPWP FUNDING**

WHEREAS, the Lane Council of Governments Board has been designated by the State of Oregon as the official Metropolitan Planning Organization (MPO) for the Central Lane region; and

WHEREAS, the LCOG Board has delegated responsibility for MPO policy functions to the Metropolitan Policy Committee (MPC), a committee of officials from Eugene, Springfield, Coburg, Lane County, Lane Transit District, and ODOT; and

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

WHEREAS, the Central Lane Metropolitan Planning Organization has adopted a Unified Planning Work Program for FY2010 and FY2011, in coordination with the United States Department of Transportation (USDOT) and the Oregon Department of Transportation (ODOT); and

WHEREAS, the proposed addendum to the 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 FY2010-FY2011; and

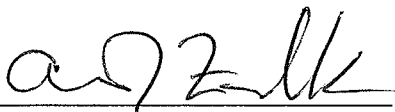
WHEREAS, the proposed FY2011 funding for the Unified Planning Work Program is programmed in the FY2008-2011 Metropolitan Transportation Improvement Program,

NOW, THEREFORE, BE IT RESOLVED:

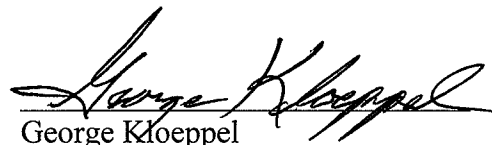
That the Metropolitan Policy Committee adopts the attached addendum to the Central Lane MPO FY2010-FY2011 Unified Planning Work Program, and the attached FY2011 UPWP funding.

PASSED AND APPROVED THIS 8th DAY OF APRIL, 2010, BY THE METROPOLITAN POLICY COMMITTEE.

ATTEST:



Alan Zelenka, Chair
Metropolitan Policy Committee



George Kloeppel
Executive Director
Lane Council of Governments



UPWP

Unified Planning Work Program
FY 2010 and 2011
Mid-Biennium Review and Update

ADDENDUM TO THE UPWP

Prepared by:
Lane Council of Governments
859 Willamette Street
Eugene, OR 97401
541-682-4283
www.lcog.org

INTRODUCTION

The Unified Planning Work Program (UPWP) is a federally required certification document describing the transportation planning activities to be undertaken in the Central Lane metropolitan area for a specific fiscal year or years.

Development of the UPWP provides local agencies with an opportunity to identify transportation needs, objectives and products. The UPWP sets priorities for regional transportation planning activities that are responsive to the goals set by the regional transportation plan, and the federal mandates of the current transportation funding bill within the guidelines set by the U.S. Department of Transportation.

In April 2009, the Central Lane MPO adopted a Unified Planning Work Program covering a two-year period. The [Unified Planning Work Program for Fiscal Years 2010 and 2011](#) 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.

UPDATES TO THE ADOPTED UPWP

The following addendum to the adopted 2010 and 2011 Unified Planning Work Program describes changes to action items, additional action items that are anticipated to occur within FY 2010 and 2011, and revisions to estimated timelines, as needed. The remaining work items outlined in the adopted UPWP are proposed to remain as adopted, unless otherwise modified herein.

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

No changes.

B. Programming and Implementation

ADDITIONAL ACTION ITEM(S)

1. **American Recovery and Reinvestment Act – Round 2 (not yet confirmed)**
Program funding for transportation projects, should they become available.

Tasks

- With partner agencies, develop prioritized list of projects
- Adopt recommendations and include in the FY10-13 MTIP.
- Provide documentation and reporting as required by legislation and as requested by the MPC.

Products

- ARRA periodic reports

REVISED ESTIMATED TIMELINE

Action Item Number/Title	Early FY 2010	Late FY 2010	Early FY 2011	Late FY 2011
1 State Transportation Improvement Plan (STIP)			FY12-15 Criteria and Prioritization Factors	FY 12-15 STIP project selection
2 Metropolitan Transportation Improvement Plan (MTIP)		FY10-13 project selection and MTIP development; fiscal constraint	MTIP adoption and conformity	FY 12-15 MTIP project selection MTIP Annual Report
3 Surface Transportation Program-Urban (STP-U)		Regional criteria and priorities		STP-U project selection for '14-'15
4 Unified Planning Work Program (UPWP)	UPWP adoption	UPWP annual review and amendment	Draft 2012-2013 UPWP	Public involvement and adoption
5 Programmed Regional Project Database		Database implementation		Database link to website

REVISED ESTIMATED TIMELINE (Continued)

	Action Item Number/Title	Early FY 2010	Late FY 2010	Early FY 2011	Late FY 2011
6	American Recovery and Reinvestment Act	ARRA periodic reports	ARRA periodic reports	ARRA periodic reports	ARRA periodic reports
7	Economic Analyses in Project Selection (Phase I)			Existing data assessment.	Database testing
8	American Recovery and Reinvestment Act – Round 2 (not yet confirmed)		Develop prioritized list of projects and adopt projects into MTIP	ARRA periodic reports	ARRA periodic reports

C. Public Participation

No changes.

D. Air Quality Planning

ADDITIONAL ACTION ITEM(S)

1. 8-hour Ozone Standard Revisions (not yet confirmed)

As of January 2010, the Central Lane MPO area is designated as a maintenance area for CO, and *in attainment* of National Ambient Air Quality Standards for all other Clean Air Act pollutants, including ozone (O₃) and particulate matter (PM_{2.5}). The EPA is currently reviewing 8-hour ozone standards. *If* the NAAQS level is substantially reduced the MPO may need to initiate planning to develop an ozone SIP for the area.

Tasks

- Work with LRAPA to strategize ozone planning.

Products

- Timeline and work plan to begin the SIP process.

2. HB 2001 Greenhouse Gas Emissions Planning

The Oregon Jobs and Transportation Act (HB 2001) requires the Central Lane MPO to develop transportation modeling and technical capabilities by July 1, 2013. These capabilities are to allow the MPO to develop two or more land use and transportation scenarios that accommodate population and employment growth and achieve reduce greenhouse gas emissions.

Tasks

- Coordinate with ODOT, DLCD and Portland Metro to begin developing and testing modeling and other technologies and to identify appropriate scenario planning tools.
- Coordinate with regional partners, including the MPO GHG Subcommittee.

Products

- MPO GHG Subcommittee materials (agenda, handouts, meeting reports)

3. SB 1059 Greenhouse Gas Emissions Planning

SB 1059 requires ODOT and DLCD to develop a statewide transportation strategy on greenhouse gas emissions. It also requires local governments within MPOs to consider whether any immediate action can be taken to reduce GHG emissions and how regional transportation plans can be altered to reduce GHG emissions.

Tasks

- Collaborate with ODOT, DLCDC and other Oregon MPOS on statewide strategy.

Products

- MPO GHG Subcommittee materials (agenda, handouts, meeting reports)
- MPC Updates
- Scenario Planning Pilot Project (Potential) scope, budget and timeline

E. Transportation System Modeling and Data Maintenance

ADDITIONAL ACTION ITEM(S)

1. University of Oregon Travel Survey

Based on analysis of the Franklin EmX O&D travel survey taken for BRT modeling, updated travel data are needed to better characterize travel by students and employees to and from the UO. Household data are utilized in the UO travel submodel of the regional travel model but no account is made of travel from students living in group quarters. While some characteristics may be able to be borrowed from other university campus studies, it is possible that a survey of UO students and employees may be needed. A new UO submodel would be developed, estimated and calibrated, and incorporated into the regional travel model. This submodel would be particularly useful in the investigation of student travel if a streetcar was proposed for the UO district.

This task is subject to obtaining funding for the survey and possibly for the model development (depending on estimate from consultant) from a source outside the UPWP. MPO staff will work with consultant in design and fielding of survey as well as in the integration of the submodel into the regional model.

Tasks

- Design and field survey.
- Assemble full data set and analyze.
- Estimate and calibrate UO submodel.

Products

- Database of survey results
- Report describing collection methods and results
- Trip production and generation submodels by trip type

NOTE: Revised Estimated Timeline continued on next page.

REVISED ESTIMATED TIMELINE

Action Item Number/Title	Early FY 2010	Late FY 2010	Early FY 2011	Late FY 2011
1 Land Use Allocation Model	Model selection and data needs analysis	Model testing and validation. Staff training	Display and reporting tool development	Final documentation
2 Employment Data and Trend Analysis	Data collection and analysis	Data and analysis refinement	Process 2010 employment data	
3 Oregon Household Survey-Central Lane MPO	Data collection	Data analysis	Data analysis (continued)	
4 External Cordon and Cutline Vehicle Counts		Survey initiation	Data collection	Data processing
5 Travel Time Data and Analysis		Travel time data needs assessment	Data collection	Data analysis report
6 Regional Travel Database Development		Database and archive design	Software application design and programming	Ongoing programming
7 2035 RTP Travel Model Update			Model update as needed for 2035 RTP	Complete Model update
8 Functional Classification Update			Coordination with local agencies and ODOT	Database completion
9 Bicycle Model (Phase I)			Coordination with Metro and PSU	Model software and data set preparation

10	Travel Model Upgrade (Phase I)			Project initiation	Timeline and scope development
11	University of Oregon Travel Survey			Survey initiation	Data collection (Phase I)

F. Transportation Options (TO)

ADDITIONAL ACTION ITEM(S)

1. Additional Program Enhancements

- Collaborate with partners on a regional long range transportation options strategic plan, the RTOP.
- Conduct initial research on telework clearinghouse program including study of its feasibility.
- Provide regional youth education, encouragement, outreach on transportation options safety and facilitate Safe Routes to School discussion about associated capital projects and equipment needs.
- Work with LCOG and assist ODOT's Transportation Options Program in the development of statewide performance measurement for VMT and auto emissions reductions.
- Update TOAC, TPC, and MPC on rideshare data (vanpool subsidy progress and National Transit Database (NTD) revenue).

Products

- TGM grant for RTOP completion
- Initial research on telework clearinghouse
- Rideshare data updates to TOAC, TPC, and MPC
- Regional transportation options youth education and training programs and Safe Routes to School capital projects list

2. Additional Public Outreach Program Enhancements

- Develop comprehensive iCarpool outreach campaign for existing and new markets (employers, schools, social service agencies, youth and community organizations, civic and community groups such as neighborhood associations, etc.) and target areas affected by transit service reduction.
- Collaborate with statewide marketing of DriveLessSaveMore
- Provide technical assistance to City of Eugene's Smart Trips program
- Target Rideshare Campaign for areas affected by transit service reductions
- Adopt and expand City of Eugene's Business Commute Challenge for a regional scope

Products

- Statewide web based iCarpool outreach materials
- MPO-wide Business Commute Challenge results

ADDITIONAL POINT-2-POINT ONGOING OPERATIONS

- Conduct outreach using new statewide web based iCarpool materials to other communities of interest (youth organizations, social service agencies, neighborhood associations, etc) for expansion of rideshare regional scope;
- Target iCarpool services to areas affected by transit service reduction;
- Work with statewide TO partners to advance implementation of statewide web-based iCarpool ride matching system;

ADDITIONAL City of Eugene Action Items

1. 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.

Products

- SmartTrips outreach materials
- SmartTrip evaluation results

G. Intergovernmental Coordination

ADDITIONAL ACTION ITEM(S)

1. Lane County Area Commission on Transportation

Participate in the activities of the FACT-LC to assist with the development of a charter for a Lane County ACT per the requirements of Oregon State SB 944, passed in 2009.

Tasks

- Attend and participate in monthly meetings of the Forum for an Area Commission on Transportation for Lane County (FACT-LC) as needed to represent the interests of the Central Lane MPO.
- Review and comment on draft components of the Lane County ACT Charter, including by-laws, work program elements, and ACT/MPO coordination guidelines.
- Provide updates on progress to the MPC and CAC as needed.
- Participate in discussions with the Oregon Transportation Commission regarding approval of the Lane County ACT and ACT charter.
- Support the representative of the Central Lane MPO in membership on the chartered Lane County ACT.

Products

- Reports to MPC
- Draft and Final ACT/MPO coordination guidelines

2. ODOT Local Agency Program

Participate with local, regional and state transportation agency staff in ODOT initiative to improve capital project delivery and interagency coordination.

Tasks

- Attend and participate in Local Program Multi-MPO Working Group meetings as needed.
- Review and comment on reports, proposals, and draft agreements.
- Facilitate involvement and participation of local MPO partners.

Special Projects

❖ *Indicates revised information*

	<i>I-5/Glenwood Area Planning</i>
	Lead Agency: ODOT/Lane Council of Governments Partner Agencies: City of Eugene, City of Springfield
	Current Status: Three potential interchange configurations are ready for evaluation and analysis to determine feasibility. Project waiting on population and employment data resolution regarding local urban growth planning.
❖	Estimated Completion: 2010
	<i>OR 126 Expressway Management Plan (EMP) (Phase 3)</i>
	Lead Agency: ODOT Partner Agencies: City of Springfield, Lane County, LTD, and LCOG
❖	Current Status: IAMP Development
❖	Estimated Completion: AUGUST 2010
	<i>I-5/Beltline Interchange Area Management Plan (IAMP) Update</i>
	Lead Agency: ODOT Partner Agencies: City of Eugene, City of Springfield, Lane County, LTD, and LCOG
❖	Current Status: No work plan developed – anticipated start date of summer/fall 2010
❖	Estimated Completion: SUMMER 2012
	<i>Beltline Highway River Road to Coburg Road System Planning (Phase 2)</i>
	Lead Agency: ODOT Partner Agencies: City of Eugene, Lane County, LTD, and LCOG
❖	Current Status: Alternative Development and Evaluation
❖	Estimated Completion: AUGUST 2010
	<i>Highway 126 (Main Street) Pedestrian Safety Study</i>
	Lead Agency: ODOT Partner Agencies: City of Springfield, Lane County, LTD, and LCOG
	Current Status: Developing work plan
❖	Estimated Completion: SUMMER 2012
	<i>Franklin Boulevard Planning and Design</i>
	Lead Agency: City of Springfield Partner Agencies: ODOT, City of Springfield, and LTD
	Current Status: Pending adoption of Glenwood Refinement Plan Update
❖	Estimated Completion: 2011 (Current phase only)

Special Projects

❖ *Indicates revised information*

❖	<i>Climate and Energy Action Plan (NEW PROJECT IN UPWP)</i>
❖	Lead Agency: City of Eugene
❖	Partner Agencies: LTD and LCOG
❖	Current Status: In progress
❖	Estimated Completion: 2010
Transportation System Plans	
	<i>City of Eugene TSP Update</i>
	Lead Agency: City of Eugene
	Partner Agencies: ODOT, Lane County, LTD, and LCOG
❖	Current Status: Initial lands assessment is nearing completion; scoping and project initiation have begun on the comprehensive land use plan and transportation system plan.
❖	Estimated Completion: 2012
	<i>City of Springfield TSP</i>
	Lead Agency: City of Springfield
	Partner Agencies: DLCD, City of Eugene, ODOT, Lane County, LTD, and LCOG
	Current Status: Scoping and Project Initiation
❖	Estimated Completion: 2011
RELATED PLANNING EFFORTS	
	<i>Jasper-Natron Mixed Use Center (Nodal Development Overlay Designation)</i>
	Lead Agency: City of Springfield
	Partner Agencies: Lane County, ODOT, LTD, and LCOG
	Current Status: Preliminary Scoping
❖	Estimated Completion: Spring 2011
	<i>Springfield Downtown District Plan and Implementation Strategy</i>
	Lead Agency: City of Springfield
	Partner Agencies: ODOT, LTD, Lane County, and LCOG
❖	Current Status: Plan Preparation and Public Involvement
❖	Estimated Completion: NOVEMBER 2010
	<i>Springfield 2030 Refinement Plan and UGB Implementation</i>
	Lead Agency: City of Springfield
	Partner Agencies: DLCD, City of Eugene, Lane County, and ODOT
❖	Current Status: Alternatives Analysis and Public Involvement
❖	Estimated Completion: December 2010

Special Projects

- ❖ *Indicates revised information*

<i>Willamette River Open Space Vision</i>
Lead Agency: LCOG Partner Agencies: Lane County, LCOG and Springfield
❖ Current Status: Draft Vision and Public Involvement
❖ Estimated Completion: 2010
TRANSPORTATION GROWTH MANAGEMENT (TGM) PROGRAM
TGM Projects Inside the MPO
<i>Lane Transit District Long Range Transit Plan</i>
Lead Agency: LTD Partner Agencies: City of Eugene, City of Springfield, FTA, and LCOG
Current Status: Initial planning
❖ Estimated Completion: Fall 2011



UPWP

Unified Planning Work Program

FY 2010 and 2011

Covering July 1 2009 to June 30 2011

Prepared by:

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

April 2009

Acknowledgements

LOCAL AGENCIES

Lane Council of Governments
City of Eugene
City of Springfield
City of Coburg
Lane County
Lane Transit District/Point-2-Point

STATE AND FEDERAL AGENCIES

Oregon Department of Transportation
Federal Highway Administration
Federal Transit Administration

METROPOLITAN POLICY COMMITTEE (MPC)

Pete Sorenson, Lane County Commissioner
Rob Handy, Lane County Commissioner
Kitty Piercy, City of Eugene Mayor
Alan Zelenka, Eugene City Councilor
John Woodrow, Springfield City Councilor
Christine Lundberg, Springfield City Council
John Thiel, Coburg City Councilor
Greg Evans, Lane Transit District
Mike Eyster, Lane Transit District
Sonny Chickering, Oregon Department of Transportation

RESOLUTION 2009-04

**ADOPTING THE CENTRAL LANE METROPOLITAN PLANNING ORGANIZATION
FY2009-FY2011 UNIFIED PLANNING WORK PROGRAM**

WHEREAS, the Lane Council of Governments Board has been designated by the State of Oregon as the official Metropolitan Planning Organization (MPO) for the Central Lane region; and

WHEREAS, the LCOG Board has delegated responsibility for MPO policy functions to the Metropolitan Policy Committee (MPC), a committee of officials from Eugene, Springfield, Coburg, Lane County, Lane Transit District, and ODOT; and

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

WHEREAS, the Central Lane Metropolitan Planning Organization has developed a Unified Planning Work Program for FY2009-FY2011, 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 FY2009-FY2011,

NOW, THEREFORE, BE IT RESOLVED:

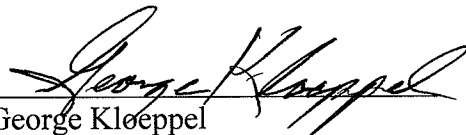
That the Metropolitan Policy Committee adopts the attached Central Lane MPO FY2009-2011 Unified Planning Work Program.

PASSED AND APPROVED THIS 9th DAY OF APRIL, 2009, BY THE METROPOLITAN POLICY COMMITTEE.

ATTEST:



Pete Sorenson, Chair
Metropolitan Policy Committee



George Kløppel
Executive Director
Lane Council of Governments

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ERRATA.

28 May 2009:

As was noted on page 78 of the adopted UPWP, the FTA5303 funds were not precisely known at the time of adoption. ODOT Public Transit informed the MPO of a small increase in FTA 5303 funds. An extra \$5,449 was made available to the MPO. These funds were directed toward task “Programming and Implementation” due to the increased workload in this area resulting from the American Recovery and Reinvestment Act of 2009. Changes are reflected in the figures on pages 28 and 78.

Also, as was noted on page 78 of the adopted UPWP, the STP-U funds had not yet been approved by the MPO policy board when the table was drawn up. This has now been done. The Table 1 on page 78 now shows all the STP-U funds that are to be used in the UPWP activities, by all MPO partner agencies.

Welcome to the UPWP!

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

ACRONYMS

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

- The **UPWP** is the document you're reading now and its full name is the **Unified Planning Work Program**.
- An **MPO** is a **Metropolitan Planning Organization**, a transportation planning entity that is required and funded by the federal government in all metropolitan areas of 50,000 people or more. A map of the Central Lane MPO can also be found in the Appendix.
- The official policy board for the Central Lane MPO is the **MPC** or the **Metropolitan Policy Committee**. Members of the MPC represent the Cities of Eugene, Springfield, and Coburg, Lane County, Lane Transit District and the Oregon Department of Transportation.
- For public involvement purposes, the MPC has also appointed a **CAC**, the **Citizens Advisory Committee** who meet on a monthly basis to provide input on transportation planning issues.
- Finally, this UPWP covers **FY 2010 and 2011**, which is short for **Fiscal Years 2010 and 2011**. This covers the period of time from July 1, 2009 to June 30, 2011.

Again, these are the most frequently used acronyms. Other commonly used acronyms can be found at the end of the document in the Appendix. We hope they help you to successfully navigate through the UPWP for FY 2010 and 2011 for the Central Lane MPO!

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UPWP

Unified Planning Work Program FY 2010 and 2011

SECTION I OVERVIEW OF THE UPWP

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Section I. Overview of the UPWP

INTRODUCTION

The Unified Planning Work Program (UPWP) is a federally required certification document describing the transportation planning activities to be undertaken in the Central Lane metropolitan area for a specific fiscal year or years. Development of the UPWP provides local agencies with an opportunity to identify transportation needs, objectives and products. The UPWP sets priorities for regional transportation planning activities that are responsive to the goals set by the regional transportation plan, and the federal mandates of the current transportation funding bill within the guidelines set by the U.S. Department of Transportation. The Unified Planning Work Program for Fiscal Years 2010 and 2011 contains the following:

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

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

Objectives

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

1. Provide a neutral forum that allows local officials to make informed decisions and set priorities on area-wide transportation matters.
2. Ensure timely and logical development of the transportation system in the Central Lane metropolitan area.
3. Ensure maintenance of federal and state ambient air standards for carbon monoxide; work with Lane Regional Air Pollution Authority to ensure that other criteria pollutants remain below the National Ambient Air Quality Standards.
4. Ensure development of the Regional Transportation Plan and the Metropolitan Transportation Improvement Program in a manner that is consistent with the local plans.
5. Ensure consistency with federal and state transportation planning requirements including the Safe, Accountable, Flexible, Efficient Transportation Equity Act – Legacy for Users (SAFETEA-LU), the Clean Air Act, Title VI, the Statewide Transportation Planning Rule (TPR), the Oregon Transportation Plan (OTP), the Oregon Highway Plan (OHP) and the other state modal or topic plans, and state facility plans.
6. Ensure consideration of the needs of all persons in transportation planning, especially the elderly and persons with disabilities.
7. Ensure participation by the public and by the public sector in all phases of transportation planning, programming and decision-making.

Development of the UPWP

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

A public comment period of approximately 30 days is provided for citizen input which includes review by the Central Lane MPO Citizens Advisory Committee. 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 Point-2-Point 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. Point-2-Point is the Transportation Options arm of the Central Lane MPO. Point-2-Point promotes and offers transportation options programs to employees and/or staff of the Lane County region's businesses, organizations, and educational institutions. It is supported by STP-U funding through the MPO, STP funding by ODOT Region 2, local funds from LTD, Lane County, and Cities of Eugene and Springfield. It is housed at Lane Transit District.

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

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

Funding Sources

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

- Federal Highway Administration Planning (PL) Funds;
- ODOT Match for FHWA PL funds;
- Federal Transit Administration (FTA) Funds--Section 5303, Section 5307, Section 5309, Section 5316, Section 5317, and Section 5339;
- LTD Match for FTA funds;

- MPO Discretionary Surface Transportation Program Funds (STP-U);
- Local Match for STP-U Funds and Other Local Funding; and
- Transportation and Growth Management (TGM) Funds.

The planning activities described in this UPWP are those that can be accomplished using programmed PL, FTA and STP-U funds. Due to the collaborative nature of metropolitan transportation planning and the availability of unsecured funding from a variety of other program sources, potential exists to accomplish additional work activities. An amendment to the UPWP will occur should additional funding become available.

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

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

ACCOMPLISHMENTS OF FISCAL YEAR 2008—2009

Planning Accomplishments

During the past year, the MPO accomplished the following significant transportation planning activities:

- Approved \$4.66 million in projects funded by Surface Transportation Program – Urban (STP-U) funds for years FFY08 and FFY09. Approximately \$2.8 million per year in these federal funds is available for programming for a wide range of regional priorities.
- Distributed the Citizens Guide to Transportation released in early 2008. The guide is a friendly, colorful, easy to use introduction to regional transportation planning.
- Reviewed and made recommendations regarding ODOT's proposed reductions to FY08-II State Transportation Improvement Program (STIP) Modernization funding.
- Approved draft Recommendation for MPO Modernization priorities for the FY10-13 STIP: the Beltline Road, I-5 at Coburg, and I-5 at Beltline Phase II.
- Approved STIP Modernization funding priorities for 2010-2015.
- Approved a coordinated funding effort to improve public information and outreach by televising and webcasting MPC meetings.
- Approved an Intergovernmental Agreement between ODOT, the MPO and LTD relating to Transportation Planning.
- Responded to Oregon Transportation Commission request for MPO priorities for reauthorization project funding, indicating seven project priorities including I-5 at Beltline (\$35 M), Gateway/Beltline (\$15 M), I-5 at Coburg Road (\$19.5 M), Beltline from River Road to Coburg (\$20 M), Franklin Boulevard--Ferry Street Bridge to Springfield Bridge including EmX improvements (\$25 M), Eugene/Springfield Highway 126 at Main St (\$50 M), and W. 11th Avenue: Terry Street to Greenhill (\$20 M).

Capital Projects

During FY 2009, significant progress was made relating to the following capital construction of regionally significant transportation infrastructure:

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

CENTRAL LANE MPO PLANNING PRIORITIES

Addressing a number of challenges and concerns related to transportation planning will be high priorities for the Central Lane MPO in FY 2010. Following is a list of planning priorities relating to the work elements described later in the UPWP:

Programming and Implementation

- State Transportation Improvement Program (STIP). In November the MPO learned that the Oregon Department of Transportation postponed the approval process for the 2013 STIP due to substantial differences between actual revenues and those anticipated under the original guidelines for the STIP. The precise amount of the shortfall was not known, but the STIP was placed on hold until at least mid-2009. Local concerns about conformity with the Metropolitan Transportation Improvement Program will need to be addressed. Local public involvement for the STIP had already been conducted, and will likely be revisited once the STIP process resumes.
- Transportation Funding. Revenues for meeting the MPO's local and regional transportation needs are inadequate, and future uncertainty around several current revenue sources, including Secure Rural Schools funding, is cause for further concern.

Regional Transportation Plan and Long Range Planning

- Boundary Changes. The MPO has begun to consider and plan for the likely expansion of the MPO/TMA boundary, and the resulting inclusion of one or more additional local jurisdictions in the MPO as the result of the 2010 census.
- Regional Perspective. The MPO's role to promote, implement and maintain a regional transportation planning perspective can be tested by locally-focused perspectives and priorities. Changes in state law through HB 3337 and the decision by Eugene and Springfield to complete separate Transportation System Plans have presented challenges in defining and promoting a regional transportation planning perspective.

- **Regional Transportation Work Plan.** In 2008, local transportation and planning staff worked cooperatively with representatives of the State of Oregon Department of Land Conservation and Development (DLCD) and the Oregon Department of Transportation to develop a long range transportation work plan. The need for the work plan was due to the fact that the state-required TransPlan is no longer consistent with the MPO-approved Regional Transportation Plan. The MPO-approved RTP is developed and adopted to meet all federal requirements. To comply with state law, DLCD required the development of a work plan to describe how the agencies would proceed with the planning activities needed to make the two plans consistent. Coordinating these local, regional and federally required work tasks will be a significant component of transportation planning efforts over the next five years.

Public Participation

- **Central Clearinghouse.** During the annual review of the Public Participation Plan, the Citizen Advisory Committee identified a concern regarding the disconnection between public involvement efforts for the various partner agencies, for different transportation modes, and for different phases from long-range planning through to implementation. Work will be ongoing to establish a central clearinghouse for citizens to utilize to better negotiate these complex processes.
- **Environmental Justice.** The MPO is required to comply with Title VI of the Civil Rights Act to make a proactive effort to include minority and low-income communities in all public participation activities. A priority for FY10 will be improving our ability to attract and retain minority representation on our Citizen Advisory Committee, and to continue our efforts to provide public information to non-English speaking stakeholders.

Air Quality Planning

- **Greenhouse Gas Emissions.** Although there are not yet specific federal or state requirements for addressing climate change and reducing the emissions of greenhouse gasses, it is clear that significant changes, including in the transportation sector, will be needed to meet the state's targets for reducing emissions by the years 2010, 2020 and 2050. In addition to coordinating the activities of the MPO with state and federal regulators, the MPC should set policy direction on this topic for the Central Lane MPO.
- **Air Quality Data.** MPO staff will continue to upgrade air emission modeling and assessment capabilities to be able to respond to policy questions for various scenarios and multiple pollutants. In particular, better fleet type and age distributions and fuel data will be necessary.

Transportation System Modeling and Data Maintenance

- **Travel Demand Model.** LCOG's travel forecasts have continued to improve over the years. However, the 4-step model common to the industry is still not ideally suited for addressing certain policy questions. Enhancements are needed to enable broader and more robust model applications and to more accurately represent small commercial vehicle travel and freight movement. LCOG will continue to monitor the state of the practice with the expectation that best practice standards are emerging and implementation will soon become feasible.

- **Land Use Model.** The region's existing land use model, LUAM, is nearing the end of its useful life. It produces reasonable future land use scenarios for integration with the regional travel model given current plans and policies of the region, but it is limited in its ability to address broader policy questions, such as the effects of urban growth boundary changes on land prices or housing costs, and the interaction between mobility, accessibility and the local economy on development patterns. The potential for redevelopment and infill is represented only in a simplistic way.
- **Bicycle and Pedestrian Data.** Expansion of the bicycle and pedestrian networks within the MPO area and changes in the format of the GIS data bases have resulted in an incomplete representation of these networks. These networks are important in supporting mode choice modeling, assessing alternate mode accessibility and mobility, and identifying land use and infrastructure issues that may affect use.
- **Congestion Management Process Data.** Successful development and implementation of a robust congestion management process will depend on securing a wide range of data to allow the MPO to assess and monitor current and future forecasted congestion, and to assess the performance of potential or planned projects in addressing congestion.

Transportation Options

- **Transportation Demand Management Funding.** The region has a strong commitment to its current transportation demand management (TDM) programs and activities. However, in addition to the overall uncertainty about funding, the lack of an explicit state or federal venue for addressing TDM funding needs, coupled with the region's desire to expand TDM activities, will continue to present challenges.

Intergovernmental Coordination

- **Federal Transportation Bill Reauthorization.** Transportation funding at the federal level is currently provided through legislation passed in 2003 under the Safe, Accountable, Flexible, Efficient Transportation Equity Act – Legacy for Users (SAFETEA-LU). Over the next year or two, discussions will be held to determine future national transportation policies and funding. To date, a number of issues have been raised, including addressing greenhouse gas emissions, preserving existing infrastructure, supporting alternative energy use, and increasing the emphasis on multi-modal transportation for freight and for passenger use.

UPWP

Unified Planning Work Program FY 2010 and 2011

SECTION II UPWP WORK ELEMENTS

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

Source of Funds						TOTALS		
FTA Sec 5303	LTD Match	FHWA PL	STP-U	Local STP Match	State TGM	LCOG Total	Local Match Total	UPWP Total
\$ 18,000	\$ 4,500	\$ 81,098	\$ 80,000	\$ 9,156		\$179,098	\$ 13,656	\$192,754

OBJECTIVE

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

DISCUSSION

Work in FY10 will include maintenance of the 2031 RTP and providing assistance to adopting agencies to implement the plan. Preparation for the development of the 2035 RTP has started and will continue in FY10 through FY11. Completion and adoption of the 2035 RTP will occur in mid-FY12, beyond the two years covered under this work program.

Significant work efforts in both fiscal years will focus on development of a new state-mandated Regional Transportation System Plan (RTSP) and development of updates to the local Transportation System Plans (TSP) for the cities of Coburg, Eugene and Springfield. Also included in this work area is implementation and refinement of the MPO's Congestion Management Process (CMP), implementation and refinement of the Regional Intelligent Transportation System (ITS) Plan, and work on other discreet elements of the RTP.

Over the next two years the MPO will also start to consider and plan for the likely expansion of the MPO/TMA boundary, and the resulting inclusion of one or more additional local jurisdictions in the MPO, as the result of findings from the 2010 census.

ACTION ITEMS (LCOG)

I. Regional Transportation Plan (RTP)

Tasks Year 1

- Develop framework for next update of RTP; delineate significant policy, financial, project and other elements of the RTP that will be the focus of the update effort.
- Develop draft refinements to plan policy/project elements consistent with direction from elected officials and input from the public including elements related to freight planning, congestion management and transportation demand management, among others.

- Develop updated draft financial forecasts for the anticipated 2035 plan horizon, including forecasts for roadway capital improvements, transit, bicycle and pedestrian improvements, operations and maintenance, and more.
- Generate, monitor, and maintain benchmarks and performance measures as included in RTP.

RTP Safety and Security Element

- Review current RTP Safety and Security elements with Citizen Advisory Committee and MPO Policy Board. Participate in statewide *Oregon Transportation Safety Committee* and *Oregon Transportation Safety Action Plan* update.
- Participate in FHWA training in Safety and Security planning.

RTP Freight Element

- Participate in statewide Oregon Freight Advisory Committee (OFAC) and OFAC Policy and Projects Subcommittee
- Participate in update of Oregon Freight Plan

RTP Environmental Coordination

- Work with the statewide *Collaborative Environmental and Transportation Agreement for Streamlining (CETAS)* group to define process for updating environmental coordination information
- Work collaboratively with CETAS and other stakeholders to define and gather current environmental coordination information and to determine best practices for reporting and displaying that information for ease of understanding and usefulness

RTP Transportation Demand Management Element

- Participate in MPO Transportation Options Advisory Committee. (See also *Transportation Options* section.)
- Review current RTP Transportation Demand Management (TDM) element with Citizen Advisory Committee and MPO Policy Board.

RTP Air Quality Element

- Climate Change Transportation Planning: Continue MPO participation at the local, state and federal levels in the development and acquisition of strategies, data and tools to inventory and assess greenhouse gas (GHG) emissions. These will become the foundation of developing a regional plan to reduce transportation-related GHG within the MPO. Evaluate adaptation strategies that are relevant to transportation infrastructure in the MPO area. Develop strategies for incorporating results of this work into RTP in the form of Goals, Objectives, Policies or other appropriate means. (See *Air Quality* section of UPWP for additional details.) This work will continue through the RTP update cycle.

RTP Transit Element

- Coordinate with Lane Transit District to incorporate the update of their proposed *Long Range Transit Plan* into the RTP update. Examine the relationship of changes to LTD plan to RTP Goals, Objectives, and Policies. Consider modifications to RTP to strengthen links to LTD plan.

Products Year 1

- RTP amendments, if necessary.
- Interim/draft update products, including RTP framework, policy/project elements, and financial forecast.
- Memos and reports as necessary to support plan implementation.
- Nodal development code implementation with transportation analysis as needed to support the RTP.

Tasks Year 2

- Continue refinements to plan policy/project elements consistent with direction from elected officials and input from the public..
- Refine draft financial forecasts for the anticipated 2035 plan horizon..

RTP Safety and Security Element

- Develop updated Safety and Security element language for RTP. Continue to participate in statewide *Oregon Transportation Safety Committee* and *Oregon Transportation Safety Action Plan* update.

RTP Freight Element

- Develop updated freight element language for RTP.

RTP Environmental Coordination

- Develop process for periodic maintenance of environmental coordination information.
- Update Environmental Coordination element of RTP with current data, maps and other information.

RTP Transportation Demand Management Element

- Incorporate *Point-2-Point Strategic Plan* into RTP
- Incorporate Point-2-Point analysis of priority congested corridors into RTP
- Incorporate Point-2-Point Transportation Options Performance Measures into RTP

Products Year 2

- Complete drafts of the following RTP element updates:
 - Safety and Security;
 - Freight;
 - Air Quality;
 - Transit;
 - Environmental Coordination Plan and Documentation; and
 - Transportation Demand Management.

- Interim/draft update products, including technical memorandum, forecasts, scenarios, modeling results and other products as appropriate.
- Memos and reports as necessary to support plan implementation.
- Nodal development code implementation with transportation analysis as needed to support the RTP.

2. **Regional Transportation System Plan (RTSP)**

The Oregon Transportation Planning Rule (TPR) places responsibility for development of the required Regional Transportation System Plan on the MPO. The RTSP acts as a “bridge” between the local transportation system plans and the RTP. Over fiscal years 2010 and 2011, the MPO, working with all of the regional partners, will continue the development of a new RTSP covering the entire TMA. Work on this RTSP began in late calendar year 2008, and is scheduled to result in adoption of the RTSP in 2013. The MPO is managing the regional work program for this effort and will directly engage in significant technical, policy and other tasks.

Tasks Year 1

- Analyze and report on existing performance measures.
- Identify gaps in existing performance measurement data.
- Review existing performance measures in light of regional and local policy sets and RTP goals and objectives.
- Hold discussions with elected officials and public on RTSP structural and policy framework.
- Continue discussions and refinement of regional transportation concepts.

Products Year 1

- Benchmark and performance measure reporting.

Tasks Year 2

- Consider and develop adjustments to performance and/or implementation measures to achieve benchmarks.
- Consider modified benchmarks and performance measures for the extended planning period.
- Create draft of RTSP structural and policy framework based upon elected official discussions and public input.
- Begin developing RTSP policy language.
- Continue discussions and refinement of regional transportation concepts.

Products Year 2

- Proposal for updated benchmarks and performance measures
- Draft RTSP structural and policy framework.

3. **Transportation System Plan(s) (TSP)**

Assisting in the development of updates to the Eugene, Springfield, and Coburg Transportation System Plans is part of this element. The MPO will focus on ensuring consistency with the existing RTP and coordinating all aspects of the updates of these local plans with the on-going update of the RTP.

Tasks Year 1

- Pursue work to further develop consistency in presentation and other aspects of the RTP and the local TSPs in order to clarify the interrelationships of the documents and make the documents more understandable and user-friendly.
- Support and assist updating and implementation of the local TSPs and other local and regional transportation planning and integrated transportation-land use planning efforts, as appropriate.
- Generate and maintain benchmarks and performance measures reporting for the local TSPs.
- Assist in the following areas as appropriate:
 - Data collection
 - Existing conditions inventory

Tasks Year 2

- Provide assistance to local agencies as appropriate in the following areas:
 - System modeling;
 - Scenario development and refinement;
 - Transportation Options/TDM studies;
 - Policy scan; and
 - Public participation.

4. **Congestion Management Process (CMP)**

A baseline congestion management system was a component of the 2025 RTP, and congestion statistics for the congested corridors were updated for the 2031 RTP. Strategies to ease congestion by alternative modes and transportation demand management have also been addressed by the Transportation Options team of Point-2-Point. Non-recurring congestion has also been targeted through travel analyses and subsequent outreach to the traveling public via the Keep Us Moving website. The May 2007 certification review required the MPO to consolidate these activities into a single Congestion Management Process (CMP), and to collect and track data to better understand the effectiveness of the projects undertaken and the decisions made when addressing congestion.

The MPO is continuing to enhance the documentation of all of the various CMP elements already in place, and refine the integration of those elements into one cohesive process. These include the Point-2-Point Transportation Options/Transportation Demand Management (TO/TDM) congested/priority corridors and performance measures information, the "Corridor Congestion Status" and related information

developed in 2006 for the MPO's Alternate Mobility Standards (AMS) work, and the existing regional staff process used to determine the MPO's STIP and other programming priorities (that process includes direct consideration of such things as mainline and minor road volume and volume/capacity data, safety data, classification data, and more).

Tasks Year 1

- Update, refine and continue to implement operational CMP pulling together all current elements and data sources into a single coordinated process.
- Conduct diagnostic phase of CMP implementation. Test and review components of the process and develop recommendations for improvements.
- Continue to educate the MPO Policy Board, the Citizen Advisory Committee, the regional staff, and the public on the CMP. Develop materials that clearly describe the elements of the CMP and the goals embodied in using those elements to guide the region's long-term transportation planning and the project prioritization and programming processes.
- Work with ODOT and other partners to obtain data suitable for tracking congestion and measuring progress.
- Develop a data collection and analysis plan to define future data elements necessary to better identify, manage and address congestion. At a minimum, this will include traffic counts and accident data.

Products Year 1

- Initial implementation and application of CMP.
- CMP refinements – data, process and other improvements.

Tasks Year 2

- Continue to obtain necessary data and identify additional data needs.
- Continue to implement CMP in discrete regional processes, plans, and products as appropriate.
- Utilize the results of CMP analysis as part of the regional prioritization of projects for the MTIP and STIP.

Products Year 2

- Full implementation and application of complete CMP.
- CMP refinements – data, process and other improvements.

5. Regional ITS Plan

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

Tasks Year 1

- Conduct and facilitate ITS committee meetings to improve coordination in the MPO area.
- Identify ITS priority issues and develop a strategy for updating the 2003 ITS Plan. This includes determine the extent of update, the partners, and source of funds to address the scope.
- Initiate update of ITS Plan.
- Pursue funding for implementation of ITS projects as identified in ITS Plan.
- Educate MPO Policy Board, Citizen Advisory Committee, and general public on the effectiveness of ITS.

Products Year 1

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

Tasks Year 2

- Conduct and facilitate ITS committee meetings to improve coordination in the MPO area.
- Continue update of ITS Plan and produce full draft of updated Plan to integrate into 2035 RTP update.
- Pursue funding for implementation of ITS projects as identified in ITS Plan.

Products Year 2

- Draft Regional ITS Plan Update

6. Major Facility Studies

MPO staff anticipate involvement in a number of facility studies over the next two years. These facility studies are lead by the individual jurisdictions, but may require coordination, 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.

Major studies and projects with significant MPO staff involvement over the next two years include the following:

Lead Agency: ODOT

- I-5/Glenwood Area Planning (IGAPS);
- OR 126 Expressway Management Plan (EMP) Phase 3;
- I-5/Beltline Interchange Area Management Plan (IAMP) Update; and
- Beltline Highway River Road to Coburg Road System Plan Phase 2.

Other Lead Agencies

- Franklin Boulevard Planning and Design (Cities of Eugene and Springfield);
- West 11th Avenue Transportation Corridor Study (City of Eugene);

- West Eugene EmX Extension (LTD); and
- Lane Transit District Long Range Transit Plan (LTD).

Tasks Year 1

- Committee and public outreach support for the I-5/Glenwood Area Planning Study (IGAPS) project, including IGAPS project web site, meeting and public outreach materials, etc.
- Committee and public outreach support for the Beltline project, including Beltline project web site, meeting and public outreach materials, etc. Modeling and data support, as contracted with ODOT under separate agreements. Project Management Team participation by MPO staff.
- MPO Policy Board participation in selection of West Eugene EmX Extension locally preferred alternative; transit and traffic modeling and data support as contracted with LTD under separate agreements.

Products Year 1

- Public outreach materials as needed
- Modeling and data products provided to LTD West Eugene EmX consultant team and to LTD planners.

CORE MPO ACTIVITIES: RTP/Long Range Planning

Tasks

- ◆ Prepare and adopt minor amendments, if necessary, to keep the RTP current.
- ◆ Assist local agencies in implementation of RTP recommendations such as nodal development, bus rapid transit, Transportation Options, and corridor studies.
- ◆ Monitor performance measures as included in RTP.
- ◆ Develop refinements to plan policy/project elements consistent with direction from elected officials and input from the public including elements related to freight planning, congestion management and transportation demand management.
- ◆ Provide public displays of RTP update products.
- ◆ Prepare documentation of RTP update public involvement process.
- ◆ Employ visualization techniques to describe changes in the RTP and other key MPO products. Continued distribution of the adopted 2031 RTP.
- ◆ Include evaluation criteria that address issues of environmental justice when selecting projects to include in the RTP.
- ◆ Assess the regional benefits and burdens of transportation system investments for different socio-economic groups when updating the RTP.

Products

- RTP amendments as necessary
 - Interim update products as necessary
 - Analysis of other MPO work tasks and products with respect to RTP Goals, Objectives and Policies
 - Memos and reports to support plan implementation
 - Nodal development code implementation with transportation analysis as needed to support the RTP
-

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 Transportation Advisory Subcommittee and the Transportation Policy Committee.
- 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.

ODOT

- Conduct facility studies in partnership with other MPO agencies, including I-5/Glenwood Area Planning, OR 126 Expressway Management Plan (EMP), I-5/Beltline Interchange Area Management Plan (IAMP) Update, Beltline Highway River Road to Coburg Road System Planning (Phase 2), and Highway 126 (Main Street) Pedestrian Safety Study.

City of Springfield

- Conduct facility studies, transportation system plans, and other related studies in partnership with MPO agencies on projects including Franklin Boulevard Planning and Design, City of Springfield TSP Update, and Springfield Mid Town Redevelopment.

City of Eugene

- Conduct facility studies, transportation system plans, and other related studies in partnership with MPO agencies on projects including West 11th Avenue Transportation Corridor Study, City of Eugene TSP Update, Walnut Station Mixed Use Center, Rasor Park Mixed Use Center, Opportunity Siting and Infill Compatibility Standards, and Willamette River Open Space Vision.

Lane Transit District

- Conduct planning for the West Eugene EmX Extension.
- Conduct planning for the development of the district's Long Range Transit Plan, working in collaboration with regional transportation partners.

Regional Transportation Plan (RTP) and Long-Range Planning

ESTIMATED TIMELINE

Action Item Number/Title		Early FY 2010	Late FY 2010	Early FY 2011	Late FY 2011
1	Regional Transportation Plan (RTP)	Framework discussions	Safety & Security and TDM Elements updated	Freight and Environmental Coordination Elements updated	Draft RTP
2	Regional Transportation System Plan (RTSP)		Performance measure reporting		RTSP structural and policy framework
3	Transportation System Plans (TSP)		Performance measure reporting	Modeling assistance	Ongoing technical assistance
4	Congestion Management Process (CMP)	Diagnostic phase initiated	Diagnostic work ongoing		CMP refinements
5	Regional ITS Plan		Strategy development for plan update		Draft ITS Plan Update
6	Major Facility Studies	See Special Projects Section	See Special Projects Section	See Special Projects Section	See Special Projects Section

B. Programming and Implementation

Source of Funds						TOTALS		
FTA Sec 5303	LTD Match	FHWA PL	STP-U	Local STP Match	State TGM	LCOG Total	Local Match Total	UPWP Total
\$10,449	\$2,612	\$25,343	\$25,000	\$2,861		\$60,792	\$5,474	\$66,266

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. Develop the area-wide Metropolitan Transportation Improvement Program (MTIP).

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 (STIP), development of the local Metropolitan Transportation Improvement Program (MTIP), programming of STP-Urban (STP-U) funds, and development of the Unified Planning Work Program.

ACTION ITEMS (LCOG)

I. State Transportation Improvement Plan (STIP)

Continue participation in the development of the FY10-13 STIP by reviewing regional priorities for roadway, transit and TDM projects. This task was started in FY09 and was put on hold by ODOT in October 2008 to be restarted following the current State legislative session.

Tasks Year 1

- Review Central Lane MPO STIP priorities for roadway, transit and TDM projects. If update is needed, develop new and/or amend existing criteria to assist in evaluating STIP priorities.
- Coordinate with ODOT Region and State Coordinators to ensure draft STIP accurately reflects existing MTIP projects.
- Work with ODOT financial staff to develop revenue estimates, and with project partners to ensure that year of expenditure estimates are used in programmed projects.
- Assist ODOT and local staff with public involvement including review by Citizen's Advisory Committee.
- Conduct air quality conformity determination on the regionally significant projects within the MPO area.
- Adopt region's STIP projects.

Products Year 1

- Central Lane MPO projects adopted into the approved FY10-13 STIP

2. Metropolitan Transportation Improvement Plan (MTIP)

Develop and adopt the FY 10-13 MTIP. The FY10-13 STIP projects within the MPO area are a subset of the MTIP projects.

Tasks Year 1

- Develop new and/or amend existing criteria to assist in evaluating TIP priorities.
- Document the amendment process and in particular, define administrative vs. non-administrative amendments.
- Work with partners to develop the list of projects expected to be underway in FY10 through FY13. Ensure inclusion of all regionally significant projects from local capital improvement programs and from ODOT STIP process, and of all projects using federal funds, including STP-U funds. List full cost of projects including funds spent outside the TIP programming period.
- Describe scope, timing and funding by phase of each project ensuring fiscal constraint and year of expenditure estimates. Prepare map of project locations.
- Prepare air quality conformity determination including modeling of all regionally significant projects to ensure compliance with Clean Air Act.
- Prepare the FY10-13 MTIP document.
- Conduct comprehensive public involvement process to review the MTIP. Process through the Transportation Planning Committee and the Citizens Advisory Committee, with final adoption by the MPC. Assess equity and impact of the program on disadvantaged populations within the MPO.

Products Year 1

- Adopted FY10-13 MTIP
- Adopted FY10-13 Air Quality Conformity Determination

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

Establish project priorities and program FY10-13 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 FY10-13 period.
- Conduct public involvement as described in the Public Participation Plan.
- Adopt recommendations and include in the FY10-13 MTIP.

Products Year 1

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

4. Unified Planning Work Program

Update the current Unified Planning Work Program to describe the scope of work anticipated over the next two years by MPO staff and MPO partner agencies, including Lane Council of Governments, City of Eugene, City of Coburg, City of Springfield, Lane County, Lane Transit District, and Point-2-Point Solutions.

Tasks Year 1

- Develop draft work program for regional transportation planning activities within the MPO area over next two years.
- Meet with USDOT, FHWA, and ODOT to review draft UPWP.
- Review UPWP with the Citizens Advisory Committee and conduct public involvement as described in Public Participation Plan.
- Prepare final document.

Products Year 1

- Adopted Unified Planning Work Program for July 2010-June 2012

Tasks Year 2

- Update the current Unified Planning Work Program to describe the scope of work anticipated over the next two years by MPO staff and MPO partner agencies, including Lane Council of Governments, City of Eugene, City of Coburg, City of Springfield, Lane County, Lane Transit District, and Point-2-Point Solutions.
- Develop draft work program for regional transportation planning activities within the MPO area over next two years.
- Meet with USDOT, FHWA, and ODOT to review draft UPWP.
- Review UPWP with the Citizens Advisory Committee and conduct public involvement as described in Public Participation Plan.
- Prepare final document.

Products Year 2

- Adopted Unified Planning Work Program for July 2011-June 2013.

5. Programmed Regional Project Database

Tasks Year 1

- Initiate development of an advanced electronic data base for maintaining and tracking project data. Develop data entry tool providing electronic access to MPO staff. Develop scripts for mapping and reporting, including tracking of annual obligations.
- Implement database design and populate database with current projects from the MTIP.

Products Year 1

- Advanced database of programmed regional projects with data entry and reporting tools for MPO staff.

Tasks Year 2

- Continue development of an electronic data base for maintaining project data. Develop data entry tools and reports accessible through the MPO's internet web site for participating agency staff.
- Design user interface, security scheme, graphic appearance, mapping components, and technical data access components.

Products Year 2

- Internet-accessible tools linked to a database of projects to facilitate partner agency review.

6. American Recovery and Reinvestment Act

In March, 2009, approximately \$6.5 million worth of projects were approved within the CLMPO as part of this federal program.

Tasks Year 1

- Provide documentation and reporting as required by legislation and as requested by the MPC.

Products Year 1

- ARRA periodic reports

Tasks Year 2

- Provide documentation and reporting as required by legislation and as requested by the MPC.

Products Year 2

- ARRA periodic reports

7. Economic Analyses in Project Selection (Phase I)

The purpose of this task is to determine the feasibility of using HERS-ST in this area to incorporate economic analyses into project selection for the RTP and MTIP.

Tasks Year 2

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

CORE MPO ACTIVITIES: Programming/Implementation

Tasks

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

Products

- Approved amendments to the current Metropolitan Transportation Improvement Program.
 - Annual listing of obligated transportation projects.
 - Updated web-accessible list of projects programmed for the FY10-13 time period.
 - Prioritized list of unfunded projects
-

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 Plan (MTIP), the designation of STP-U funds, and the Statewide TIP process. Coordinate these regional plans with local capital improvement programming.
- 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 2010	Late FY 2010	Early FY 2011	Late FY 2011
1	State Transportation Improvement Plan (STIP)	STIP project selection			
2	Metropolitan Transportation Improvement Plan (MTIP)	MTIP development and adoption			
3	Surface Transportation Program-Urban (STP-U)	Regional criteria and priorities			
4	Unified Planning Work Program (UPWP)	UPWP adoption	UPWP annual review and amendment	Draft 2012-2013 UPWP	Public involvement and adoption
5	Programmed Regional Project Database		Database implementation		Database link to website
6	Economic Analyses in Project Selection (Phase I)			Existing data assessment.	Database testing

C. Public Participation

Source of Funds						TOTALS		
FTA Sec 5303	LTD Match	FHWA PL	STP-U	Local STP Match	State TGM	LCOG Total	Local Match Total	UPWP Total
\$ 12,000	\$ 3,000	\$ 65,892	\$ 65,000	\$ 7,439		\$142,892	\$ 10,439	\$153,331

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 staffing the Citizen's Advisory Committee, maintaining the MPO website, and implementing the adopted Public Participation Plan. In addition to these efforts, the MPO has identified several action items to enhance or improve the program. Action Items identified for the first fiscal year of the plan in FY 10 include the annual evaluation of the Public Participation Plan, implementation of a central clearinghouse for transportation-related public involvement opportunities, completion of Phase II of the eMPO, and implementation of the agency's Title VI plan. The public involvement efforts cover several work elements described elsewhere in the UPWP, including the RTP update, MTIP updates and amendments, air quality, and refinement plans as required by SAFETEA-LU.

ACTION ITEMS (LCOG)

I. Public Participation Plan Evaluation

Evaluate the Public Participation Plan (PPP) adopted in January 2007 to ensure broad public participation during the development, review, and refinement of regional transportation programs and to meet the requirements in SAFETEA-LU. Include evaluation of policies and core public involvement to be used with each key MPO product.

Tasks Year 1

- Conduct a comprehensive annual review of the Public Participation Plan. Coordinate with the Citizen Advisory Committee and the Metropolitan Policy Committee.
- Collect data to ensure policies are being followed and to assess and improve evaluation measurements in the PPP.
- Develop and use comment forms at public outreach events to assess evaluation measurements from the PPP, such as participant satisfaction,

level of understanding after attending the event, and how people found out about the event.

- Conduct evaluation assessments at the completion of public outreach for each key MPO product.
- Continue implementing the Public Participation Plan adopted in January 2007. Conduct public involvement in conformance with SAFETEA-LU requirements.
- Continue to work with the CAC and TPC to implement the CAC recommendations about public outreach that came out of the 2008 Annual Review of the PPP

Products Year 1

- Annual PPP Review Report
- Memorandum to the MPC
- Comment forms
- Evaluation measurements and data
- Evaluation assessments

2. Central Clearinghouse

Establish a central clearinghouse for information on all public involvement opportunities for transportation-related activities, plans, projects, and programs in this area being conducted by local, state, federal, and MPO entities. The Central Clearinghouse was one of 9 recommendations from the CAC that resulted from their 2008 Review of the PPP.

Tasks Year 1

- Create a web presence, including a domain (e.g. KeepUsInvolved), home page, and links to partner agencies, MPO and KeepUsMoving websites.
- Inventory existing web-based public involvement resources and provide direct links to existing websites regarding public involvement opportunities relating to transportation planning in the MPO area.
- Develop a web-based map to help the public find out about input opportunities using geographic references.
- Develop, fund and implement a marketing plan to get the word out about the clearinghouse website.
- Develop a recommendation for implementing Phase II of the Central Clearinghouse based on priority goals and objectives.

Products Year 1

- Clearinghouse website
- Marketing plan
- Phase II Recommendations

Tasks Year 2

- Work with the CAC and TPC to implement Phase II of the Central Clearinghouse based on priority goals and objectives.

Products Year 2

- Phase II implementation, including possible multi-agency calendar of public involvement events.

3. Phase II Implementation of eMPO

Initiate Phase II of the MPO website to allow for full public access to interactive mapping of the regional program of projects, and to implement communications plans for specific projects. The MPO has initiated this phase as part of an effort to visually illustrate plans and projects. The eMPO involves inter-related electronic layers and a user-friendly public interface. A content management system (CMS) and integrated database driven outputs now provide for more efficient communication and coordination between local planning staff. The MPO will continue to increase accessibility to information and to provide more interactive components for the public.

Tasks Year 1

- Design and implement a new web based application to provide an integrated map for MTIP projects. Take results of needs assessment as well as existing web access design for 2025 RTP and develop a website access for the MTIP projects which will support those defined requirements.
- Develop Dynamic Project Fact Sheets for RTP and MTIP including project photos from local jurisdictions and thorough project information including the need for project and solution statements.
- Enhance visualization for identified priority projects either directly on the MPO site or by providing direct links to project illustrations developed by partner agencies, such as LTD and ODOT.
- Revisit Google integration with GIS databases of road infrastructure.
- Develop web content management system (CMS) protocol. Create a written CMS protocol for staff and a protocol for jurisdictional partners. Develop and coordinate a training
- Consult with CAC to develop a publicity campaign that highlights the website, provides for public feedback, and produces collateral supporting material.

Products Year 1

- Web application to provide access to transportation project information data base
- Web-accessible map of MTIP
- Updated project Fact Sheets
- Evaluation of comparison between use of Google vs regional GIS infrastructure data
- Compatible eMPO and Keep Us Moving dynamic websites
- Implemented publicity campaign

4. **Title VI Plan**

Finalize and implement the plan as needed to comply with Title VI of the Civil Rights Act of 1964. Establish responsibilities for developing and coordinating the implementation of the overall Title VI program and preparing required reports to reinforce the MPO's commitment to:

- a. Enhancing the MPO's analytical capabilities to ensure that the long-range transportation plan and transportation improvement programs comply with Title VI.
- b. Identifying residential, employment, and transportation patterns of low-income and minority populations so that their needs can be identified and addressed, and the benefits and burdens of transportation investments can be fairly distributed.
- c. Evaluating and – where necessary – improving the MPO's public involvement processes to eliminate participation barriers and engage minority and low-income populations in transportation decision making.
- d. Preventing discrimination and to providing equal access to transportation decision-making, regardless of race, culture or income, so that all community members may fairly share in benefits and burdens and enjoy the same degree of protection from disproportionate adverse impacts.

Tasks Year 1

- Create fact sheets to describe Title VI issues for use on the website and in other outreach.
- Investigate a range of techniques that more specifically target Title VI protected groups and make it easier for people to express their opinions within the transportation planning process.
- Inventory existing public involvement resources and add any underrepresented community organizations, leaders, and religious organizations that are engaged in issues affecting Title VI protected groups. Conduct an inventory of unrepresented free publications or other news outlets accessed by Title VI protected groups.
- Establish new criteria and revise bylaws for appointment to the CAC which addresses representation from Title VI protected groups. Refine membership recruitment activities to better target these populations.
- Develop a reporting mechanism that includes information on race, ethnicity and gender of those involved in MPO activities and plans (e.g. MPC, TPC, CAC, and members of the public attending meetings).
- Design evaluation criteria to assess long-range transportation plan and the transportation improvement program impacts on Title VI protected populations.
- Revise contract and intergovernmental agreements to include Title VI language.
- Design performance measures to evaluate public involvement and participation strategies to ensure adequate participation of impacted Title VI protected groups and address language needs as appropriate.

- Provide, assist to coordinate, or identify opportunities for Title VI Training for staff of the MPO and MPO partners, the CAC, and the MPC.
- Provide resources to facilitate participation for those whose primary language is Spanish.

Products Year 1

- Information sheet describing Central Lane MPO's Title VI policy.
- Information on MPO website for general Title VI information and complaint form and process.
- Spanish language information and outreach pieces.
- Updated distribution list of interested parties.
- Updated distribution list to media outlets.
- Revised CAC bylaws,
- Revised contract and interlocal agreements.
- Evaluation criteria to assess long-range transportation plan and the transportation improvement program impacts on Title VI protected populations.
- Performance measures to evaluate public involvement and participation strategies to ensure adequate participation of Title VI protected groups and address language needs as appropriate.
- Title VI training resource materials.
- Title VI Annual Report.

Tasks Year 2

- Enhance the MPO's analytical capabilities to evaluate long-range transportation plan and the transportation improvement program impact on Title VI protected populations. Projects could include using modeling capabilities to evaluate accessibility by travel mode for various trip purposes or evaluating the distribution of transportation projects or funds.

Products Year 2

- Model results showing accessibility by travel mode for various trip purposes
- Funding/Project distribution evaluation
- Title VI Annual Report.

CORE MPO ACTIVITIES: Public Participation

Citizen Advisory Committee

The Citizen Advisory Committee (CAC) is advisory to the policy board, the MPC. A major component of the public outreach for the MPO, the CAC is tasked with advising the MPC on both key MPO products and public outreach. The CAC meets monthly and takes one or two field trips each year to various transportation facilities in the MPO area. The work of staffing, coordinating, and support of the CAC are major tasks for the MPO.

Tasks

- ◆ Convene, facilitate, and support the Citizen Advisory Committee by providing staff support for monthly CAC meetings.
- ◆ Meet with CAC officers to prepare for meetings and to conduct follow-up and provide ongoing coordination with officers and staff to strategize and carry out CAC activities, including keeping a 9-month calendar of agenda items to sequence with MPC and TPC activities, and update of membership and distribution lists.
- ◆ Report monthly to MPC on CAC meetings;
- ◆ Provide ongoing support to address concerns, questions, as they come up between meetings.
- ◆ Fill vacancies and conduct recruitment and training of new CAC members as needed.

Products

- Agenda packets, minutes, and support materials for Citizen Advisory Committee meetings.
- Recruitment materials in Spanish and English, including applications, flyers, advertisements, bus posters, press releases, and email messages.
- Monthly memorandums to MPC.
- Primers for new members.
- Briefing notebooks for new members.
- Nine-month calendars of agenda items.
- Updated membership and distribution lists.

Ongoing Public Involvement Activities

Tasks

- ◆ Provide technical support to ensure opportunity for public review of transportation studies, plans, and programs. Include private providers of transportation service and private sector representatives.
- ◆ Maintain an up-to-date email distribution list of interested parties and stakeholder groups that is reviewed on an ongoing basis to remove outdated contact information and add new ones.
- ◆ Conduct annual update of distribution list to ensure adequate coverage of varied interests such as freight and to meet goals for environmental justice.
- ◆ Conduct ongoing assessment of the eMPO website.

- ◆ Design outreach materials that show how and by whom decisions are made, how investments achieve public goals, and describe the MPO.
- ◆ Create fact sheets to describe key MPO products for use on the website and in other outreach. Create executive summaries of each key MPO product.
- ◆ Distribute and reprint the brochure — *It's How We Get There That Matters, A Citizen's Guide to Transportation Planning* to explain MPO transportation planning to citizens. Include schools in the distribution plan.
- ◆ Develop strategies to improve outreach to and participation of members of the business community and other economic development interests.
- ◆ Make presentations to community groups including outreach to minority and low-income groups. Respond to inquiries and comments from the public.
- ◆ Televis and webcast MPO Policy Board meetings. Meetings are televised and also available for review on-demand via a webcast by MetroTV to maximize opportunities for the public to participate and be engaged in the process if they are unable to attend public meeting dates.
- ◆ Ensure ongoing coordination with TASC and TPC to exchange information about public outreach events.
- ◆ Maintain existing web based application that provides a digital illustration of regionally significant and/or federally funded projects. Include complete periodic data updates, develop new data fields or new minor functionality updates to the eMPO databases. Evaluate navigation of website on an ongoing basis.
- ◆ Coordinate eMPO interface with KeepUsMoving.info (KUMI). Design eMPO upgrades to be compatible with KUMI.
- ◆ Provide ongoing development and maintenance of the MPO website to provide information about transportation related meetings, plans and reports. Continue to make the MPO website more citizen-friendly and employ visualization techniques to describe plans. Update the website to reflect status of key products and public involvement opportunities.
- ◆ Coordinate and support implementation of Point-2-Point Transportation Demand Management programs with Eugene, Springfield, Lane County, LTD, LRAPA and ODOT.

Products

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

Title VI Implementation

Tasks

- ◆ Identify, investigate, and eliminate discrimination when found to exist in connection with Central Lane MPO program areas.
- ◆ Process, investigate, and attempt to resolve Title VI complaints regarding Central Lane MPO and its sub-recipients, consultants or contractors that are received by the Central Lane MPO.
- ◆ Collect and analyze data to ensure policies are being followed and to assess evaluation measurements developed for participation of Title VI protected groups.
- ◆ Collect statistical data on the MPO constituency (e.g. race, color, sex, age, disability, and language proficiency) for use in planning.
- ◆ Monitor progress, implementation, and compliance issues.
- ◆ Periodically review the agency's Title VI program for effectiveness, including whether adequate resources are available to ensure compliance.
- ◆ 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.
- ◆ Prepare a yearly report of Title VI accomplishments and goals.

Products

- Title VI complaints documentation
- Title VI data
- Periodic Title VI reviews
- Annual report of Title VI accomplishments and goals

PARTNER AGENCY TASKS

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

- Contribute to public participation relating to regional transportation through engagement with the Citizen Advisory Committee. Contribute information to monthly meetings, attend meetings as may be necessary, and include CAC members as stakeholders in local transportation project public involvement as appropriate.
- Provide assistance in implementing the central clearinghouse recommendation forwarded by the CAC and approved by the MPC. Coordinate local and regional public outreach for transportation planning and construction projects through a clearinghouse website developed by LCOG staff.
- Participate in the development and implementation of the federally required Title VI Plan to comply with Civil Rights law.

D. Air Quality Planning

Source of Funds						TOTALS		
FTA Sec 5303	LTD Match	FHWA PL	STP-U	Local STP Match	State TGM	LCOG Total	Local Match Total	UPWP Total
\$ 7,280	\$ 1,820	\$ 15,343	\$ 35,000	\$ 4,006		\$ 57,623	\$ 5,826	\$ 63,449

OBJECTIVE

Maintain conformity with Federal Clean Air Act Amendments and the Oregon conformity rules. Remain informed and engaged in upcoming state and/or federal planning and rule-making to address air pollution from transportation sources. Ensure that staff has the ability and the tools to respond to policy questions and inform policy discussions and decision-making.

DISCUSSION

The Central Lane MPO area was declared a *maintenance* area for carbon monoxide (CO) in 1994, triggering the start of a 20 year period during which transportation conformity must be demonstrated for all federal transportation plans and programs. Since then, CO levels have steadily dropped to a very low level far below the Clean Air Act standards. For example, the highest 8-hour concentration recorded in the area in 2008 was 1.7 parts per million (ppm). The standard for CO is 9 ppm.

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

As of January 2009, the Central Lane MPO area is designated as *in attainment* of National Ambient Air Quality Standards for all other Clean Air Act pollutants, including ozone (O3) and particulate matter (PM2.5).

The conformity determination for the FY08-11 MTIP and 2031 RTP was approved by USDOT on 16 January, 2008. The upcoming FY10-13 MTIP will require a conformity determination in order to obtain FHWA approval. Also, changes to regionally significant projects in the current MTIP or the RTP will require evaluation for their impact on air quality conformity issues. These activities are an integral part of approval of any RTP and MTIP action, and are thus included in those sections of this work program.

Greenhouse gas (GHG) emissions are of significant concern, and it is certain that the transportation sector of the Oregon economy will be required to be fully engaged in efforts to curtail emissions. MPO staff has been participating at the local and state level in order to ensure coordination between the regional transportation plan, ongoing air quality assessments, and the State's initiatives. With federal action expected around climate change issues, this work will be aimed at ensuring a consistent approach across the different governmental levels

to develop a regional plan for tracking and curtailing GHG emissions due to transportation sources. ODOT is currently completing GreenSTEP, a model that enables assessment of various emission reduction strategies at the state level. Work is yet to be done to bring a tool such as this to the county or MPO geographic scale.

ACTION ITEMS (LCOG)

I. State CO Implementation Plan Work Program

Update the current Central Lane carbon monoxide plan within the State Implementation Plan (SIP) to cover the last half of the required 20-year maintenance period.

Tasks Year 1

- Continue work with USEPA, DEQ, LRAPA and FHWA on the development of a work program to address the need for an intermediate year update of the CO State Implementation Plan.
- Inventory sources, analyze released emissions of CO, and determine contributions by transportation sources.
- Develop a draft CO Limited Maintenance Plan (LMP).

Products Year 1

- Draft CO Limited Maintenance Plan

Tasks Year 2

- Update the current Central Lane carbon monoxide plan within the State Implementation Plan (SIP) to cover the last half of the required 20-year maintenance period.
- Take the Draft Limited Maintenance Plan (LMP) through the peer and public review stages to adoption.

Products Year 2

- Final CO Limited Maintenance Plan

2. Advanced Emissions Model

Continue efforts to implement EPA's greenhouse gas model (MOVES) for use in conformity determinations and to compute greenhouse gas emissions based on fleet and fuel compositions and use. The release of the MOVES model as the replacement of the current emission factor model (MOBILE6.2) is scheduled for April 2009. Within 2 years of its release, this model will be mandatory for analyses for conformity determinations.

Tasks

- Acquire and implement MOVES software package
- Acquire local data for model
- Train staff in use of model

Products

- MOVES model ready for use in MPO area.

3. Climate Change Transportation Planning

Continue MPO participation at the local, state and federal levels in the development and acquisition of strategies, data and tools to inventory and assess greenhouse gas (GHG) emissions. These will become the foundation of developing a regional plan to reduce transportation-related GHG within the MPO. Evaluate adaptation strategies that are relevant to transportation infrastructure in the MPO area.

Tasks Year 1

- Coordinate with MPOs, DEQ, ODOT and others to identify robust, peer-reviewed process, tools and data sets to measure and estimate greenhouse gas emissions from transportation sources.
- Acquire local data that will enable tracking of trends to assess regional progress concerning GHG reduction.
- Compile a set of strategies for impacting GHG emissions. Review and characterize the effectiveness, costs and limitations of various strategies that for presentation to and review by the MPC.
- Conduct an analysis of GHG emissions from transportation sources in the MPO area.

Products Year 1

- Characterization and inventory of transportation sector GHG emission sources
- GHG reduction and adaptation strategies suitable for the MPO area

Tasks Year 2

- Evaluate adaptation strategies to protect and maintain infrastructure within the MPO area under various climate change scenarios. Work with UO Climate Leadership Initiative to describe these scenarios.
- Develop a regional climate change plan for the MPO area for presentation to and review by the MPC. State and federal regulations and initiatives concerning climate change will be responded to and evaluated within the context of this region.
- Continue coordination with MPOs, DEQ, ODOT and others to identify and implement approved tools and processes for analysis of GHG emissions from transportation sources at the regional level.
- Exercise the acquired models and estimate current and future GHG emissions based on existing plans.
- Develop alternative scenarios and Investigate resulting impacts on transportation-sector GHG emissions in the MPO area.

Products Year 2

- Central Lane MPO Regional GHG Reduction Plan

- Current and future transportation-sector GHG emissions in the MPO area.

CORE MPO ACTIVITIES: Air Quality Planning

Coordination Tasks

Information and Training Tasks

- ◆ Attend training sessions and workshops to remain informed of new air quality regulations and analysis tools.
- ◆ Provide limited technical assistance to LRAPA including air quality modeling and data analyses.
- ◆ Update air quality emissions models and required data as needed.
- ◆ Maintain data sets and displays to track trends that describe impacts on air quality. Publish these to the web for public information.

Products

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

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 Greenhouse Gas initiatives. Coordinate information share between the MPO and partner agencies and city staff and elected officials.

E. Transportation System Modeling and Data Maintenance

Source of Funds						TOTALS		
FTA Sec 5303	LTD Match	FHWA PL	STP-U	Local STP Match	State TGM	LCOG Total	Local Match Total	UPWP Total
\$ 30,000	\$ 7,500	\$106,441	\$110,000	\$ 12,590		\$246,441	\$ 20,090	\$266,531

OBJECTIVE

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

DISCUSSION

LCOG is responsible for updating and maintaining the regional travel model for the MPO area. The model is needed to monitor RTP implementation and transportation system performance and to ensure air quality conformity in accordance with the Clean Air Act. The MPO travel model is a traditional 4-step model that estimates auto, transit, bike and walk performance within the MPO area. In order to meet the requirements of exercising an integrated land use-transportation process, this model is interfaced with a land-use allocation model (LUAM) that distributes growth in households and employment over buildable lands within the MPO area in accordance with the land use plans and growth policies adopted by the local governments.

Many different data sets are needed to calibrate and validate each update of current and future travel forecasts. 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, pipeline 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.

Over the next 5 years, the MPO is planning a significant effort to upgrade the land use and travel models in order to transition to state-of-the-art products. Accompanying this effort is one to track and archive various regional data sets to both measure changes in travel patterns and conditions, and to provide the needed inputs to the new models. Tasks in this UPWP begin this 5-year program.

ACTION ITEMS (LCOG)

I. Land Use Allocation Model

The current Land Use Allocation Model (LUAM) is nearing the end of its useful life. This model is an essential component of the land use-transportation integration. It produces reasonable future land use scenarios given current plans and policies and the constrained amounts of developable land, but it cannot address broader policy questions, such as the effects of UGB changes on land prices or housing costs, nor does it adequately consider the potential for redevelopment and infill. A replacement is needed to investigate alternative growth scenarios and to incorporate economic considerations into land use changes over time.

Tasks Year 1

- Select a model that considers land markets and works iteratively with the travel model to reflect the effects of accessibility.
- Define and develop input data requirements, identify gaps and interim and long range solutions to fill these gaps. This may require purchase of commercial data bases, for example.
- Specify and estimate the submodels.
- Interface to the travel model to include accessibilities.
- Test, review, calibrate. Modify model as needed.
- Complete testing and validation.
- Conduct staff training during entire project.

Products Year 1

- User documents
- Report on testing and validation results
- Calibrated land use model interfaced to the MPO travel model.

Tasks Year 2

- Develop display, reporting tools and performance indices.
- Perform longitudinal validation tests.
- Coordinate with partners and implement alternative scenarios

Products Year 2

- Calibrated base year 2008 land use model integrated with travel model
- User documentation and implementation report
- Other reports as needed

2. Employment Data and Trend Analysis

The location of employers, the number of employees and the type of activity at each employment site are essential inputs to travel models. The covered employment data file from the Oregon Employment Department has been the foundational data set for many years. After its release at the end of the calendar year, it is processed to provide the

required spatial accuracy. This work is essential for preparation of the 2008 base year model needed for the 2035 RTP update. Further, as conditions and types of employment have evolved, and as land use and travel models become more sophisticated, additional data are now sought, including, firm size, firm relocation patterns, non-covered work, and shift times.

Tasks Year 1

- Analyze and geo-code covered employment data from 2008 determining site location(s) with number of employees and NAICS activity codes.
- Review past biennial data sets, and develop a process to uniquely identify and track firm size and business relocations. Identify clustering of business types, if possible.
- Research methods and data sources for estimating and spatially mapping non-covered employment, and for estimating shift times and sizes.

Products Year 1

- Tabulation and map of employees by sector by transportation analysis zone
- Report describing firm growth, relocation, and clustering, to inform land-use modeling.
- Report concerning estimated under-counting of employment by sector by spatial location, and time-of-day impacts.

3. Oregon Household Survey—Central Lane MPO

Central Lane MPO is engaged in a statewide effort to administer the Oregon Household Activity Survey (OHAS). This survey will collect detailed information in October 2009 and April 2010 on the travel behavior of a sample of at least 1,500 households within the MPO area. Data to be collected includes trip locations, purposes, times, travel durations, mode used, costs, vehicle characteristics, and other travel-related information. The data will be used to update key assumptions and model parameters, and will also be used in later specification and estimation of more advanced tour-based models. The current 4-step travel model uses relationships derived from the Oregon 1994 household survey. Data collection costs are funded through a contract between the MPO, ODOT and the vendor, NUSTATS, outside the UPWP agreement.

Tasks Year 1

- Complete preparation for fielding of survey, coordinating with the OHAS committee, ODOT and the survey vendor, including design of special generator add-on survey(s).
- Review and Q/C the data collected in October 2009. Adjust geo-coding if necessary. Provide feedback to OHAS committee and vendor.
- Define products and analysis process. Begin initial analysis of data to describe trip productions and attractions by purpose.
- Design and begin report including comparison with 1994 data.

Products Year 1

- Interim report and memoranda

Tasks Year 2

- Conduct quality control and adjust geo-coding of April data.
- Assemble full data set and analyze.
- Update household trip production tables.
- Update trip attraction rates.
- Re-estimate trip distribution gravity model parameters and socio-economic calibration factors.
- Re-estimate mode-choice model alternative-specific constants.

Products Year 2

- Database of survey results
- Report describing collection methods and results, comparing with 1994 survey
- Trip production and generation submodels by trip type

4. External Cordon and Cutline Vehicle Counts

Conduct vehicle counts at each of the 21 external cordon points established for the regional travel model. Also count at priority locations along the cutlines used in calibration of the model. Classify vehicles as to type. These data are an integral component of any travel model and this work is timed to occur with the second phase of the MPO's data collection for the household survey (April 2010).

Tasks Year 1

- Research and plan for counts to be carried out in April 2010. Determine minimum requirements. Identify count locations.
- Consider and cost an external-external license plate survey.
- Issue Request For Proposals and contract. External to external flows will only be included if the increased in value to model estimation and calibration is cost effective and the funds are available.
- Coordinate with consultant to design data collection and analysis.

Products Year 1

- Interim report on survey design and data collection methods.

Tasks Year 2

- Data collection by consultant at specified locations.
- Adjust for seasonality based on ODOT approved methods...
- Prepare results in format for use in travel model.

Products Year 2

- Raw data and processed data formatted for inclusion in model
- Report of collection methods, assumptions, and results including maps.

5. **Travel Time Data and Analysis**

The ODOT ITS group has initiated a project to collect travel time data on major roadways within the MPO area. These data will be made available to the MPO for download through an ODOT data warehouse. The MPO will use the data in tracking congestion for the Congestion Management Process and in validating the travel model.

Tasks Year 1

- Work with ODOT, PSU and others to determine a process to access and archive travel time data.
- Identify desired products, metadata and other supporting data needs.
- Design and begin programming of the database, access, analysis and reporting software.

Products Year 1

- Interim report on data collection, software display and reporting tools.

Tasks Year 2

- Complete software development and installation, and populate the data base for routine use.
- Develop a web-accessible interface and provide products to partners and to the public
- Review data coverage; identify data gaps and data quality issues; and identify data collection plan for continued collection into the future.

Products Year 2

- Operational travel time database with access and reporting software
- Data analysis report, including travel time reliability

6. **Regional Travel Database Development**

Develop a comprehensive regional database for traffic counts, transit data, pavement condition, and expanded infrastructure data to facilitate regional planning through performance measure analyses and travel modeling. The road centerline database is a county-wide database to which multiple local agencies contribute, maintain and access. However, for other infrastructure components and their characteristics, it is typical for individual agencies to work within their own boundaries for their own purposes. This work task will determine the process and resources needed to integrate the various data sources into a consistent region-wide data set for regional trends analysis and modeling.

The major data types to be targeted include traffic counts, transit data, pavement condition, and expanded infrastructure elements such as bike network elements, parking, and traffic signals. Priorities will be based on the ability to implement an effective and efficient process to update the data and to maintain each data base into the future. These data sets will support calibration and validation of the regional travel model, and be

useful to the congestion management process, project prioritization and performance measure analysis, and potentially the Highway Economic Requirement System asset management model.

Tasks Year 1

- Strategize with regional partners and determine data base priorities. Define challenges and opportunities to gathering a regional representation of each data type. Select a priority data set.
- Develop a data collection plan for selected data set.
- Design or acquire software to manage archiving, retrieval and reporting of data and trends. Implement database software.
- Populate database with existing quality data.
- Produce and publish reports/maps.

Products Year 1

- Data collection plan for selected priority data set
- Populated data base with access tools for selected priority data set

Tasks Year 2

- Develop a data collection plan for selected data set.
- Design or acquire software to manage archiving, retrieval and reporting of data and trends.
- Implement database software and populate database with existing quality data.
- Produce and publish reports/maps.

Products Year 2

- Data collection plan for each selected priority data set
- Populated data base with access tools for each selected priority data set

7. 2035 RTP Travel Model Update

The 2035 RTP must be adopted by November 2011. Current planning assumptions for the year 2035 must be modeled and air quality conformity determined prior to federal approval. Alternative scenarios may be developed and modeled to compare various performance measures. The MPO intends to use the new land use model in developing alternative scenarios. However, the results of the household survey are unlikely to be available in time for this update.

Tasks Year 2

- Obtain updated population, employment, land use and travel data for 2008, the base year model for the 2035 RTP.
- Obtain coordinated population forecasts for 2035 and develop an estimate for the MPO area. Develop an employment forecast by sector.
- Develop at least one future land use scenario for 2035 using adopted land use plans.
- Develop future network(s).

- Review and possibly update the trip generation and trip distribution submodels if household survey data are ready. Update the transit networks and the mode choice model.
- Calibrate the model.
- Compute performance measures.

Products Year 2

- Calibrated base year 2008 model
- Future 2035 model
- Performance measures report

8. Functional Classification Update

Review and update the federal functional classification of all roads within the MPO area.

Tasks Year 2

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

Products Year 2

- GIS database of current road network with federal functional classifications

9. Bike Model (Phase I)

Metro and PSU are developing a bicycle model based on the characteristics of routes preferred by bicyclists. The model will assist in planning for new routes and for upgrading existing routes to make them more attractive to potential users. The information will also be used to upgrade the mode choice model for a more robust estimation of bicycle trips. This model will be transitioned to the Central Lane MPO area for use in our bicycle planning efforts.

Tasks Year 2

- Coordinate with Metro/PSU and obtain documentation and model specifications.
- Develop model software and required data sets at MPO.
- Exercise and validate the model.
- Prepare for future work in FY 2012 and beyond to develop bicycle network link propensity functions for route choice and to recalibrate the mode choice model for use in examining the existing bike network and developing improvement recommendations.

Products Year 2

- Preferred route bike network model

10. Travel Model Upgrade (Phase I)

This is the first step in a multi-year effort to upgrade the 4-step travel demand model. The intent is to ultimately develop an activity based model that incorporates up-to-date research into modeling human travel behavior and responses to socioeconomic, land use and travel conditions.

Tasks Year 2

- Develop a timeline and scope for upgrading the travel model towards an activity-based model.
- Begin investigating available models, model software, and data requirements. Assess the capacity to model freight movement, special generators and dynamic assignment.

Products Year 2

- Process timeline and initial scope.

CORE MPO ACTIVITIES: System Modeling/Data

Tasks*Technical Assistance*

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

Data Maintenance

- ◆ Maintain, update, and analyze data describing the performance and characteristics of the regional transportation system
- ◆ Monitor transportation system activity through analysis of traffic counts, bicycle and pedestrian counts, transit on-board survey data, transit ridership data, HPMS data, and other information as appropriate.

- ◆ Maintain and update regional land use data that impact travel modeling and analysis.
- ◆ Track air pollution and vehicle characteristics data for analysis of potential impacts of transportation on air quality.
- ◆ Collect socioeconomic statistical data (e.g. race, color, sex, age, disability, and language proficiency) for use in planning and monitoring.

Model Maintenance

- ◆ Continue to document model procedures.
- ◆ Maintain modeling capabilities suitable for major multi-modal studies. Meet FTA model requirements for transit alternatives analysis and New Starts / Small Starts submittals.
- ◆ Maintain modeling capabilities to provide requisite modeling quantities for air quality modeling. This will include MOBILE62 and MOVES revisions.
- ◆ Keep modeling software current. This will include conversion to new versions of the Emme2 package. Maintain software subscription.
- ◆ Continue to maintain and enhance the tie between EMME2 programs and output with the countywide geographic information system.

Training and Workshops

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

Coordination

- ◆ Continue to participate in ODOT/MPO cooperative modeling research and development programs. Attend oversight committee meetings, conduct research, develop data, produce reports, and implement models.
- ◆ Continue to participate in the Statewide Modeling Steering Committee to develop integrated statewide transportation/land use models.
- ◆ Work with other Oregon MPO's, primarily smaller MPO's such as Salem, Rogue Valley, Corvallis and Bend area MPO's to investigate the potential for coordinating modeling services.

Products

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

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 the Central Lane MPO in reviewing and updating the Infrastructure Network component of the regional model.

OTHER PARTNER AGENCY TASKS

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

- Collect, maintain and contribute transportation and land use data as needed, including but not limited to truck data, bicycle data, traffic counts, commercial traffic, intersection data, and employment.
- Collaborate with the Central Lane MPO in reviewing and updating the Functional Classification and the Infrastructure Network components of the regional model.
- Collaborate with the Central Lane MPO in the development of a regional traffic count database and a plan to more effectively collect and maintain this data using a uniform and standardized methodology.

Transportation System Modeling and Data Maintenance

ESTIMATED TIMELINE

Action Item Number/Title	Early FY 2010	Late FY 2010	Early FY 2011	Late FY 2011
1 Land Use Allocation Model	Model selection and data needs analysis	Model testing and validation. Staff training	Display and reporting tool development	Final documentation
2 Employment Data and Trend Analysis	Data collection and analysis	Data and analysis refinement		
3 Oregon Household Survey--Central Lane MPO	Data collection (Phase I)	Data analysis (Phase I)	Data collection (Phase II)	Data analysis (Phase II)
4 External Cordon and Cutline Vehicle Counts		Survey initiation	Data collection	Data processing
5 Travel Time Data and Analysis		Travel time data needs assessment	Data collection	Data analysis report
6 Regional Travel Database Development		Database and archive design	Software application design and programming	Ongoing programming
7 2035 RTP Travel Model Update			Model update as needed for 2035 RTP	
8 Functional Classification Update			Coordination with local agencies and ODOT	Database completion
9 Bicycle Model (Phase I)			Coordination with Metro and PSU	Model software and data set preparation
10 Travel Model Upgrade (Phase I)			Project initiation	Timeline and scope development

F. Transportation Options (TO)

Source of Funds						TOTALS		
FTA Sec 5303	LTD Match	FHWA PL	STP-U	Local STP Match	State TGM	LCOG Total	Local Match Total	UPWP Total
\$ 5,000	\$ 1,250	\$ 25,343	\$ 20,000	\$ 2,289		\$ 50,343	\$ 3,539	\$ 53,882

OBJECTIVE

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

DISCUSSION

Transportation System Management (TSM) and TDM/TO activities assume an increasingly important role in the planning process. LCOG responsibilities include evaluating transit and other TSM and TDM/TO-type policies and actions in the RTP, and assisting LTD with transit studies and other local jurisdictions with traffic and other system management studies. LTD retains primary responsibility for transit-related TSM activities, including management analysis, transit maintenance planning and service planning as part of the short-range transportation planning element. Commuter Solutions, which has become Point-2-Point Solutions through a new branding campaign, manages the operational component of the region's TDM/TO program. Their work elements are described following the discussion of LCOG's work elements later in this section.

ACTION ITEMS (LCOG)

1. Point-2-Point Solutions Program Enhancements

Tasks

- Participate as partner in developing and implementing identified Point-2-Point Solutions program enhancements, such as the comprehensive validations process for updating commuter records and measuring VMT reduction; vanpool funding strategies; outreach to youth organizations; and TGM pilot studies.

2. Public Outreach Program Enhancements

Tasks

- Assist with efforts to enhance public outreach, including the branding change to Point-2-Point Solutions and the Rideshare Campaign to areas affected by transit service reductions.

CORE MPO ACTIVITIES: Transportation Options

Tasks

- Provide overall program support by staffing a liaison to the Point-2-Point Solutions Program for all required and requested activities (See Point-2-Point Solutions work elements later in this section);
- Coordinate and participate in the annual Business Commute Challenge (BCC) and participate in Group Pass and Emergency Ride Home Programs;
- Continue support and resources for Employee Transportation Coordinator (ETC) for Point-2-Point Solutions Transportation Options programs by responding to employee commute questions, promoting alternative mode commuting, serving as liaison to agency Wellness Committee, and providing employees with transit route assistance.
- Assist LTD with transit studies, transit service planning and data needs.
- Assist Eugene, Springfield, Coburg, and Lane County with traffic and transportation system management studies.
- Coordinate with Eugene, Springfield, Lane County, LTD, LRAPA and ODOT for implementation of Commuter Solutions Transportation Demand Management programs.
- Participate as a member of the regional Transportation Options Advisory Committee (TOAC) and provide planning support services.
- Provide regional planning support for Point-2-Point Solutions Regional Transportation Options program.
- Participate in statewide Transportation Options quarterly meetings and quarterly ETC meetings.
- Provide planning assistance to and coordinate with providers of elderly and disabled transportation service.
- Identify and develop funding opportunities that support Transportation Options programs.
- Maintain the KeepUsMoving.info (KUMI) website and Transportation Options-related MPO web pages.

Products

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

Point-2-Point Action Items and Tasks

I. Program Enhancements

Tasks

- Institute a comprehensive validations process for updating of commuter records and measurement of the reduction of VMT and auto emissions.
- Establish Vanpool Subsidy Fund from National Transit Database (NTD) revenues reflecting vanpool VMT.
- Explore opportunities to offer free carpool matching services through local youth organizations such as Kidsports.
- Develop Transportation Growth Management (TGM) program funding for pilot program to include transportation options review of Type IV development applications

Products

- Commuter Records progress updates to TOAC
- Vanpool Subsidy Fund progress updates to TOAC
- Youth Organization Carpool Matching progress updates to TOAC
- TGM Grant Application

2. Public Outreach Program Enhancements

Tasks

- Develop Rideshare Campaign for areas affected by transit service reductions
- Implement Commuter Solutions' branding change to *Point-2-Point Solutions*

Products

- Rideshare Campaign supplemental materials
- Point-2-Point Solutions branding change program

POINT-2-POINT ONGOING OPERATIONS

Employer/Employee Transportation Benefits Program Activities

- Provide discounted transit benefits through the Group Pass Programs;
- Utilize Transit Vouchers to subsidize individual transit passes for employees;
- Provide Parking Management services for employers/developers of projects in the Transportation Management Area (TMA);
- Coordinate Emergency Ride Home (ERH) incentive program services through area employers;
- Promote Bike/Walk Services travel options to employees/employers in the region;

- Provide technical assistance to employers in the region with Employee Transportation Coordinators (ETC) which provides a designated coordinator of employer transportation benefits;
- Continue to offer ride-matching services for commuters in the region through Ridesharing Program Activities such as Carpool Matching.
- Continue to market these programs to increase the number of commuters and Emergency Ride Home worksites in the rideshare database.
- Work with statewide TO partners to continue support for a statewide web-based ride matching system.
- Continue to promote and provide management support of vanpools in the service areas of the Valley VanPool consortium, a partnership with Cherriots (Salem area) and Oregon Cascades West Council of Governments (Benton, Linn and Lincoln Counties).

Smart Ways to School Program Activities

- Continue promoting alternative ways to school for students through the Smart Ways to School Program. This program partners with K-12 schools throughout the region to improve school safety while reducing energy consumption and traffic congestion.
- Pursue continuation of Student Transit Pass Program as part of the agency's Transit Activities for families of grade 6-12 students. Foster collaborative efforts that can set policies or establish sustainable funding structures for free or reduced-cost LTD student passes
- Continue to promote and provide free carpool match services through the Carpool Activities programs for families of K-12 students.
- Continue to promote and provide free 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 in seeking and using Safe Routes to School funding to increase the number of students who walk or bike to/from school, resulting in a reduction of school-related vehicle trips for families of K-8 students.
- Help foster collaborative community efforts that increase walking and biking while reducing school-related traffic.

Congestion Mitigation Program Activities

- Continue targeted outreach of Point- 2-Point Solutions programs and services in areas or along key congested corridors in partnership with the region's jurisdictions. Subject 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, regional events, or defined EmX corridors or other transit corridors that may experience reduction in service.
- Collaborate with MPO regarding KeepUsMoving.Info (KUMI) website providing commuter information of transportation options.

- Participate in Regional Construction Coordination annual meeting and present Point-2-Point Solutions service opportunities

Park & Ride Activities

- Continue expansion and promotion of Park & Ride locations and uses including additional locations in areas slated for transit service reductions
- Improve and enhance Park & Ride street signage and interior lot signage

City of Eugene Action Items and Tasks

I. Business Commute Challenge

The goal of the Business Commute Challenge is to reduce the impact automobiles have on the regional transportation system by reducing traffic congestion and reducing the amount of vehicle emissions impacting our air quality. Businesses participate by encouraging their employees to bike, walk, carpool, or utilize the bus service during the week competing against like-size businesses based on number of employees to obtain the highest percentage of employees participating.

Tasks

- Provide information and incentives, such as free bus passes, to participating employers to help encourage participation of their employees.
- Work with Point-2-Point Solutions to expand the program from Eugene to the entire MPO.

Products

- Business Commute Challenge outreach materials

2. Eye-to-Eye Safety Campaign

Eye-to-Eye Traffic Safety Campaign is a multi-city effort to foster a culture of awareness and respect on our shared paths and roadways and to make the streets of our communities safer for everyone. Along with encouraging respect on the roadway, the Eye to Eye message will be used in conjunction with specific information to educate all road users in what they can do to be safe, including making eye contact with and communicating with other road users, looking for bicyclists and stopping for pedestrians, using lights at night, and following traffic laws.

Tasks

- Develop outreach plan to include community education events. Pursue and apply for grant funds and provide coordination of area partners and activities.
- Work with Point-2-Point Solutions to expand the program from Eugene to the entire MPO.

Products

- ☐ Eye-to-Eye outreach plan

CITY OF EUGENE ONGOING OPERATIONS

- Contribute to regional Transportation Options activities by participating in the Transportation Options Advisory Committee as needed.
- Coordinate local construction projects in support of the congestion mitigation process.
- Publish and distribute the Eugene-Springfield Bicycle Map and Resource Guide. Maintain the Eugene-Springfield bicycle map including converting Eugene and Springfield GIS data into graphics software, updating map information for new road and bikeway changes, new land use changes, and new law and safety information. Distribute the map using venues throughout the metropolitan area including bike shops, visitor centers, city offices, and as requested by individuals.
- Publish the monthly InMotion e-newsletter and distribute to over 1500 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.
- Support the Bike and Pedestrian Safety Education program. Make presentations to schools, neighborhoods, driver's education classes, and community groups. Develop and distribute educational materials at city events, on the city's web page, and at city offices.
- 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.

OTHER PARTNER AGENCY TASKS

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

- 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.

G. Intergovernmental Coordination

Source of Funds						TOTALS		
FTA Sec 5303	LTD Match	FHWA PL	STP-U	Local STP Match	State TGM	LCOG Total	Local Match Total	UPWP Total
\$ 19,000	\$ 4,750	\$ 99,345	\$ 90,000	\$ 10,301		\$208,345	\$ 15,051	223,396

OBJECTIVE

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

DISCUSSION

These work activities provide the overall support for the committee structure and functions, including the MPO Policy Committee, the Transportation Policy Committee, and the Transportation Advisory Subcommittee. Work activities also include the efforts needed to coordinate effectively between federal, state and local agencies.

ACTION ITEMS (LCOG)

I. Regional Transportation Work Plan

Participate in the implementation of the Regional Transportation Work Plan as it coincides with the development of the RTP, including establishing a regional framework, participating in relevant public involvement activities, and providing data and analysis for tracking performance measures.

Tasks

- Participate with local agencies to help develop criteria for describing the components of a regional transportation system;
- Participate in public involvement efforts to help communicate the differences and similarities between the RTP and other transportation planning projects and plans.
- Coordinate with local agencies regarding performance measures.
- Support and assist updating and implementation of the Eugene-Springfield-Lane County local Transportation System Plan (TransPlan) and other local and regional transportation planning and integrated transportation-land use planning efforts, as appropriate.

Products

- Regional Transportation Work Plan Status Report to MPC
- Public involvement materials

CORE MPO ACTIVITIES: Intergovernmental Coordination

Tasks

- Conduct, facilitate and support the Metropolitan Policy Committee, the Transportation Policy Committee (TPC) and Technical Advisory Subcommittee (TASC), including:
 - Producing and distributing meeting packets;
 - Ensuring adequate notice of meetings;
 - Recording and distributing meeting minutes and other meeting records; and
 - Arranging meeting logistics.
- Manage the ongoing operations of the MPO, including staffing, personnel, financing, and general organizational administration.
- Coordinate local planning activities to prevent duplication and ensure efficiency and connectivity in transportation system development.
- 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.
- 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 SAFETEA-LU.
- Promote regional perspective and continue coordination and cooperation through staffing of MPO committees including:
 - Preparation of agendas and meeting materials;
 - Support for MPC, TPC and TASC, managing public involvement opportunities, and posting meeting materials on the web.
- 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.
- 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.
- Participate in freight movement groups including the state-wide Oregon Freight Advisory Committee and the West Coast Corridor Coalition.

Products

- Agendas, minutes and meeting packets for MPC and TPC
 - Unified Planning Work Program amendments as needed
 - 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/Glenwood Area Planning

This planning effort evolved from a prior high-level transportation system analysis of possible ramp connections for Interstate 5 at Franklin Boulevard (Highway 99/126B). The project will now assess interstate access to the metro area between the Willamette River and the Glenwood interchange area. Refinement planning will continue in FY10.

Lead Agency: ODOT/Lane Council of Governments

Partner Agencies: City of Eugene, City of Springfield

Current Status: Three potential interchange configurations are ready for evaluation and analysis to determine feasibility. Project waiting on population and employment data resolution regarding local urban growth planning.

Estimated Completion: Fall 2010

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

The third phase of the EMP will involve a focus on refining the design concepts for 52nd and Main Streets. Efforts will include development of IAMPs as well as supporting policies, and preparing materials to support decisions regarding the inclusion of projects in the regional transportation plan. Based on the work completed in Phase 2, the alternative concepts for 52nd and Main Streets will be evaluated and ranked based on their ability to implement plan policies for 52nd and Main Streets. A public hearing was conducted in March 2009 to consider placing these two projects on the Financially Constrained Project List, consistent with their status in the Regional Transportation Plan. Council adoption is scheduled for April 6th, 2009.

Lead Agency: ODOT

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

Current Status: Screening Alternatives

Estimated Completion: April 2010

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 – anticipated start date of summer/fall 2009

Estimated Completion: June 2011

Beltline Highway River Road to Coburg Road System Planning (Phase 2)

This system analysis project is a necessary pre-requisite to NEPA milestone work that has been proposed for programming with \$2.5m in D-STIP funding in the draft FY2010-2013 STIP. Project will describe current and no build conditions, develop a problem statement, develop a purpose and need statement, assess a range of solution alternatives, develop planning level cost estimates, and identify potential stand-alone construction project elements.

Lead Agency: ODOT

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

Current Status: Began Phase 2 work March 2009

Estimated Completion: April 2010

Highway 126 (Main Street) Pedestrian Safety Study

The Highway 126 Pedestrian Safety Study will engage residents, property owners, and business owners to identify where safety measures are needed, identify a range of safety measures that could help improve conditions for pedestrians, and find workable locations for installation of safety measures that appear most effective. The need for education and enforcement in addition to engineered improvements will also be considered. The study area is the five-lane section of Highway 126 (Main Street) in Springfield, between 21st Street and the eastern city limits.

Lead Agency: ODOT

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

Current Status: Developing work plan

Estimated Completion: Fall 2009/Winter 2010

Franklin Boulevard Planning and Design

Franklin Boulevard conceptual design is complete and endorsed by the Stakeholder Advisory Committee and the Springfield City Council. The concept includes a hybrid multi-way boulevard and urban arterial treatment for bicycle, pedestrian, transit and auto travel. Design concepts will be further tested with the public and property owners during the Glenwood Refinement Plan Update and as the McVay/Franklin multi-lane roundabout is amended into the Riverfront Redevelopment Area Plan. Final design will be included in adoption of the Glenwood Refinement Plan Update.

Lead Agency: City of Springfield

Partner Agencies: ODOT, City of Springfield, and LTD

Current Status: Pending adoption of Glenwood Refinement Plan Update

Estimated Completion: 2009 (Current phase only)

West Eugene EmX Extension

This project supports LTD's Bus Rapid Transit Alternative Analysis for the third EmX (BRT) corridor. It will assess the role that EmX service might play as part of a broader strategy to consider a broad range of transit alternatives to address transportation needs following the removal of the West Eugene Parkway project. The project includes model validation, determination of bus travel time variability in mixed traffic, an estimate of user benefits of transit alternatives, and an estimation of the costs and benefits of proposed transit investments. This project is funded with a combination of FTA 5339 funds and local LTD match.

Lead Agency: LTD

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

Current Status: Selecting Locally Preferred Alternative

Estimated Completion: 2010 (publication of Draft EIS)

West 11th Avenue Transportation Corridor Study

This study will develop recommendations for improving the general function of West 11th Avenue from Garfield Street to Greenhill Road. The objective of the study is to increase safety and mobility for all modes of transportation along and adjacent to West 11th Avenue. It focuses on low- to mid-cost projects to address safety, mobility, and access management problems.

Lead Agency: City of Eugene

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

Current Status: Consultants presenting final recommendations in June 2009

Estimated Completion: Fall 2009

Regional Transportation-Land Use Modeling System

This project will develop and implement a state-of-the-art land use and transportation modeling system to assist local and regional transportation planning within the Central Lane area. It will implement a land use model and develop a framework within which models and required data bases, graphic displays, and reporting software will be housed. This project complements the work that will be done with the MPO Transportation Modeling work program while extending the utility of the system to the greater Lane County area.

Lead Agency: Lane Council of Governments

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

Estimated Completion: 2011/2012

TRANSPORTATION SYSTEM PLANS

City of Eugene TSP Update

The City of Eugene has initiated an update of their state-required Transportation System Plan. Specific tasks anticipated to occur in the next two years include the following:

- Report on implementation pursuant to TSP/RTSP Performance Measures;
- Review of the mixed use center strategy and a regional review of mixed use centers (nodal development) as means of reducing vehicle miles traveled. Oregon Transportation Growth Management grant funding has been requested to adjust TSP/RTSP performance measures in response to the study findings.
- Conducting the Eugene Comprehensive Lands Assessment as required by Oregon HB 3337, an assessment of the supply and 20-year demand for buildable lands. This study is a necessary component of future comprehensive plan updates; and
- Completing a Pedestrian and Bicycle Master Plan Update.

Lead Agency: City of Eugene

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

Current Status: Scoping and Project Initiation

Estimated Completion: 2013

City of Springfield TSP

The City of Springfield is beginning the process of developing a Transportation System Plan (TSP) in conjunction with the update of the Regional Transportation System Plan in order to meet the requirements of the state Transportation Planning Rule. This update is intended to serve as a blueprint to guide future multi-modal transportation system improvements and investment decisions for the City of Springfield. Development of the TSP will be coordinated with and will support the concurrent city-wide buildable lands analysis application of new residential efficiency measures and economic development strategies, and adoption of a new urban growth boundary based on a 2010-2030 planning horizon.

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

Lead Agency: City of Springfield

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

Current Status: Scoping and Project Initiation

Estimated Completion: Winter 2010

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 Initiation
 Estimated Completion: Summer 2010

RELATED PLANNING EFFORTS

Jasper-Natron Mixed Use Center (Nodal Development Overlay Designation)

This project will establish an appropriate mix of commercial and employment opportunities and a variety of residential density categories to take advantage of the completion of the Bob Straub Parkway and the planned extension of the sanitary sewer trunk line to this 960 acre site.

Lead Agency: City of Springfield
 Partner Agencies: Lane County, ODOT, LTD, and LCOG
 Current Status: Preliminary Scoping
 Estimated Completion: Winter 2010

Gateway Area Mixed Use Center (Nodal Development Overlay Designation)

This project will apply the Nodal Development Overlay designation on the Peace Health RiverBend campus in north Gateway. It will incorporate the new LTD EmX service from the Springfield Downtown Station. This site is a significant employment center and will include additional medical related opportunities as well as a commercial/retail component that will support the employment base and 600_ new residential units.

Lead Agency: City of Springfield
 Partner Agencies: Lane County, ODOT, LTD, and LCOG
 Current Status: Planning and Public Involvement
 Estimated Completion: Winter 2010

Glenwood Refinement Plan Update

The City is currently working on an update of the Glenwood Refinement Plan. This effort will focus on three distinct planning areas including the Franklin Boulevard and McVay Highway corridors, the industrial area adjoining I-5 and Glenwood Boulevard, and the residential core.

Lead Agency: City of Springfield
 Partner Agencies: Eugene, Lane County, ODOT, LTD, and LCOG
 Current Status: Phase I
 Estimated Completion: October 2011

Springfield Downtown Plan

Springfield is creating a Downtown Urban Design Plan and Implementation Strategy to guide and coordinate revitalization and redevelopment initiatives within Springfield's downtown core. Key elements of the plan will include an illustrative plan, downtown design standards, a comprehensive parking management program, and a proposal for infrastructure and utilities improvements and modifications.

Lead Agency: City of Springfield
 Partner Agencies: ODOT, LTD, Lane County, and LCOG
 Current Status: Scoping and Project Initiation
 Estimated Completion: May 2010

Springfield UGB Implementation

Springfield is preparing to adopt its own urban growth boundary to accommodate a project growth for the next 20 years. As part of this effort, Springfield is undertaking major updates to residential, commercial, and industrial lands assessments as well as other tasks essential to coordinated and comprehensive planning for the future of Springfield.

Lead Agency: City of Springfield
 Partner Agencies: DLCD, City of Eugene, Lane County, and ODOT
 Current Status: Alternatives Analysis and Public Involvement
 Estimated Completion: December 2009

Walnut Station Mixed Use Center

Creation and adoption of a Development Plan and Land Use Code for a mixed use center (or Nodal Development), as identified in TransPlan.

Lead Agency: City of Eugene
 Partner Agencies: ODOT and LTD
 Current Status: Development Plan drafted, workshops scheduled for April 2009
 Estimated Completion: 2010

Rasor Park Mixed Use Center

Market study of 17 acre potential mixed use center, and adoption of a master development plan and implementation strategy for all or part of the study area, located along lower River Road, as identified in TransPlan.

Lead Agency: City of Eugene
 Partner Agencies: ODOT, Lane County, and LTD
 Current Status: Background studies and significant public outreach completed
 Estimated Completion: 2010

Opportunity Siting and Infill Compatibility Standards

Concurrent investigations of local land use and development practices to improve densification within the Eugene Urban Growth Boundary. Results of these studies will inform the Eugene Comprehensive Lands Assessment, amendments to TSP performance measures, and future comprehensive plans.

Lead Agency: City of Eugene
 Partner Agencies: ODOT, Lane County, LTD, and LCOG
 Current Status: Policies drafted
 Estimated Completion: 2009

Willamette River Open Space Vision

This project is a multi-jurisdictional effort to develop a refined open space and trails vision for the Willamette River corridor. A portion of the project will look for opportunities to expand and improve the existing network of multi-use paths and trails along the river and to provide connectivity to other paths and key destinations in the region, including Coburg, Junction City, and downtown Eugene and Springfield.

Lead Agency: LCOG

Partner Agencies: Lane County, LCOG and Springfield

Current Status: Initial Planning

Estimated Completion: December 2009

TRANSPORTATION GROWTH MANAGEMENT (TGM) PROGRAM

TGM Projects Inside the MPO

Lane Transit District Long Range Transit Plan

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

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

Lead Agency: LTD

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

Current Status: TGM funds anticipated June 2009

Estimated Completion: Fall 2010 (pending funding)

TGM Projects Outside the MPO

Creswell Interstate 5 Creswell IAMP/Transportation System Plan Update

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

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

Lead Agency: City of Creswell
Partner Agencies: ODOT, LCOG
Current Status: Work Plan Implementation
Estimated Completion: October 2009

Cottage Grove Interchange Area Management Plan

This project is currently in the pre-application phase.

Lead Agency: City of Cottage Grove
Partner Agencies: ODOT
Current Status: Pre-application phase
Estimated Completion: TBD

Highway 126 Corridor Study

Funding is being sought for a planning process to identify problems and potential solutions for the Highway 126 West corridor extending from Green Hill Road on the western boundary of the Eugene-Springfield urban area west to the City of Veneta.

Lead Agency: City of Veneta
Partner Agencies: ODOT, Lane County, City of Veneta
Current Status: Pre-application phase
Estimated Completion: TBD

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UPWP

Unified Planning Work Program FY 2010 and 2011

SECTION III FUNDING

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Section III. UPWP Funding

Table I provides a summary of FY10 UPWP work elements and identifies preliminary funding sources and allocations. This information is based on the following:

- FHWA PL funds total \$391,258 with a State cash match of \$44,781, for a total of \$436,039. This is based on preliminary information provided by ODOT in a letter dated 12/8/2008.
- The federal STP-U total estimates \$450,000 for MPO activities, and assumes that STP-U funding will remain substantially the same as the previous year. The amounts for Eugene, Springfield, Lane County, LTD and Coburg planning work activities have yet to be determined.
- FTA funding amounts are based on preliminary information provided by ODOT Public Transit in an email dated 1/27/2009. The amount of \$96,280 is based on an assumption that the funding level will remain substantially the same as last year.

Table 1

Unified Planning Work Program

FY 2009-2010

Based on applying the same % as previous year

Work Element	Source of Funds						TOTALS		
	1	2	3	Local STP Match	State TGM	LCOG Total	Local Match Total	UPWP Total	
	FTA Sec 5303	LTD 5303 Match	FHWA PL	STP-U					
A Long Range Planning and Regional Transportation Plan	\$ 18,000	\$ 4,500	\$ 81,098	\$ 80,000	\$ 9,156	\$ 179,098	\$ 13,656	\$ 192,754	
B Programming and Implementation	\$ 10,449	\$ 2,612	\$ 25,343	\$ 25,000	\$ 2,861	\$ 60,792	\$ 5,474	\$ 66,266	
C Public Involvement	\$ 12,000	\$ 3,000	\$ 66,892	\$ 65,000	\$ 7,439	\$ 142,892	\$ 10,439	\$ 153,331	
D Air Quality Planning	\$ 7,280	\$ 1,820	\$ 15,343	\$ 35,000	\$ 4,006	\$ 57,623	\$ 5,826	\$ 63,449	
E Transportation System Modeling and Data Maintenance	\$ 30,000	\$ 7,500	\$ 106,441	\$ 110,000	\$ 12,590	\$ 246,441	\$ 20,090	\$ 266,531	
F Transportation Options Planning	\$ 5,000	\$ 1,250	\$ 25,343	\$ 20,000	\$ 2,289	\$ 50,343	\$ 3,539	\$ 53,882	
G Intergovernmental Coordination & Staff Support	\$ 19,000	\$ 4,750	\$ 99,345	\$ 90,000	\$ 10,301	\$ 208,345	\$ 15,051	\$ 223,396	
H Direct Costs			\$ 17,233	\$ 25,000	\$ 2,861	\$ 42,233	\$ 2,861	\$ 45,094	
MPO Partner Regional Transportation Planning				\$ 145,000	\$ 16,596				
ODOT Facility Planning in MPO									
TGM Grant									
TOTALS	\$ 101,729	\$ 25,432	\$ 436,038	\$ 595,000	\$ 68,100	\$ -	\$ 987,767	\$ 1,064,703	

Federal Share of PL Funds 391,258
 State Match for PL Funds 44,781
 Total PL Funds 436,039

NOTES

- 1 FTA 5303: email from ODOT Public Transit, 5/22/09-- final amount announced: \$101,729 in federal share (1/27/09 == draft assumed \$96,280)
- 2 ODOT-PL funds: letter from ODOT on Dec 3, 2008
- 3 STP-U: approved by the MPC policy board for a total of \$450,000 LCOG; \$40,000 for each of Eugene and Springfield; \$25,000 for each of Lane Co., and LTD; \$15,000 for Coburg



UPWP
Unified Planning Work Program
FY 2010 and 2011

APPENDICES

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APPENDIX A: Regional Transportation Work Plan

MAJOR WORK PLAN MILESTONE	Ongoing Coordinated Local & MPO Planning Activities
4th Quarter 2008	
<p>Transportation Work Plan</p> <ul style="list-style-type: none"> • October 1 – Draft submitted to Land Conservation and Development Commission (LCDC) • October 16 – LCDC approves 	
<p>Post-Acknowledgement Plan Amendment (PAPA) Finalize schedule and responsible parties for initiation/participation/co-adoption, including:</p> <ul style="list-style-type: none"> • Remove completed projects • Remove WEP • Move ODOT projects from Illustrative to Financially Constrained list for consistency with RTP • Adjust plan horizon 	<p>PAPA processes:</p> <ul style="list-style-type: none"> • Remove completed projects—Springfield initiates • Remove WEP—Eugene initiated August 2008 • Move ODOT projects from Illustrative to Financially Constrained list for consistency with RTP—Initiated by Eugene and Springfield for their respective projects involving lands entirely within existing city limits • Adjust plan horizon—Springfield initiates
	<p>Begin Work on Local Eugene & Springfield Transportation System Plans (TSP)</p> <ul style="list-style-type: none"> • Springfield work scope complete and Request For Proposals (RFP) issued for consultant services in November • Eugene completes draft Transportation System Plan (TSP) work scope, including public involvement plan • Springfield Buildable Lands Analysis (BLA) and Eugene Comprehensive Lands Assessment (CLA) are progressing • Discuss resource needs with state and identify funding to comply with mandates for local TSP's and Regional TSP (RTSP) • Eugene continues work on Pedestrian and Bicycle element of TSP update through Pedestrian and Bicycle Master Plan Update in five south hills neighborhoods <p>Lane County Population Forecasting Work Program in Process</p> <ul style="list-style-type: none"> • Phase 2: Population Forecast Development <p>Lane County Board begins discussions on Metro Plan policy direction including rural reserves concepts (additional work program elements to unfold based upon future Board direction)</p>

MAJOR WORK PLAN MILESTONE	Ongoing Coordinated Local & MPO Planning Activities
<p>Regional Transportation System Plan (RTSP)</p> <ul style="list-style-type: none"> • Continue RTSP framework discussion • Create definition of regional system • Agree on geographic boundary • Determine relationship to or method of incorporation within other plans 	
<p>Public Involvement</p> <ul style="list-style-type: none"> • Develop multi-agency public involvement plan • Determine public outreach components • Identify public outreach schedule relative to work schedule 	
	<p>2035 RTP Update</p> <ul style="list-style-type: none"> • Develop Outline of Regional Transportation Plan (RTP) Update content based on federal regulations and survey of best practices • Define relationship to other plans
	<p>Springfield, HB 3337 Work:</p> <ul style="list-style-type: none"> • Draft Commercial/Industrial Lands Inventory Economic Opportunities Analysis (EOA) & Economic Development Strategy presented • Alternative Analysis begins (includes employment and residential lands)
1st Quarter 2009	
<p>PAPA Adoption(s) Appropriate jurisdictions to amend TransPlan to achieve RTP-TSP consistency</p> <ul style="list-style-type: none"> • Remove completed projects • Remove WEP • Move ODOT projects from Illustrative to Financially Constrained list for consistency with November, 2007 RTP project lists • Adjust plan horizon 	<p>PAPA processes:</p> <ul style="list-style-type: none"> • Remove completed projects—requires co-adoption by Lane County, Eugene, and Springfield • Remove WEP—Requires co-adoption by Eugene and Lane County • Move ODOT projects from Illustrative to Financially Constrained list for consistency with November, 2007 RTP project lists—requires adoption by Eugene and Springfield for their respective projects involving lands entirely within existing city limits • Adjust plan horizon—requires co-adoption by Lane County, Eugene and Springfield

MAJOR WORK PLAN MILESTONE	Ongoing Coordinated Local & MPO Planning Activities
<i>1st Quarter 2009 (cont'd)</i>	Eugene and Springfield Local TSP's in process <ul style="list-style-type: none"> • Eugene work scope complete and RFP issued for consultant services • State resources identified and committed for TSP work • Data collection • Existing conditions inventory • Policy scan • Public Involvement • Eugene West 11th Avenue Transportation Corridor Study completed • West Eugene Collaborative (WEC) recommendations for land use and transportation in west Eugene finalized Lane County Population Forecasting Work Program in Process <ul style="list-style-type: none"> • Phase 2: Population Forecast Development Continues
Performance Measures <ul style="list-style-type: none"> • Assess existing performance measures in TransPlan • Estimate Vehicle Miles Traveled (VMT)/capita for 2004, 2015 and 2031 • Confirm vehicle trip reduction requirements and determine relationship between RTSP and TSP's in meeting the requirements • Undertake additional performance measure assessment and reporting at city level • Complete reporting on TransPlan benchmarks for 2005, including qualitative discussion about nodal implementation 	
	Check-in on status of Commercial, Industrial, and Residential Lands Analysis for Eugene and Springfield West Eugene Collaborative (WEC) recommendations for land use and transportation in west Eugene finalized RTP update continues
	Springfield HB 3337 Work Alternative Analysis completed including employment and residential lands <ul style="list-style-type: none"> • Study Area Identification • Agricultural Soils and Exceptions Areas • Unbuildable Areas • Public Facilities Analysis • Transportation Analysis

MAJOR WORK PLAN MILESTONE	Ongoing Coordinated Local & MPO Planning Activities
2nd Quarter 2009	
<p>Performance Measures</p> <ul style="list-style-type: none"> • Begin development of Performance Measure position paper • Identify potential additional actions/procedures for successful performance measure implementation 	
	<p>Eugene Comprehensive Lands Assessment (CLA) basic data available Lane County Population Forecasting Work Program in Process:</p> <ul style="list-style-type: none"> • Phase 3: Population Forecast Adoption Process Begins <p>TSP's continue in process Eugene completes policy discussions: Rasor Park & Walnut Station Mixed Use Centers, Opportunity Siting, Infill Standards, South Hills Habitat Study RTP update continues</p>
3rd Quarter 2009	
	<p>Population Forecast Work Complete</p> <ul style="list-style-type: none"> • Eugene, Springfield finalize safe harbor numbers • Lane County finalizes and adopts county-wide population forecast • Evaluate Eugene & Springfield population forecasts safe harbor numbers relative to Lane County population forecast outcomes
<p>Regional Transportation System Plan (RTSP)</p> <ul style="list-style-type: none"> • Draft RTSP structural and policy framework based upon elected official discussions and public input • Begin developing RTSP policy language 	

MAJOR WORK PLAN MILESTONE	Ongoing Coordinated Local & MPO Planning Activities
Public Involvement <ul style="list-style-type: none"> • Publish transportation work outcomes to date for public comment, as appropriate • Seek public comment on regional transportation framework 	
	Scenario development for Eugene CLA Preferred alternative chosen for West Eugene EmX Extension TSPs continue in process RTP update continues
	Springfield HB 3337 Work: Population and Land Inventory Analysis Adjustments <ul style="list-style-type: none"> • Coordinated Population Forecast incorporated into Springfield Land Inventory and Needs Analysis • Adjust Land Needs Analysis as needed based upon new coordinated population forecast
4th Quarter 2009	
Performance Measures <ul style="list-style-type: none"> • Consider and develop adjustments to performance and/or implementation measures to achieve benchmarks • Consider modified benchmarks and performance measures for the extended planning period 	
	Eugene CLA completed <ul style="list-style-type: none"> • Determination of land needs • Refine scenario development and begin policy discussion for implementation TSPs continue in process <ul style="list-style-type: none"> • Target Springfield TSP Final Draft RTP update continues
1st Quarter 2010	

MAJOR WORK PLAN MILESTONE	Ongoing Coordinated Local & MPO Planning Activities
	<p>Springfield Council Adopts HB 3337 Implementation Actions either as refinement to existing MetroPlan or as stand-alone Springfield Comprehensive Plan</p> <ul style="list-style-type: none"> • New land inventories • New Urban Growth Boundary • New policies <p>Lane County co-adopts Springfield Implementation Measures</p> <p>Eugene Comprehensive Plan/TSP:</p> <ul style="list-style-type: none"> • Develop work program for addressing CLA determination • Refine work program for updating TSP to coordinate with comprehensive plan work program <p>January 2010: MPO deadline for new land use framework for development of 2035 RTP scenarios</p> <p>Continue discussions and refinement of regional transportation concepts</p>
	<p>TSP progress continues</p> <p>Refine Springfield TSP based on adoption of HB 3337 implementation actions</p> <p>RTP update continues</p>

MAJOR WORK PLAN MILESTONE	Ongoing Coordinated Local & MPO Planning Activities
2nd Quarter 2010	
	Eugene Comprehensive Plan/TSP <ul style="list-style-type: none"> • Finalize work program • Secure funding • Develop draft community engagement plan • Proposals solicited Springfield amends Final Draft TSP in conformance with 20 year land supply and growth scenario and adopts <ul style="list-style-type: none"> • Includes performance measures necessary to comply with Transportation Planning Rule Lane County co-adopts Springfield TSP and necessary county TSP amendments RTP update continues
3rd Quarter 2010	
	Eugene Comprehensive Plan/TSP <ul style="list-style-type: none"> • Department Advisory Committee formed • Technical Advisory Committee formed • Community outreach started, website created • Consultants hired • Record of Decision expected for West Eugene EmX Extension RTP update continues
4th Quarter 2010	
	Eugene Comprehensive Plan/TSP <ul style="list-style-type: none"> • Includes performance measures necessary to comply with Transportation Planning Rule • Models created for scenarios • Scenarios drafted, reviewed by advisory committees • Community outreach continues RTP update continues
1st Quarter 2011	
	Eugene Comprehensive Plan/TSP <ul style="list-style-type: none"> • Scenarios refined • Transportation options studies • Publications created, website updated • Community outreach continues January 2011: MPO deadline for final land use framework for 2035 RTP

MAJOR WORK PLAN MILESTONE	Ongoing Coordinated Local & MPO Planning Activities
2nd Quarter 2011	
	Eugene Comprehensive Plan/TSP <ul style="list-style-type: none"> • Community Workshop(s) • Results compiled Draft 2035 RTP available for public review
3rd Quarter 2011	
	Eugene Comprehensive Plan/TSP <ul style="list-style-type: none"> • Reports to Planning Commission/City Council • Scenarios refined, reviewed by advisory committees • Community outreach continues
4th Quarter 2011	
RTSP <ul style="list-style-type: none"> • Policy developed based upon multi-jurisdictional elected official direction • Components drafted for public comment • Public outreach on RTSP framework 	
	2035 RTP Adopted
2012	
	Eugene Comprehensive Plan/TSP <ul style="list-style-type: none"> • Draft comprehensive plan and TSP available for review • Community outreach continues • Planning Commission Public Hearing • Planning Commission deliberation, recommendation • City Council Public Hearing • City Council deliberation • Adoption Lane County co-adopts Eugene Implementation Measures
2013	
RTSP <ul style="list-style-type: none"> • Take Action to Meet RTSP requirements, including multi-jurisdictional co-adoption actions • Take action as necessary to eliminate TransPlan, including multi-jurisdictional co-adoption actions 	

APPENDIX B: MPO ORGANIZATION and MANAGEMENT

MPO Organization

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

Acting as the MPO, the LCOG Board has delegated all MPO policy responsibilities to the Metropolitan Policy Committee. The Metropolitan Policy Committee (MPC) is comprised of two elected officials each from Lane County, Eugene and Springfield, two appointed board members from Lane Transit District, one elected official from Coburg, one designated official from the Oregon Department of Transportation (ODOT) and as ex-officio members, the chief administrative officers of Lane County, Eugene, Springfield, Coburg, and Lane Transit District, and the Region 2 Manager for the Oregon Department of Transportation. MPC adopts the Transportation Improvement Program, the long-range Regional Transportation Plan, the Public Participation Plan, and this UPWP and provides policy guidance related to the conduct of the transportation planning process, the annual review process and other transportation issues.

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

MPO Management

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

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

APPENDIX C: ACRONYMS

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

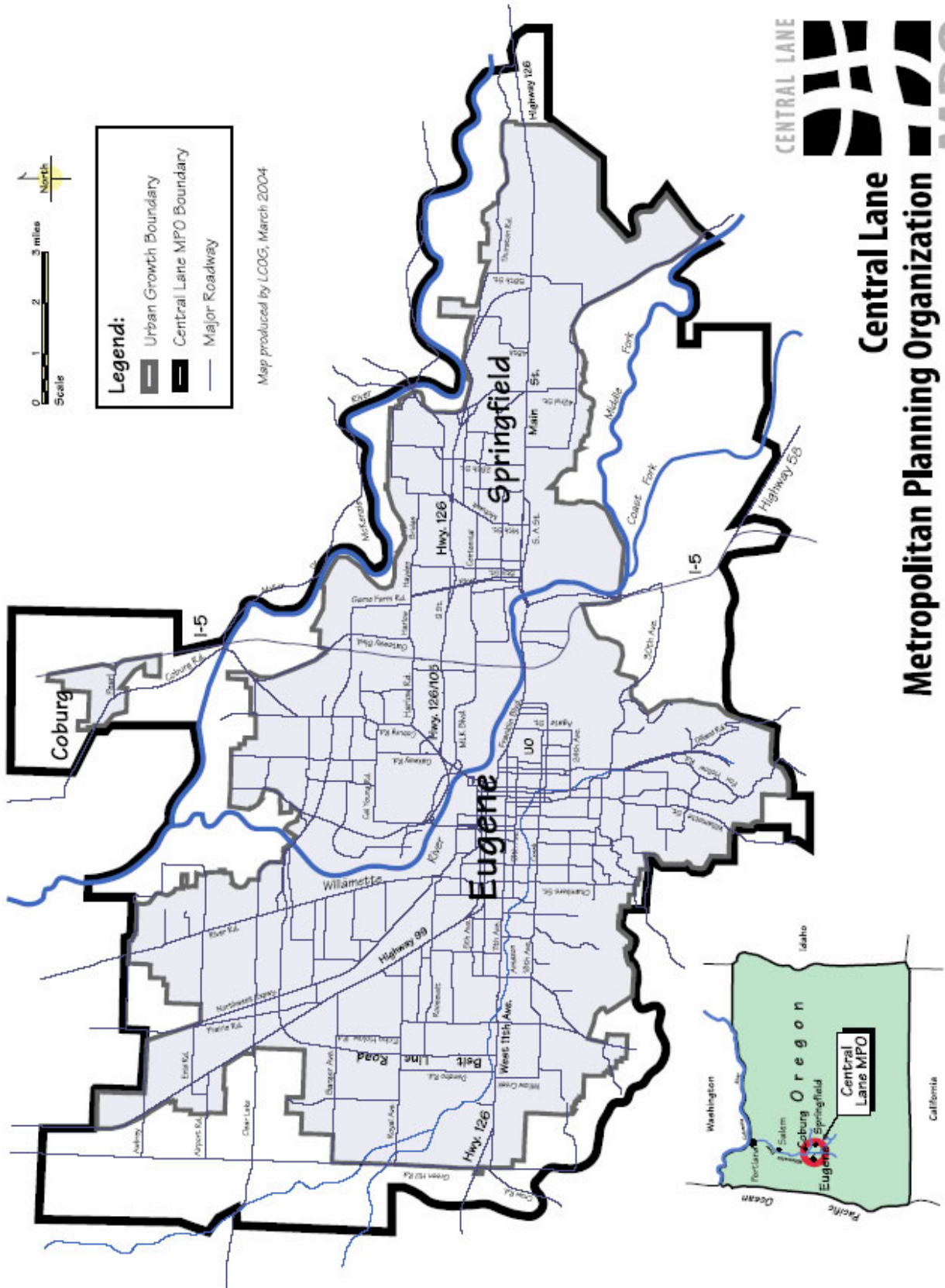
ACRONYMS (continued)

HOV – High Occupancy Vehicle
HPMS – Highway Performance Monitoring Systems
HRB – Highway Research Board
I/M – Inspection and Maintenance
IAMP – Interchange Area Management Plan
ICC – Interstate Commerce Commission
IHS – Interstate Highway System
IM – Interstate Maintenance
ISTEA – Intermodal Surface Transportation Efficiency Act of 1991
ITS – Intelligent Transportation Systems
JARC – Job Access and Reverse Commute
LCDC – Land Conservation and Development Commission
LOS – Level of Service (Traffic flow rating)
LRAPA – Lane Regional Air Protection Agency
L RTP – Long Range Transportation Plan
LTD – Lane Transit District
LUAM – Land Use Allocation Model
MOA – Memorandum of Agreement
MOU – Memorandum of Understanding
MPC – Metropolitan Policy Committee
MPO – Metropolitan Planning Organization
MSA – Metropolitan Statistical Area
MTP – Metropolitan Transportation Plan
MTIP – Metropolitan Transportation Improvement Program
NAA – Non-Attainment Area
NAAQS – National Ambient Air Quality Standards
NEPA – National Environmental Policy Act of 1969
NHS – National Highway System
NHTSA – National Highway Traffic Safety Administration
NOX – Nitrogen Oxides
O&M – Operations and Maintenance
ODOT – Oregon Department of Transportation
OHP – Oregon Highway Plan
OM&P – Operations, Maintenance and Preservation
OMPOC – Oregon MPO Consortium
ORFS – Oregon Roads Finance Committee
OTC – Oregon Transportation Commission
OTIA – Oregon Transportation Investment Act
OTP – Oregon Transportation Plan
OTREC – Oregon Transportation Research and Education Consortium
PL – Planning Funds
PPP – Public Participation Plan
PS&E – Plans, Specifications, and Estimates
RAC – (Lane County) Roads Advisory Committee
RFP – Request for Proposal
ROW – Right of Way
RTP – Regional Transportation Plan

ACRONYMS (continued)

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

APPENDIX D: CENTRAL LANE MPO MAP



**Central Lane
Metropolitan Planning Organization**