

February 5, 2003

To: Metropolitan Policy Committee
From: Tom Schwetz
Subject: Item 4e (2)(b): Unified Planning Work Program Overview

One of the fundamental products of the MPO process is the development of an annual Unified Planning Work Program, or UPWP. Staff will be bringing a draft UPWP for FY04 to MPC for review at its March meeting, with adoption planned for April. This memo provides an overview of the purpose and content of the UPWP.

Relationship of UPWP to Overall MPO Process

The underlying purpose of the MPO process is to carry out the following core functions:

Establish a setting: Establish and manage a fair and impartial setting for effective regional decision making in the metropolitan area.

Evaluate alternatives: Evaluate transportation alternatives, scaled to the size and complexity of the region, to the nature of its transportation issues, and to the realistically available options.

Maintain a Regional Transportation Plan (RTP): Develop and update a long-range transportation plan for the metropolitan area covering a planning horizon of at least twenty years that fosters (1) mobility and access for people and goods, (2) efficient system performance and preservation, and (3) quality of life.

Develop a Transportation Improvement Program (TIP): Develop a program based on the long-range transportation plan and designed to serve the area's goals, using spending, regulating, operating, management, and financial tools.

Involve the public: Involve the general public and all the significantly affected sub-groups in the four essential functions listed above.

This process ties together Long-Range Planning (RTP), Implementation (TIP), Public Involvement, Air Quality conformity, and Intergovernmental Coordination. The UPWP details the work elements to be accomplished in a given fiscal year. These activities allow the MPO to maintain compliance with federal regulations related to the core functions listed above.

The UPWP lists the transportation studies and tasks to be performed by the MPO staff or a member agency during a given fiscal year. Because the UPWP reflects local priorities, the content differs from one metropolitan area to another. The UPWP contains several elements:

- The planning tasks and studies that will be conducted over a one- to two-year period;
- All federally funded studies as well as all relevant state and local planning activities conducted without federal funds (e.g., TGM funded projects, LTD BRT planning, etc.);
- Funding sources identified for each project;

- A schedule of activities; and
- The agency responsible for each task or study.

Development of the UPWP

MPC would review and adopt the UPWP annually. The work elements outlined in the UPWP support:

- maintaining the transportation model and the underlying GIS and demographic data,
- updating the regional transportation plan,
- various programming and implementation tasks including updating the Transportation Improvement Program, development of revenue forecasts, allocating MPO discretionary STP funds, and providing ODOT with MPO STIP priorities,
- conducting air quality conformity determinations and other air quality planning needs (the MPO is the cognizant local agency for attainment of federal Carbon Monoxide standards),
- maintaining a public involvement program,
- providing technical assistance to local agencies, consultants, and developers
- providing staff support fro MPC, TPC, the LCOG Board and various ad-hoc groups as needed
- Coordination with federal, state and local agencies regarding regional transportation issues

The primary funding sources for MPO operations to this point have been federal PL funds and ODOT discretionary STP funds. As a result of the region's TMA status, there will be a significant increase in the total amount of STP funds available for use in the MPO area at the discretion of the MPO policy body (MPC). These funds are currently under ODOT discretion and a portion supports MPO operations. Maintaining current MPO operations will require the MPO to use a portion of the increase in local MPO discretionary funds to support the UPWP starting in FY04.

Key Issues to be addressed in FY04 UPWP

With the adoption of TransPlan (the Regional Transportation Plan, or RTP) in FY01-02, and subsequent amendments to TransPlan during FY02-03, the focus of the UPWP for FY03-04 will shift to other key tasks, as well as the initiation of the work program for the triennial review and update of the RTP. Key issues for FY04 include:

- Redesignation as a Transportation Management Area (TMA) – this occurred in mid-FY03. The MPO will continue to work to assess and implement requirements and changes brought about by this redesignation.
- RTP Implementation – with adoption of TransPlan, there is a focus on implementing key strategies in the plan including nodal development, BRT, and TDM. In addition, corridor studies may be conducted in certain areas.
- Triennial Update of RTP – to meet the federal requirement for a triennial update of, and a 20-year planning horizon in, the RTP, work will commence to incorporate new census

data, updated forecasts of regional land use allocations and revenue, and revised priorities for projects affecting the regional transportation system.

- TIP Update – for consistency with the State of Oregon FY2004-2007 STIP (currently in public review draft form, slated for final adoption in December 2003), the Central Lane TIP will be updated to incorporate projects programmed within the TMA boundary.
- Federal TMA/MPO Certification Review – responding to the first-ever Federal certification review of the Central Lane TMA.

Participating Agencies

Staff from the following agencies participate in the development of the UPWP:

- Lane Council of Governments (LCOG)
- City of Eugene
- City of Springfield
- Lane County
- Lane Transit District (LTD)
- Lane Regional Air Pollution Authority (LRAPA)
- Oregon Department of Transportation (ODOT)
- Federal Highway Administration (FHWA)
- Federal Transit Administration (FTA)
- City of Coburg

Action Requested: Information and discussion only.

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