



March 1, 2006

To: Metropolitan Policy Committee

From: Tom Schwetz

Subject: MPC 4c – Draft FY07 Unified Planning Work Program

## **Action Recommended: Discuss Draft FY07 UPWP**

### **Issue Summary:**

Each year, the MPO updates and adopts a work program for the coming year. That work program is intended to identify relevant planning efforts anticipated by the MPO and its partner agencies. Attached is a draft of the FY07 Unified Planning Work Program (UPWP). At the March MPC meeting staff will review the draft UPWP for MPC members. Adoption of the FY07 UPWP will be requested at the April 13<sup>th</sup> 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 Metropolitan Transportation Improvement Program (MTIP):*** 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 (MTIP), Public Involvement, Air Quality conformity, and Intergovernmental Coordination. One of the primary products of the MPO process is the development of an annual Unified Planning Work Program (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 FY06, the work elements outlined in the FY07 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 Metropolitan Transportation Improvement Program (MTIP), development of revenue forecasts, allocating MPO discretionary STP-U 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, MTIPs adopted, air quality conformity determinations made, public involvement occurs, and responsible, strategic improvements to the region's transportation system are made. For these reasons, an adequately scoped and funded UPWP is critical to continued federal approval of funds and environmental processes involving all elements of the transportation system.

As in prior years, the final figures for several UPWP funding sources for FY07 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 FY07 funding levels will be similar to FY06 levels.

A key source of planning funds for LCOG, Eugene, Springfield, Lane County, LTD, and Coburg is the STP-U funding. While an allocation of STP-U funds to Planning and Project Development was made for FY04, FY05, and FY06, no allocation has yet been made for FY07. A recommended allocation for FY07 STP-U planning funds will be brought to the April MPC meeting.

### **Key Issues to be addressed in FY07 UPWP**

The Central Lane MPO region will be experiencing a wide range of planning and construction activities in FY07. 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) *Complying with SAFETEA-LU Planning Requirements* – Several changes were made to MPO planning requirements as a part of the passage of SAFETEA-LU, the federal transportation reauthorization bill. A focus will be put on addressing these changes in FY07. The deadline for compliance is July 1, 2007.
- ii) *Preparing for Federal Certification Review* – The next federal certification review is scheduled for late FY07. Similar to the one held in May 2003, this review will take place over a 2-3 day period and review in detail the MPO's operation and its compliance with federal planning requirements.
- iii) *Development and Adoption 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 significant progress was made by the CAC in FY06. It will be a high priority for the CAC's in early FY07.
- iv) *Continued work on the development of e-MPO* – These activities involve the electronic exchange of information, to receive or provide information, illustrate concepts or processes and provide more dynamic opportunities for an interactive public engagement tool as well as more efficient coordination of information at the staff level. The overall effort for the Central Lane MPO is being termed 'e-MPO'. Work in FY07 will continue the work begun in FY06.
- v) *Update of the Regional Transportation Plan 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

- vi) 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 and to improve local procedures* – The MTIP will be updated at the same time as the RTP, and will reflect changes required by the SAFETEA-LU transportation bill. The procedure for approving amendments and for reporting on project progress will also be a part of the update.
  - ⇒ *Allocation of STP-U funds* – Complete allocation of FY05-09 STP-U funds over the FY07-09 time frame. The revised process for allocation is currently being drafted by staff. Policy board action will be needed to approve the new process, and funds will then be allocated.
  - ⇒ *Development of an electronic web-based MTIP* -- to expedite updates, ensure accuracy, improve interagency communication and ultimately provide for user-friendly public viewing. Coordination with ODOT and possibly other MPOs within Region 2 will be a part of this work.
- vii) 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 in mid to late 2006. These standards would also be adopted by the Oregon transportation Commission.
- viii) 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 first half of FY07.
- ix) Transportation Analysis of Region 2050 Scenarios** – A transportation analysis of three Region 2050 alternate growth concepts was completed in FY06. The results of this analysis will be shared with the MPO Policy Board and could have importance in the RTP update discussion.
- x) I-5/Franklin System Planning** - Transportation system analysis for possible ramp connections to Interstate 5 at Franklin Blvd (Hwy 99/126B) is now underway. Refinement Planning may take place in FY07 depending on the outcome of the current system planning effort.
- xi) Coburg Adoption of Interchange Area Management Plan (IAMP) and Transportation System Plan (TSP) Update** – The IAMP is a requirement for the I-5 at Coburg interchange upgrade in order to protect the public investment in various plan elements such as access management and land use controls. The IAMP is scheduled for adoption in FY06 but may carry in to FY07.

- xii) OR 126 EMP (Expressway Management Plan) Phase 2** - 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. Phase 2 may carry over into FY07. A 3<sup>rd</sup> phase would then be undertaken focusing on adoption and implementation for east end preferred alternatives.
- xiii) I-5/Beltline IAMP (Interchange Area Management Plan)** - This IAMP is a requirement of OTIA 1 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 BRT and local street connectivity maps and language supportive of BRT and mixed use center implementation in early FY07.
- xiv) Beltline, River Rd. to Coburg Rd., System Planning** – This system analysis project is a necessary pre-requisite to NEPA milestone work that has been programmed with \$1m in D-STIP funding for 2009. Project will describe current and no build conditions, assess range of solution alternatives, develop planning level cost estimates, and identify potential stand-alone construction project elements. (Update to come)
- xv) Franklin Boulevard System Planning** – This system plan is being conducted by the City of Springfield in close cooperation with ODOT and Lane Transit District. The plan will define long term corridor improvements in an area defined as a mixed use redevelopment opportunity.
- xvi) Public Transit/Human Services Plan** – As part of SAFETEA-LU, LTD will be developing a Public Transit/Human Services Plan to serve elderly individuals and individuals with disabilities program, Job Access and Reverse Commute Program and the New Freedom Program.
- xvii) Pioneer Parkway BRT New Starts Submittal to FTA**

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

- i) I-5/Beltline Project (ODOT)**
- ii) OTIA Bridge Bundle 215 (ODOT - does not include I-5/Willamette R.)**
- iii) Variable Message signs (ODOT - 3 of the package are in MPO)**
- iv) Courthouse District Transportation Improvements (Eugene)**
- v) 42<sup>nd</sup> Street Improvements (Springfield)**
- vi) Bus Rapid Transit Phase 1 (EmX – LTD)**
- vii) Springfield/Willamalane Middle Fork Multi-use Path**

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

- i) Oregon MPO Consortium (OMPOC) Meetings** – The Consortium will continue to meet to discuss issues of mutual interest among the state’s 6 MPOs in FY07.
- ii) Statewide Transportation Options (TO) Meetings** – ODOT has reinstated quarterly TO meetings. The meeting locations rotate throughout the State.

The purpose is to support and network respective statewide demand management practices, programs and service.

- iii) *Reauthorization of Federal Transportation Bill* – continued implementation of the new metropolitan planning requirements of SAFETEA-LU will be a primary focus of work during the fiscal year, especially with regard to the update of the Regional Transportation Plan and the MTIP.
- iv) *Oregon Transportation Plan Update* – Adoption of the Update is scheduled for August 2006.
- v) *Congestion Mitigation Program* – In partnership with public and private entities, agencies, and individual citizens, LCOG and Commuter Solutions provide a multi-faceted mitigation program to address congestion associated with major road facilities modernization and preservation projects. The initial phase was the I-105 Improvement Project. The program scope includes development of a regional website (Keepusmoving.info) and regional public outreach strategies to inform the public and promote transportation options before, during and after project completion. Program enhancements include expansion of web-based information services for jurisdictions and the public. This effort will be integrated with the e-MPO efforts described above.

## **Attachments:**

Attachment 1 – Draft FY07 Unified Planning Work Program