

January 6, 2005

To: Metropolitan Policy Committee  
From: Tom Schwetz  
Subject: Item 5d: Key Regional Transportation Activities in 2005

**Action Requested:** Information and Discussion Only

### **Background**

Over the next 12 months, the MPO region will be experiencing a wide range of planning and construction activities. These activities fall generally into the following three categories – Regional Planning Activities, Key Regional System Improvements, and Other Key Activities affecting the regional transportation system.

This memo provides an overview of those activities, highlighting the anticipated role that MPC will play in each. For many of the regional planning efforts, MPC will be directly involved. For other activities, MPC will receive regular status reports, or be asked to provide comment. The MPO's Unified Planning Work Program (UPWP) for FY06 will be considered by MPC in March or April and will reflect anticipated work on these activities.

For further background reference, a December LCOG Board memo summarizing the MPO's activities in 2004 is provided as Attachment 1. This provides MPC with a retrospective look at its accomplishments over the past year as a context for its activities in the coming year.

### **Summary of Activities**

#### **A. Regional Planning Activities**

- i) *Formation and operation of the Central Lane MPO Citizen Advisory Committee (CAC)* – The CAC is expected to be up and running in late January or early February. Commissioner Green will be the MPC's liaison to group during the first year.
- ii) *Development of an MPO Public Involvement Plan* – this document will outline the procedures to be used for public involvement on MPO products and processes. It is a federal requirement and will be the CAC's number one priority
- iii) *Work on an update to the Regional Transportation Plan (RTP) to extend its planning horizon to 2030* – federal guidelines require that the RTP maintain a 20-year planning horizon throughout the life of the plan. The currently adopted plan has a horizon of 2025, which is only a 20 year horizon for 2005. This effort would extend the horizon to 2030

- iv) ***Amendments and Updates to the Metropolitan Transportation Improvement Program (MTIP)***
  - ⇒ ***Ongoing amendments*** – Given the MTIP's role as a communication document among the regional and federal partners, MPC considers amendments to the MTIP based on the needs of various agencies, typically 5 to 7 times annually to reflect ongoing refinements to project design and funding.
  - ⇒ ***Update to reflect reauthorization of federal transportation bill*** – the earliest reauthorization is expected is May 2005. An update to the MTIP to reflect reauthorization would likely take place 2-3 months after the reauthorization is signed into law.
  - ⇒ ***Allocation of STP-U funds*** – this would likely be a part of the reauthorization-related update
- v) ***Adoption of Alternative Mobility Standards for State Facilities*** – the Oregon Highway Plan provides a process for the adoption of Alternative Mobility Standards on state facilities where it has been determined to be infeasible to meet the standards in the plan. MPC will be considering alternative mobility standards for the state facilities within the MPO mid-year. These standards would also be adopted by the Oregon transportation Commission.
- vi) ***Air Quality Limited Maintenance Plan*** - Following EPA and USDOT recommendations, a limited maintenance plan is being prepared for the second 10-year maintenance period required by the Clean Air Act. MPC will be considering this plan in the latter part of 2005.
- vii) ***Transportation Analysis of Region 2050 Scenarios*** – A transportation analysis of three Region 2050 growth scenarios is expected to be complete in early 2005. The results of this analysis will be shared with MPC.
- viii) ***I-5/Franklin System Planning*** - Transportation system analysis for possible ramp connections to Interstate 5 at Franklin Blvd (Hwy 99/126B) is now underway. Desired outcomes include, as appropriate: project definition, purpose and need, and associated TSP and RTP amendments to include the project and specific policies in those plans that would protect the public investment in, and support, such a project. The system analysis is on an accelerated timeline in an effort to take advantage of the planned permanent bridge replacement project funded by OTIA 3.
- ix) ***OR 126 EMP Phase 2 (Expressway Management Plan)*** - Phase 2 of the management plan includes alternatives identification and feasibility screening for the three existing interchanges and the two existing signalized intersections along the corridor. Alternatives evaluation and ranking will be completed for the two at-grade signalized intersections at the eastern end of the corridor. Desired outcomes include a set of preferred improvement alternatives for each of the two existing intersections, as well as a phasing plan with triggers identified for the timing of proposed improvements.
- x) ***I-5/Beltine IAMP (Interchange Area Management Plan)*** - This IAMP is a requirement of OTIA 1 and subsequent project funding. The purpose of the IAMP is to protect the public investment at this location through local and state adoption of plan elements such as access management and land use controls as appropriate.
- xi) ***I-5/Coburg IAMP (Interchange Area Management Plan)*** – This IAMP is a requirement for an interchange upgrade project. The purpose of the IAMP is to protect the public investment at this location through local and state adoption of plan elements such as access management and land use controls as appropriate. The project is an update to the existing interchange refinement plan to reevaluate the preferred alternative and phasing scheme in context of Coburg's future growth plans both east and west of the interchange.

**B. Key Regional System Improvements** - these projects are further described in the FY05-07 MTIP. Regular status reports will be provided to MPC on the I-105 preservation project.

- i) *I-105 Preservation Project (ODOT)*
- ii) *I-5/Beltline Project (ODOT)*
- iii) *Courthouse District Transportation Improvements (Eugene)*
- iv) *Martin Luther King Parkway Project (Springfield)*
- v) *42<sup>nd</sup> Street Improvements (Springfield)*
- vi) *Game Farm North Project (Lane County)*
- vii) *BRT Phase 1 (LTD)*
- viii) *Resurfacing of several Eugene Bike paths:*
  - ⇒ *Fern Ridge (Chambers to City View)*
  - ⇒ *North Bank (Greenway Bike Bridge to 1500' East of Hwy 227)*
  - ⇒ *Garden Way (Garden Way to Canoe Canal)*

**C. Other Key Activities Affecting the Regional Transportation System**

- i) *Travel Smart (Individualized Marketing) Grant* - ODOT's 2003-2005 Public Transit Division budget includes \$1.5 million for marketing of Transportation Options (TO). Specifically, the intent is to develop public outreach methods which encourage Oregonians to use their automobiles more wisely. This project has two components; a mass marketing project (\$850,000) and a series of Individualized Marketing (IM) pilot projects, conducted in four different cities (\$650,000). The Central Lane MPO area is one of the four areas in Oregon receiving a grant of \$150,000 for an Individualized Marketing (IM) project.

IM consists of direct marketing to residents of a given area, providing them with information on alternative travel modes and incentives to use them, and measuring the change in travel mode choice. Surveys are conducted before and after the marketing activities to measure the results. The initial pilot project done in the Multnomah/Hillsdale neighborhood of Portland resulted in a 9 percent reduction in SOV trips among the 600 participating households.

This project is expected to begin in February 2005. MPC will receive regular updates on it's progress.

- ii) *Smart Ways to School Project* – The Smart Ways to School Program was designed to improve school safety while reducing energy consumption and traffic congestion by promoting alternative ways to school for students and parents. Participating schools include elementary and middle schools serving nearly 6,000 students in the Bethel, Eugene, and Springfield school districts.
- iii) *Legislative Session* - MPC will receive regular updates on the status of key transportation legislation throughout the session.
  - ⇒ *“ConnectOregon”* - *ConnectOregon* is a concept in Gov. Kulongoski's biennial budget where lottery-backed bonds are used to improve connections between the highway infrastructure and rail, port, transit and marine facilities across the state. Attachment 2 provides further detail on this proposal.
- iv) *Statewide MPO Meetings* – there have been two 'MPO Summits' held to date – the first in Portland and the second in Eugene. MPC members have participated in both. A third is scheduled for February, 2005 in Salem. At the last Summit, the group agreed to develop a jointly supported set of legislative priorities for the state's MPOs. MPC has received preliminary information on a proposal being developed by Portland Metro. A

more formal proposal has been developed by Metro and have been distributed to MPC in its January meeting materials.

- v) ***Reauthorization of Federal Transportation Bill*** – as noted above, reauthorization is expected sometime in 2005, likely not until May. While the level of funding for the reauthorization is uncertain, it is expected that the region will receive earmarks for several projects. It is also anticipated that there will be an increase in the level of STP-U funds at the discretion of MPC.
- vi) ***Road User Fee Task Force Mileage Fee Pilot Project*** – The legislature adopted the following statutory purpose for the Road User Fee Task Force: "To develop a design for revenue collection for Oregon's roads and highways that will replace the current system for revenue collection." As required by law, ODOT is undertaking a pilot test of the task force recommendations. Because of its size and relative isolation from other urban areas, this pilot test will take place in the Eugene-Springfield area. Several hundred volunteers would be recruited to test the technologies associated with mileage fees over a multiyear period

The objective of the pilot project is to develop, integrate, test and document specific technology configurations that incorporate multiple concepts for on-vehicle devices, fee calculation and collection. The purpose is to demonstrate the feasibility of an electronic revenue collection system to gain further understanding of the actual Pros and Cons of various concepts. MPC will receive regular status reports on this project as it progresses.

- vii) ***Oregon Transportation Plan Update*** – the Oregon Transportation Plan (OTP) is currently undergoing a major update. Draft policies have been developed and reviewed by the OTP. These draft policies are included in the January MPC meeting materials. ODOT staff will attend MPC's February meeting for further discussion of the update and the draft policies.
- viii) ***Adoption of FY06-09 Statewide Transportation Improvement Program (STIP)*** – OTC is scheduled to adopt the FY06-09 STIP in August 2005. A listing of the FY06-09 STIP projects in Lane County is included in the January MPC meeting materials. There will be a review opportunity for MPC in July of the Final STIP prior to the OTC's adoption in August.
- ix) ***Beginning of development of FY08-11 Statewide Transportation Improvement Program*** – In fall of 2005, the Oregon Transportation Commission will develop proposed program goals and funding levels and distribute them for comment. MPC will be asked to provide comment at that time.

### **Attachments:**

**Attachment 1:** Memo to LCOG Board on 2004 MPO Activities

**Attachment 2:** Description of *ConnectOregon* Proposal

## **Agenda Item Number 7.**

### **Annual Report on MPO Activities**

**Action Recommended:** None. Information Only.

**Issue Summary:**

At its December, 2002 meeting, MPC formally accepted delegation from the LCOG Board of the Metropolitan Planning Organization (MPO) policy making responsibilities. This action, together with the MPO's redesignation to Transportation Management Area status, creates a locally controlled partnership more effective and efficient in meeting federal requirements and guiding the region toward achieving its transportation goals.

As part of that resolution, the LCOG Board included a provision that:

*“the Metropolitan Policy Committee shall provide a report to the Board of Directors at least annually on performance of its Metropolitan Planning Organization duties, including the results of any federal certification review;”*

As requested by the Board, this memo provides a summary of the MPO's accomplishments Since November 2003.

**Accomplishments over the Past Year (Since November 2003)**

The accomplishments listed below have been completed by MPC since its last report to the LCOG Board (November 2003) . A description of each of these accomplishments is provided following the list.

1. Update of Regional Transportation Plan (RTP) (scheduled for December 9<sup>th</sup>)
2. Responded to State proposals for additional freight route designations
3. Participated in meetings of Oregon's MPOs
4. Amended Metropolitan Transportation Improvement Program (MTIP) periodically to allow various projects to proceed
5. Created Citizen Advisory Committee
6. Approved Air Quality Conformity Determinations for RTP and MTIP amendments
7. Approved development of SIP Limited Maintenance Plan
8. Provided Endorsements
  - a. Transportation Enhancement Grants
  - b. United Front Transportation Reauthorization Earmark Requests
  - c. West Coast Corridor Coalition
9. Facilitated Regional Coordination of Project Scheduling
10. Heard and Discussed Reports on:

- a. Congestion Management System Baseline Report
  - b. Oregon Transportation Improvement Act (OTIA) III briefing
  - c. Environmental Justice Baseline Analysis
  - d. Road User Fee Task Force Pilot Project
  - e. Regional Intelligent Transportation System (ITS) Plan
11. Facilitated Walkable Communities Workshops
  12. Adopted and Amended Unified Planning Work Program
  13. Established Project Priorities for the FY06-09 State Transportation Improvement Program (STIP) and Oregon Transportation Improvement Act (OTIA III) Projects
1. Update of Regional Transportation Plan (RTP) (scheduled for December 9<sup>th</sup>) - a minor update of the Regional Transportation Plan is scheduled for adoption at MPC's December 9 meeting. The purpose of this update is to meet federal requirements. The scope of the update is limited to three primary elements:
    - o extension of the planning horizon from 2021 to 2025;
    - o expansion of the RTP study area to reflect the expansion of the MPO boundary as defined by federal regulations as a result of the 2000 census (most significantly, this expansion resulted in the inclusion of the city of Coburg within the MPO).
    - o Updating the financial constraint analysis, including adjusting project lists to delete projects that have been completed or are no longer planned, to include projects that have arisen since the last adoption of the RTP or are planned within the newly expanded planning rising years, updating cost estimates for all projects, and updating revenue forecasts.
  2. Responded to State proposals for additional freight route designations - ODOT's Freight Route Analysis Project resulted in a proposal for the addition of a freight route designation to several state facilities within the MPO area. As part of the outreach for the project, MPC provided comment requesting an extension of the public review period. As a result of MPC's comments and those of other agencies, ODOT extended the review period and the amount of time before OTC would be scheduled to take action on the proposal.
  3. Participated in meetings of Oregon MPOs - While the MPOs in the state have been meeting and coordinating at the staff level for many years, there has not been involvement of MPO policy board members in such meetings. To address this, the state's six MPO's agreed to meet and discuss issues of mutual concern. In particular, the policy officials discussed development of both a legislative and administrative agenda. Two 'MPO Summits' have been held to date, one in Portland and one in Eugene. A third Summit is scheduled for February in Salem.
  4. Amended Metropolitan Transportation Improvement Program (MTIP) periodically to allow various projects to proceed - in order to keep the MTIP current, MPC adopted periodic amendments to allow various projects to proceed through project development and on to construction.

5. Created Citizen Advisory Committee - MPC approved the creation of a Citizen Advisory Committee, and has adopted bylaws for the committee and formed a subcommittee for the purposes of recruiting and recommending CAC members. It is anticipated that the MPC subcommittee will make recommendations to the full MPC at its December 9 meeting. The CAC would be expected to start meeting sometime in January or February of 2005.
6. Approved Air Quality Conformity Determinations for RTP and MTIP amendments - updates and amendments to either the regional transportation plan or the Metropolitan transportation improvement program must be shown to meet national air quality standards. MPC approved several air quality conformity determinations in conjunction with its approval of various updates and amendments to the plan and improvement program.
7. Approved development of State Implementation Plan (SIP) Limited Maintenance Plan - the MPO's State Implementation Plan lays out the process and requirements related to attaining national air quality standards. Given that the MPO has significantly reduced the carbon monoxide emissions associated with auto use in the region over the last 20 years, and forecasts show that emissions will remain well below the national air quality standards, the region is eligible to operate under reduced air quality conformity requirements. The federal process for this is called a Limited Maintenance Plan. MPC approved the development of a limited maintenance plan scheduled for completion at the end of 2005.
8. Provided Endorsements - MPC provided MPO endorsement for several activities including:
  - a. Transportation Enhancement Grants - the cities of Eugene and Springfield both applied for these federally funded grants, the grants being for bicycle path projects. As part of the grant application process, an endorsement from the MPO was required.
  - b. United Front Transportation Reauthorization Earmark Requests - MPC provided endorsement for several transportation reauthorization earmark requests as part of the United Front process.
  - c. West Coast Corridor Coalition - the West Coast Corridor Coalition is a multistate effort involving state DOT's, port authorities, and regional planning agency's in California, Oregon, and Washington. Its purpose is to provide a stronger voice for west coast transportation needs at the federal level. MPC approved a resolution endorsing this effort.
9. Facilitated Regional Coordination of Project Scheduling - the region is expected to see several transportation improvements made over the next three years. In particular, the construction of improvements programmed for Interstate-105 is expected to have a significant impact on regional travel during the period of construction. In order to minimize the impacts of multiple projects on regional travel, MPC directed staff to coordinate the improvements so that improvements on facilities that might serve as alternate routes to the I-105 project would proceed in a

manner that did not conflict with periods when portions of I-105 were closed to traffic.

**10. Heard and Discussed Reports on:**

- a. Congestion Management System Baseline Report
- b. Oregon Transportation Improvement Act (OTIA) III briefing
- c. Environmental Justice Baseline Analysis
- d. Road User Fee Task Force Pilot Project
- e. Regional Intelligent Transportation System (ITS) Plan

**11. Facilitated Walkable Communities Workshops -** the MPO successfully applied for a grant from the Robert Wood Johnson Foundation which provided training to staff and the participation of national experts in a series of for community workshops. The workshops were conducted in various parts of the region and were well attended. The workshops focused on helping residents and businesses adjacent to a specific street identify barriers and other issues associated with the use of the street by bicyclists and pedestrians. The workshops also helped participants identify possible solutions to those barriers and issues.

**12. Adopted and Amended Unified Planning Work Program -** as required, MPC adopted the MPO's work program for FY 05 at its March 2004 meeting.

**13. Established Project Priorities for the FY06-09 State Transportation Improvement Program (STIP) and Oregon Transportation Improvement Act (OTIA III) Projects -** on behalf of the MPO, MPC is required to establish the region's project priorities for the State Transportation Improvement Program. MPC established priorities for the FY 06-09 STIP. MPC also provided ODOT with the MPO's priorities for the expenditure of OTIA III funds.

### **Upcoming Work Activities**

In addition to the ongoing tasks (amendments to the MTIP, adoption of the Unified Planning Work Program, etc.) it is anticipated that the MPO's work over the next year will focus on the following:

- Completion of the development of alternative mobility standards for state facilities
- An update to the RTP adding additional years to the planning horizon
- An update to the MTIP to incorporate results of the Transportation Reauthorization process at the federal level. This would include MPC's allocation of STP-Urban funds which come to the region.
- Orientation and Facilitation of Citizen Advisory Committee
- Development of Public Involvement Plan
- Participation in future MPO Summits
- Completion of the air quality Limited Maintenance Plan

## Description of *ConnectOregon* Proposal

*ConnectOregon* will provide the resources to make key non-highway investments in our transportation infrastructure and bolster our economy by:

- Using \$100 million in lottery bond proceeds, *ConnectOregon* will allow the Oregon Transportation Commission to leverage funds with public and private partners to strengthen Oregon's rail connections, marine commerce, aviation, and transit facilities.
- Investing in other modes of transportation to provide critical links for shippers to connect to national and international markets, speed delivery times, and create jobs.
- Improving infrastructure for the top five trades (based on total employment)—high technology/software, forest products, food processing, apparel/sporting goods, and transportation equipment—ensuring their presence in Oregon is maintained and positioning for future growth.
- Investing in rail and marine transportations systems to preserve Oregon's highway investment because commodities that travel via rail and marine tend to be heavy and low volume and if those commodities can be moved by rail or barge, savings will be realized in increased lifespan of state's highways.
- Supporting jobs in the transportation infrastructure and traded-sector industries that pay competitive salaries, which will promote the growth of additional jobs and income for Oregonians and the state.

Investment in the Willamette Valley Passenger Rail system will allow operation of the four daily Amtrak Cascades trains and the motorcoach operations to continue, creating and retaining permanent, family wage jobs and supporting numerous Oregon businesses:

- Rail improvements include restoration of historic railroad stations and redevelopment of core city neighborhoods, generating additional public and private investment.
- Passenger rail is also an integral part of the tourism trade as train travel becomes a transportation mode of choice for many tourists.
- Oregon is part of a designated federal corridor and continued state investment will help to leverage additional federal funds when investments are made in the future.
- The number of people using passenger rail continues to increase and without state investment the future of the Seattle to Eugene trains would be in jeopardy. From 1993-2002, there was an increase of 524 percent in the corridor. Nearly \$49 million that has been invested within the last decade will be rendered meaningless if funding for passenger rail is eliminated.

- Additional public transportation in rural Oregon by funding buses from Portland to Astoria, Bend/Redmond to Chemult, Bend to Ontario, as well Eugene to Portland service. These services are even more critical for seniors and people with disabilities given the recent cutbacks by Greyhound.