

March 3, 2005

To: Metropolitan Policy Committee

From: Tom Schwetz

Subject: Item 4.b: FY06 Unified Planning Work Program (UPWP) Overview

Action Recommended: Discuss FY06 UPWP

Attached is a draft of the FY06 Unified Planning Work Program (UPWP). At the March MPC meeting staff will review the draft UPWP for MPC members. Adoption of the FY06 UPWP will be requested at the April 14th MPC meeting.

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 fundamental tasks of the MPO process: Long-Range Planning (RTP), Implementation (TIP), Public Involvement, Air Quality conformity, and Intergovernmental Coordination. One of the fundamental products of the MPO process is the development of an annual UPWP. 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. Because the UPWP reflects local needs and 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

As with the UPWP adopted by MPC for FY05, the work elements outlined in the FY05 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 work elements included in the annual UPWP constitute the building blocks of the MPO process. It is through successive annual UPWPs that plans are developed, TIPs adopted, air quality conformity determinations made, public involvement occurs, and responsible, strategic improvements to the region's transportation system are made. An adequately scoped and funded UPWP is critical to continued federal approval of funds and environmental processes involving all elements of the transportation system.

The final figures for several UPWP funding sources for FY06 were still unknown at the time this memo and draft UPWP were prepared. For that reason, all figures shown in the draft are subject to change. Staff is assuming FY06 funding levels will be similar to what FY05 levels.

A key source of planning funds for LCOG, Eugene, Springfield, and Coburg is the STP-U funds. While an allocation of STP-U funds to Planning and Project Development was made for FY04 and FY05, staff proposed that an allocation for FY06

be delayed to allow additional funding to go to other target areas and to permit a more accurate estimate of FY06 STP-U funding levels to be established. New estimates of FY06 STP-U funding levels appear to be adequate to fully fund the Planning and Project Development target area for FY06. This issue is discussed as a separate agenda item (MPC 4c) at the March 10 MPC meeting.

Key Issues to be addressed in FY06 UPWP

As noted in materials provided to MPC at its January 2005 meeting, the Central Lane MPO region will be experiencing a wide range of planning and construction activities in FY06. 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. These activities, described in more detail in the draft UPWP, are listed below.

Summary of Activities

A. Regional Planning Activities

- i) *Formation and operation of the Central Lane MPO Citizen Advisory Committee (CAC)*
- ii) *Development of an MPO Public Involvement Plan*
- iii) *Work on an update to the Regional Transportation Plan (RTP) to extend its planning horizon to 2030*
- iv) *Amendments and Updates to the Metropolitan Transportation Improvement Program (MTIP)*
 - ⇒ *Ongoing amendments.*
 - ⇒ *Update to reflect reauthorization of federal transportation bill .*
 - ⇒ *Allocation of STP-U funds*
- v) *Adoption of Alternative Mobility Standards for State Facilities*
- vi) *Air Quality Limited Maintenance Plan*
- vii) *Transportation Analysis of Region 2050 Scenarios*
- viii) *I-5/Franklin System Planning*
- ix) *OR 126 EMP (Expressway Management Plan) Phase 2*
- x) *I-5/Beltline IAMP (Interchange Area Management Plan)*
- xi) *I-5/Coburg IAMP (Interchange Area Management Plan)*
- xii) *Beltline, River Rd. to Coburg Rd., System Planning*

B. Key Regional System Improvements - these projects are further described in the FY05-07 MTIP.

- 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) *42nd 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*
- ii) *Smart Ways to School Project*
- iii) *Oregon Legislative Session*
 - ⇒ *“ConnectOregon”*
- iv) *Statewide MPO Meetings*
- v) *Reauthorization of Federal Transportation Bill*
- vi) *Road User Fee Task Force Mileage Fee Pilot Project*
- vii) *Oregon Transportation Plan Update*
- viii) *Adoption of FY06-09 Statewide Transportation Improvement Program (STIP)*
- ix) *Beginning of development of FY08-11 Statewide Transportation Improvement Program*

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

Attachment: Draft FY2005-2006 Unified Planning Work Program