

FY2006-2007  
**UNIFIED PLANNING WORK PROGRAM**

**For the Central Lane  
Metropolitan Planning Organization**

**DRAFT**

***To Be Adopted by the Metropolitan Policy Committee***

**Lane Council of Governments  
99 East Broadway, Suite 400  
Eugene, OR 97401**

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## **I. INTRODUCTION**

### **A. Purpose of UPWP**

The Unified Planning Work Program (UPWP) for the Central Lane Metropolitan Planning Organization (MPO) is a federally required certification document describing the transportation planning activities to be undertaken in and surrounding the Central Lane metropolitan area from July 1, 2006, to June 30, 2007. Development of the UPWP provides local agencies participating in the transportation planning process with an opportunity to identify transportation planning needs, objectives and products. Within the guidelines set by the U.S. Department of Transportation, the UPWP sets priorities for local transportation planning activities.

### **B. Participating Agencies**

Staff from the following agencies participate in the development of the UPWP and in the completion of its work activities:

- Lane Council of Governments (LCOG)
- City of Eugene
- City of Springfield
- City of Coburg
- 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)

### **C. Development of UPWP**

Using the October 28, 1993 rules on Metropolitan Transportation Planning promulgated by the U.S. Department of Transportation, local, state and federal transportation planning needs are assembled by LCOG staff into a draft UPWP. The draft is reviewed and approved by the Transportation Planning Committee (TPC) and adopted by the Central Lane Metropolitan Policy Committee (MPC).

Maintaining the air quality conformity of the Regional Transportation Plan (RTP) and the metropolitan Transportation Improvement Program (TIP) requires participation in the air quality planning process conducted by the Lane Regional Air Pollution Authority.

## **D. Objectives of the MPO Transportation Planning Process**

Seven major objectives for the Central Lane MPO's transportation planning program are supported by the activities described in this UPWP. The seven objectives are:

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 and ozone; work with Lane Regional Air Pollution Authority to help attain standards for fine particulates.
4. Ensure development of the RTP and MTIP in a manner that is consistent with the local plans.
5. Ensure consistency of the RTP and planning process with federal and state transportation planning requirements including the Safe, Accountable, Flexible, Efficient Transportation Equity Act (SAFETEA-LU), the Clean Air Act, Title VI, Environmental Justice, the Statewide Transportation Planning Rule (TPR) and the Oregon Transportation Plan (OTP). Federal planning requirements as set forth in SAFETEA-LU require consideration of the following seven factors:
  - a. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
  - b. Increase the safety and security of the transportation system for motorized and nonmotorized users;
  - c. Increase the accessibility and mobility options available to people and for freight;
  - d. Protect and enhance the environment, promote energy conservation, and improve quality of life;
  - e. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
  - f. Promote efficient system management and operation; and
  - g. Emphasize the preservation of the existing transportation system.
6. Ensure consideration of the needs of all persons in transportation planning, especially the elderly and persons with disabilities.
7. Ensure public participation and private sector participation in all phases of transportation planning, programming and decision-making.

## **E. Key Issues Addressed in the FY06-07 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 are described 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 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.

## II. **ORGANIZATION AND MANAGEMENT OF MPO PROCESS**

### A. **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, 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) conducts the technical portions of the process and public participation and is composed of staff from all participating jurisdictions.

## **B. 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.

## **C. Roles and Responsibilities**

In performing the activities of this UPWP, LCOG, ODOT, the Cities of Springfield, Eugene, and Coburg, Lane County and LTD/Commuter Solutions each have specific responsibilities. LCOG is the lead transportation planning agency for regional metropolitan issues. ODOT assists with the planning process by assigning staff to the project and by providing the match for federal PL funds awarded to LCOG. Lane County and the cities assign staff to coordinate and participate on UPWP tasks, and LTD assigns staff at its own expense to assist with activities in the UPWP. The LTD staff time devoted to the project serves as in-kind match for the FTA Section 5303 funds awarded to LCOG.

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

## **D. Funding Sources**

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

- FTA Section 5303 Funds
- FTA Section 5307 Funds
- FTA Section 5309 Funds
- LTD In-Kind Match for FTA funds
- FHWA PL Funds
- MPO Discretion STP Funds (STP-U)
- ODOT Match for FHWA funds
- Local Match for STP funds
- Oregon Department of Energy Business Energy Tax Credits

The planning activities described are those that can be accomplished using programmed PL, FTA and STP funds. Due to the collaborative nature of metropolitan transportation planning and the availability of unsecured funding from a variety of other program sources (such as TGM), additional work activities may be accomplished. 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 the Transportation System Plan.

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

### **III. WORK ELEMENTS**

Ongoing MPO work described in this UPWP is divided into eight general work elements. These work elements include:

- Transportation System Modeling and Data Maintenance
- Regional Transportation Plan
- Technical Assistance
- Short Range Planning
- Programming and Implementation
- Air Quality Planning
- Public Involvement
- Intergovernmental Coordination and Staff Support

These work elements, while general in scope, allow the comprehensive set of work activities involved in the MPO transportation planning process to be described in an organized fashion.

Each ongoing work element includes objectives and a context statement, lists of LCOG work activities, LTD/Commuter Solutions work activities, products, and budget. LCOG activities and, to a lesser extent, LTD activities draw upon the staff of other local jurisdictions for some individual tasks. Participation by these

agencies is specifically identified in this UPWP only in cases of major involvement.

The transportation planning process used in the Central Lane area integrates several individual work elements to produce specific products (e.g., the RTP, TIP, and air quality conformity). For example, development of the RTP involves data maintenance and modeling, public involvement, air quality planning and intergovernmental coordination and staff support.

## **A. Ongoing Work Elements of the MPO Planning Process**

### **1. Transportation System Modeling and Data Maintenance**

Objective: Monitor RTP implementation; maintain transportation modeling capabilities for application to policy and facility planning issues required under SAFETEA-LU and the State TPR; maintain regional and small-area population and employment forecasts; maintain a data base required for effective multimodal transportation planning and programming; maintain data on vehicular travel and operations; minority and low-income data, maintain transit operational/ridership data. Investigate travel behavior response to various incentives (e.g., bus pass programs).

Discussion: LCOG has the responsibility locally for drawing together all necessary data to forecast future population levels, employment activities and trip-making. Travel forecasting requires that staff time be spent updating data from land use inventories, zoning, tax assessor's file, Bureau of the Census, Portland State Center for Population Research and Census, State Employment Department and other sources. Data files must be kept current so that the appropriate information will be available to monitor plan implementation, achieve plan goals, perform plan reviews and assist local programming. Careful monitoring of RTP implementation and pertinent system characteristics are necessary to ensure that changing trends are identified and that progress toward adopted goals can be evaluated. It is also necessary to monitor changes in travel behavior, vehicle usage, and residential location choices through periodic household activity and travel surveys

LCOG has used the Census Transportation Planning Package (CTPP) to update distributions of household income, workers, and vehicles for our trip generation and mode choice models. LCOG has also used the decennial census data to locate concentrations of ethnic and racial minorities and households below the poverty level in the Central Lane TMA. In FY06, following release of CTPP Part 3, LCOG utilized data on work commute patterns within the TMA, and between the TMA and other communities to estimate the work trip distributions for the base-year Region 2050 model. LCOG will also continue to use the Census data to analyze the availability of transportation services to minorities and persons

with disabilities, and to learn whether minorities are disproportionately affected by adverse transportation-related impacts.

LCOG has continued to work with Portland Metro and our other MPO modeling partners on development of JEMnR, a state-of-the-art trip-based model that tracks travelers by income class, that incorporates both standard bus and “premium” (e.g., MAX or BRT) transit modes, that uses multi-modal accessibility for destination choice (or more commonly, “trip distribution”), and that incorporates a new “urban accessibility” variable that stemmed of a joint research project in FY02. The model is implemented using the “R” open-source programming language. Our MPO partnership is also developing a “best practices” protocol for air quality analysis, and which will be implemented through the model application code. LCOG continues to use the EMME/2 software package for assignment of truck, auto, and transit passenger trips to the model network. We are considering augmenting or replacing the EMME/2 package in FY07 with a dynamic assignment software package that would provide a more accurate and detailed representation of traffic conditions and delays on congested arterial networks.

The level of detail in our regional Transportation Analysis Zone (TAZ) system and our TMA model networks has proven to be too coarse for many studies undertaken in the past few years, requiring the time-consuming development of focus-area models. In just the past two years, LCOG has developed detailed focus-area models for the Coburg, Southeast Springfield, Pioneer Parkway, and North Delta Highway areas of the TMA, as well as the LCC Basin. To improve our efficiency, and obviate the need for these focus-area models, LCOG will complete new TAZ’s and networks in FY07, increasing the number of internal zones from fewer than 300 to between 600 and 700. LCOG will begin updating the base year land use and network data from 2002 to 2004, and will undertake a new calibration / validation of the TMA model.

A number of additional model enhancements are planned for FY06-FY07 in preparation for the RTP update. First, the forecast year will be extended from 2025 to 2030. To achieve this, the land use allocation model base year will be updated to 2004, the buildable lands data will be updated, and LCOG will undertake a detailed analysis of redevelopment and infill opportunities within the Eugene and Springfield UGB’s. LCOG will work with our regional partners through the TPC to establish land use assumptions for the allocations. Regional highway, transit, and non-motorized networks will be updated to reflect the new 2009 MTIP, 2030 RTP Financially Constrained, and 2030 RTP Future project lists.

In FY05, LCOG implemented the Oregon Small Urban Model (OSUM) program developed by the ODOT Planning Analysis Unit (TPAU). The

model, estimated from survey data gathered in small cities and rural areas throughout the state, is implemented using the “R” open-source programming language. LCOG has updated the models for several Lane County cities, including Oakridge, Cottage Grove, Junction City, Veneta, and Creswell. In FY06, LCOG worked with a consultant to enhance the utility of the OSUM program, enabling the user to specify the composition of travel demand at the external cordons of the model network. These enhancements were then sent to ODOT for distribution to other users. The Lane County small urban models have been combined, together with a new interregional gravity trip distribution model, to analyze long-range planning alternatives for all of central Lane County. We have analyzed transportation and air quality impacts for the three ‘Region 2050’ growth scenarios, each of which assumes UGB modifications with the existing TMA as well as in the satellite communities. The scenarios also differ in the amount of long-range growth allocated within the TMA.

LCOG completed model forecasts for the RTP update, including needs analysis and plan performance data. Other model applications in FY05 included continued work on West Eugene Parkway design alternatives, Highway 58 refinement plan; Eugene-Springfield highway management plan, traffic diversion analysis for planned partial closures of I-105 and of Main St. for surfacing and safety improvements, development of alternative mobility standards, and Pioneer Parkway / MLK Parkway BRT corridor analysis.

LCOG worked with LTD and its consultants in FY06 to prepare demographic and travel forecasting data for the Pioneer Parkway BRT Alternatives Analysis / EIS. We will continue to work with LTD in FY06-07 to prepare detailed information for a New Starts application submittal to FTA. This work will include analysis of the “build”, “baseline”, and “no-build” alternatives for the corridor, and calculation of transit system user benefits using the FTA “SUMMIT” model.

In FY05, LCOG continued to participate in cooperative modeling research and development projects with ODOT and our fellow MPO’s. We completed work on a project to develop and test new transportation plan performance measures for Oregon, and have participated in the development of a joint multi-year work program have continued to provide data, to participate in research, to serve on the Oregon Modeling Steering Committee, to chair the Performance Measures standing committee and participate in ODOT’s Transportation / Land Use Model Integration Program (TLUMIP). We have participated in special workshops to plan for future surveys and to guide statewide modeling efforts. We have participated in the OMSC Survey Committee, which has taken initial steps toward a new household activity and travel behavior survey to be conducted statewide. -A pilot survey of 300 Portland-area households was

completed in FY05. This primary purpose of this study was to evaluate alternative data collection techniques, and specifically, the use GIS data to augment travel diaries and personal interviews. A panel of experts in travel survey techniques was convened in FY06 to consider the pilot study results, and to advise the Committee on other questions, including continuous cross-sectional survey sample size and the advisability / size of a longitudinal sample. The Committee will consider the findings and recommendations of the Expert Panel in the spring of FY06, and will plan to begin survey implementation in FY07. MPC will be asked to consider an annual allocation of funds for ongoing behavioral data collection in the Central Lane TMA.

In FY05 and FY06, LCOG made a number of enhancements and updates to the regional land-use allocation model which allocates forecasted regional growth to Transportation Analysis Zones. The model still allocates growth primarily on the basis of available lands, taking constraints such as slopes, soils, and wetlands into account. At the same time, we recognize the potential benefits of the more complex models that explicitly consider land prices and developer returns, especially for analysis of redevelopment and infill potential, both of which must be manually allocated in the current model. These models also consider the effects of changes in accessibility on land values. We continue to explore alternative methods to integrate our land use and travel models, and monitor new developments in UrbanSim, MetroScope, and the Generation II statewide model. We will continue to work with ODOT and our MPO modeling partners in FY07 to develop the most efficient and effective strategy for integrating land use and transportation models.

LCOG continued work on the TMA's Congestion Management System in FY06. The system identifies congested corridors, measures of congestion, various management alternatives, and ongoing data needs. The data\surveillance\modeling element of the UPWP will expand data gathering to meet the needs identified in the CMS, and will continue to explore modeling software and methods to better represent queues, signal delays, and the effects of ITS projects in congested corridors.

Work Activities (LCOG):

- 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.
- Continue development and refinement of jointly-developed travel model. Enhance commercial vehicle, college, and external trip components.

- Analyze population, housing, employment, and work trip data from the PUMS and CTPP elements of Census 2000. Continue to refine and update Census-based model input data.
- Coordinate with local traffic count programs to develop and maintain data on truck counts for major roadways.
- Incorporate information on freight generators and receivers into data development effort.
- 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 with Statewide Modeling Steering Committee in development of integrated statewide transportation / land use models.
- Continue to refine and test land use / transport integrated models for Central Lane. Investigate market-based allocation models.
- Update future year allocations of land use, population, and employment to 2030.
- Continue to document model procedures.
- Operate model programs for local travel forecasting work.
- Maintain and update model programs and database as needed.
- Assist LTD in preparation of Title VI report.
- Provide transportation, population and employment data for local and state projects and transit studies.
- Provide modeling for required Clean Air Act conformity analysis of the RTP, TIP, and transportation projects.
- Continue to maintain and enhance the tie between EMME2 programs and output with the countywide geographic information system.
- Attend training related to data sources and related topics.
- Continue work on interactive transportation project database to facilitate programming.
- Continue work on Congestion Management Plan.
- Cooperate with local jurisdictions in local traffic count programs and identify possible refinements for counts used in calibration of travel model; identify key count locations.
- Pursue process to formally mine data from Transportation impact Analyses provided to cities, refinement plans, facility plans, and

ITS. Work with ODOT to coordinate with Highway Performance Monitoring System (HPMS).

Work Activities (LTD):

- Update of RideSource data base to assist service planning
- Gather and maintain ridership data, including passenger surveys.
- Gather and maintain operational data on the vehicle fleet including maintenance information.

Work Activities (Springfield)

- Collect and maintain annual traffic counts
- Analyze large, regional traffic studies for LCOG model
- Support regional model with local land use growth estimates

Work Activities (Eugene)

- Collect and maintain annual traffic counts and specific location counts for planning and LCOG model calibration as needed.
- Collect and maintain truck count data as needed.
- Attend training for MPO-related traffic modeling and analysis.
- Analyze large, regional traffic studies for LCOG model as needed.

Work Activities (Lane County)

- Collect and maintain annual traffic counts and specific location counts for planning and LCOG model calibration as needed.
- Analyze large, regional traffic studies for LCOG model as needed.

Products:

- Operational multi-modal model for local transportation planning.
- Operational land use allocation model for travel forecasts and land use analysis
- Multimodal data files as required for both passenger and freight transportation studies.
- Periodic transit ridership and maintenance reports.
- National Transit Database report.
- Route segment analysis reports and delay study.
- Model output for technical and policy-level evaluations.
- Technical documentation of forecasts, allocation method, O-D survey, model procedures.

- Scope for development of system modeling for regional Congestion Management System
- Annual traffic count map in the City of Eugene for LCOG model
- Annual traffic count map in City of Springfield for LCOG model

<b>Funding Summary for FY07 Transportation System Modeling and Data Maintenance</b>		
<b>Funding Source</b>	<b>Person Months</b>	<b>Total Cost</b>
FTA Sec. 5303	1.55	\$24,164
LTD In-Kind Match	0.39	\$6,041
FHWA (includes ODOT Match)	3.49	\$54,406
STP MPO	6.41	\$100,000
MPO Match	0.73	\$11,445
STP Eugene	0.75	\$8,000
Eugene Match	0.08	\$916
STP Springfield	1.62	\$20,000
Springfield Match	0.16	\$2,289
STP Lane County	0.50	\$4,325
Lane County Match	0.10	\$865
<b>Total</b>	15.78	\$232,451
Note: Overall UPWP funding detail is provided in Section IV: Funding		

## 2. Long-Range Regional Transportation Plan (RTP)

Objective: Carry out work activities to update the RTP, the area's long-range transportation plan, to meet requirements of SAFETEA-LU and the updated Oregon TPR.

Discussion: Federal planning guidelines envision a planning process that effectively integrates current operational and preservation considerations with longer-term mobility, environmental, and development concerns. This reflects the perspective that the function of the planning process is to provide a relevant and contemporary framework for decision-making.

The adoption of the 2025 RTP Update was completed in December 2004 and replaced the version adopted in 2002.

Work in FY07 will focus on completing an update of the RTP to extend the long-range planning horizon to 2030, thus maintaining the minimum 20-year horizon of the plan throughout its adopted life. Extension of the RTP horizon to 2030 will require significant work on the future land use allocations. Work will also focus on providing assistance to adopting agencies in the implementation of the plan. Much of the work completed by Eugene, Springfield, Coburg, LTD and Lane County under this task is in support of the RTP update.

Pursuing work to integrate the presentation and usefulness of the MPO's RTP and the Eugene-Springfield, Lane County and Coburg Transportation System Plans will also be part of this element during the fiscal year.

Work Activities (LCOG):

- Prepare minor amendments, if necessary, to keep the RTP current.
- Assist local agencies in implementation of RTP (e.g., nodal development, bus rapid transit, Transportation Options, corridor studies, etc.).
- Assist City of Coburg in update of its Transportation System Plan (TSP), as needed
- Metropolitan Policy Committee meetings
- LCOG Board meetings, as needed
- TPC and Technical Advisory Subcommittee (TASC) meetings
- 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.
- Develop analysis and materials necessary for establishing alternative mobility standards consistent with the 1999 Oregon Highway Plan.
- Continue work on development and implementation of congestion management plan as part of update and implementation of RTP.
- Update RTP forecasts of revenues and costs, prepare assessment of financial impacts, and develop strategies to address the fiscal constraint requirements of SAFETEA-LU.
- Address all other requirements of SAFETEA-LU for implementation of metropolitan planning in the RTP.
- Refine financially constrained project lists.
- Perform air quality conformity technical analysis.
- Develop draft determination of air quality conformity.
- Develop and refine draft update of RTP.
- Adopt updated RTP.
- Pursue work to integrate presentation and usefulness of the RTP and the local TSPs.
- Generate and maintain benchmarks and performance measures.
- Monitor performance measures as included in RTP.

Work Activities (LTD):

- Prepare draft policies as part of RTP Update, as needed.
- Assist in development of RTP Update-related work program and schedule.
- Attend Metropolitan Policy Committee meetings
- Attend TPC and Technical Advisory Subcommittee (TASC) meetings
- Coordinate with Eugene and Springfield on the implementation of TSP nodal development land use actions in support of regional transportation planning.
- Participate on the ODOT Highway 126 Facility and Management Plan.
- Coordinate with the City of Springfield with facility planning on Franklin Boulevard (Highway 126) in Glenwood
- Coordinate and participate and evaluate alternatives for the I-5/Franklin interchange systems planning study .study.
- Assist in planning for Interstate 5 Willamette River Bridge replacement and Interstate 5/Franklin Boulevard interchange project.
- Coordinate with the study of Beltline Highway to identify system needs and identify future improvement projects.
- Continue to be the funding agency, and work cooperatively with Commuter Solutions transportation options efforts.

Work Activities (Springfield):

- Analyze and collect regional and local data for RTP.
- Analyze and collect data for alternative mobility standards.
- Prepare draft policies as part of RTP Update.
- Assist in development of RTP Update-related work program and schedule for presentation to Metropolitan Policy Committee (MPC), and Transportation Planning Committee (TPC).
- Implement local TSPs and coordinate transportation and land use analysis and plans with RTP.
- Create and implement TSP nodal development land use actions in support of regional transportation planning.
- Participate on the ODOT Highway 126 Facility and Management Plan.

- Analyze and collect data for the Highway 126 Facility and Management Plan.
- Conduct facility planning on Franklin Boulevard (Highway 126) in Glenwood
- Collect and analyze data and evaluate alternatives for the I-5/Franklin interchange systems planning study
- Conduct preliminary designs and public process for the Gateway/Beltline intersection project.
- Work cooperatively with Commuter Solutions transportation options efforts.

#### Work Activities (Eugene)

- Assist in development of RTP Update-related work program and schedule for presentation to Metropolitan Policy Committee (MPC), and Transportation Planning Committee (TPC).
- Assist in development of TSP Update-related work program and schedule for presentation to Metropolitan Policy Committee (MPC), and Transportation Planning Committee (TPC).
- Implement local TSP and coordinate transportation and land use analysis and plans with RTP.
- Analyze and collect data for West Eugene Parkway as needed.
- Analyze and collect regional and local data for RTP as needed.
- Analyze and collect regional and local data for TSP as needed.
- Analyze and collect data for alternative mobility standards as needed.
- Identify potential bicycle and pedestrian projects or project elements as part of RTP Update.
- Identify potential bicycle and pedestrian projects or project elements as part of TSP Update.
- Assist in planning for Interstate 5 Willamette River Bridge replacement and Interstate 5/Franklin Boulevard interchange project. Process necessary amendments to local system plan as needed.
- Assist in study of Beltline Highway to identify system needs and identify future improvement projects.
- Work cooperatively with Commuter Solutions transportation options efforts.

### Work Activities (Coburg)

- Coordinate incorporation of Coburg/I-5 IAMP into update of Coburg TSP with Central Lane MPO Regional Transportation Plan (RTP), including the following subtasks:
  - o Policy Consistency Evaluation
  - o Project Priority Analysis
  - o Circulation Analysis
  - o Public involvement
  - o Adoption process: notice, map reproduction, printing/postage
  - o Transportation finance analysis
- Participate in the Interchange Area Management Plan coordination with ODOT, Lane County, and MPO
- Assist in development of RTP update related work program
- Coordinate with Metropolitan Policy Committee and Transportation Planning Committee.
- Work cooperatively with Commuter Solutions transportation options efforts.

### Work Activities (Lane County)

- Assist in development of RTP Update-related work program and schedule for presentation to Metropolitan Policy Committee (MPC), and Transportation Planning Committee (TPC).
- Prepare draft policies as part of RTP Update.
- Assist City of Coburg in update of its Transportation System Plan (TSP), as needed
- Metropolitan Policy Committee meetings
- TPC and Technical Advisory Subcommittee (TASC) meetings
- Implement local TSP and coordinate transportation and land use analysis and plans with RTP.
- Analyze and collect regional and local data for RTP as needed.
- Participate on the ODOT Highway 126 Facility and Management Plan.
- Analyze and collect data for alternative mobility standards as needed.
- Identify potential bicycle and pedestrian projects or project elements as part of RTP Update.

- Coordinate with the study of Beltline Highway to identify system needs and identify future improvement projects.
- Assist in planning for Interstate 5 Willamette River Bridge replacement and Interstate 5/Franklin Boulevard interchange project. Process necessary amendments to local system plan as needed.
- Assist in study of Beltline Highway to identify system needs and identify future improvement projects.
- Work cooperatively with Commuter Solutions transportation options efforts.
- Coordinate incorporation of Coburg/I-5 IAMP into update of Coburg TSP with Central Lane MPO Regional Transportation Plan (RTP).
- Participate in the Interchange Area Management Plan coordination with ODOT, Cities, and MPO

Products:

- RTP amendments, if necessary.
- Updates of base data and forecasts.
- Interim update products, as appropriate.
- Memos and reports as necessary to support plan implementation.
- Alternate mobility standards for Central Lane MPO, and supporting documentation.
- Nodal development code implementation with transportation analysis as needed to support the RTP.
- Draft and adopted versions of updated 2030 RTP, including financially constrained and illustrative project lists and updated RTP maps.
- Web version of draft and adopted updated 2030 RTP.
- Highway 126 Facility Plan Options Analysis.
- Franklin Boulevard Long Range Plan.
- Gateway/Beltline Intersection Project Plan.

<b>Funding Summary for FY07 RTP</b>		
<b>Funding Source</b>	<b>Person Months</b>	<b>Total Cost</b>
FTA Sec. 5303	1.15	\$18,000
LTD In-Kind Match	0.29	\$4,500
FHWA (includes ODOT Match)	6.09	\$95,000
STP-MPO	2.56	\$40,000
MPO Match	0.29	\$4,578
STP Eugene	3.00	\$20,000
Eugene Match	0.30	\$2,289
STP Springfield	8.54	\$105,274
Springfield Match	0.87	\$12,049
STP Coburg	4.49	\$30,000
Coburg Match	0.51	\$3,091
STP Lane County	1.30	\$18,200
Lane County Match	0.26	\$3,640
<b>Total</b>	<b>29.65</b>	<b>\$356,621</b>
Note: Overall UPWP funding detail is provided in Section IV: Funding		

### 3. Technical Assistance

Objective: Perform corridor studies and transportation analysis of subarea studies to provide a basis for land use decisions and transportation improvement programming.

Discussion: Refinement studies are performed periodically throughout the Central Lane metropolitan area. One purpose of this work element is to assist in the development of these refinement studies by providing data and the regional planning perspective, including the impacts of freight movements. In addition, LCOG plays the lead role in modeling for corridor and refinement studies, particularly on state facilities. This work activity is restricted to attending meetings as appropriate and providing a base level of technical assistance (approximately four hours per request). Significant participation in the actual conduct of the refinement studies will be done through separate contracts outside the scope of the UPWP. The UPWP would be amended in the event that additional resources are provided for refinement plans.

Work Activities (LCOG):

- Participate in Major Investment Analysis as needed.
- Provide data and perform studies as required to allow policy bodies to evaluate the impacts of implementing specific policies of the RTP, including transit-related policies.
- Provide data and perform studies as required to allow policy bodies to evaluate and administrators to develop recommendations for programming transportation improvement investments.

- Consider the impact of transit passengers, bicyclists, pedestrians and freight movement in refinement/corridor studies.
- Provide technical assistance to LCOG member agencies on transportation-related issues within the urbanized area.
- Respond to local priorities for refinement/corridor studies.
- Respond to data requests from ODOT Transportation Planning and Analysis Unit (TPAU).
- Coordinate performance measurements and monitor effectiveness of transportation options efforts implemented within the Commuter Solutions program.

Products:

- Technical memoranda, plots and reports and data, as required.

<b>Funding Summary for FY07 Technical Assistance</b>		
<b>Funding Source</b>	<b>Person Months</b>	<b>Total Cost</b>
FTA Sec. 5303	0.00	\$0
LTD In-Kind Match	0.00	\$0
FHWA (includes ODOT Match)	0.19	\$3,000
STP-MPO	0.64	\$10,000
MPO Match	0.07	\$1,145
<b>Total</b>	0.90	\$14,145
Note: Overall UPWP funding detail is provided in Section IV: Funding		

#### 4. Short-Range Transportation Planning

Objectives: Plan, program and promote actions to ensure efficient use of existing road space, to encourage implementation of RTP policies, to reduce vehicle use in congested areas, to improve and encourage the use of Transportation Demand Management/Transportation Options (TDM/TO) measures, to improve transit service and to increase internal transit management efficiency, evaluate senior and disabled service provider performance, assess progress toward attainment of the applicable air quality standards.

Discussion: Especially in an era of diminishing resources, 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 manages the operational component of the region's TDM/TO program.

LRAPA and LCOG coordinate their activities related to assessment of transportation-related pollution problems.

Work Activities (LCOG):

- 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 Commuter Solutions Regional TDM program.
- Provide planning assistance to and coordinate with providers of elderly and disabled transportation service.
- Identify and develop funding opportunities that support Transportation Options' programs.

Work Activities (LTD):

- Undertake annual service planning process and prepare revised routes and schedules as necessary.
- Analyze maintenance records and procedures.
- Assist with planning and coordination of the elderly and handicapped transportation service providers.
- Review and update each department's performance objectives and action plans.
- In conjunction with Commuter Solutions, conduct transportation administrative and operational studies and transportation options studies to improve efficiency, such as school transportation, carpool, park & ride issues, and analysis of minor transit station opportunities.
- Conduct studies of passenger boarding improvements.
- Coordinate the implementation of Commuter Solutions Transportation Options programs with Eugene, Springfield, Lane County, LCOG, LRAPA and ODOT for implementation of

Commuter Solutions Transportation Demand Management programs.

- Participate in regional Intelligent Transportation System (ITS) committee to develop and analyze regional ITS strategies as needed.
- Coordinate with the City of Eugene on specific improvements identified by the Central Area Transportation Study.
- Participate in Walnut Node and Rasor Park (mixed-use center) planning.
- Commuter Solutions Program
  - 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 three different cities (\$650,000). The Central Lane MPO area is one of the three 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 Central Lane MPO project began in October 2005 and will end in December 2006. Program evaluation showing performance measurements will be completed in fiscal year 06/07.
  - Smart Ways to School Project – The Smart Ways to School Program is designed to improve school safety while reducing energy consumption and traffic congestion by promoting alternative ways to school for students. Participating schools include 113 public and private elementary schools and over 22,500 students in public and private middle and high schools in the Bethel, Eugene, and Springfield school districts. The level of services offered beyond June 30, 2006 is dependant on the level of future funding and resources.
  - Valley VanPool –. In partnership with Mid- Valley Rideshare/Cherriots and Oregon Cascades West Council of Governments in Albany, Commuter Solutions promotes and provides management support of vanpools in the service areas of the consortium..

- Park & Ride – Commuter Solutions manages the Park & Ride Program in the Central Lane MPO. Services provided in the expansion of Park & Ride locations, promotion to increase use, and maintenance/signage of LTD's 24 existing Park & Ride locations
- Employer/Employee Transportation Benefits Program: Commuter Solutions provides the following programs and services to employers/employees in the Central Lane MPO:
  1. Group Pass Programs: discounted transit benefits
  2. Transit Vouches: subsidy of individual transit passes for employees
  3. Carpool Matching: for all members of the community
  4. Parking Management: for employers/developers of projects in the TMA
  5. Emergency Ride Home program: coordination of services through area employers
  6. Bike/Walk Services: promotion of these travel options to employees/employers in the region

Work Activities (Springfield):

- Participate as a member of the regional TOAC.
- Analyze options and create strategies for a regional Intelligent Transportation System (ITS) plan.
- Participate on regional ITS committee to formulate plans and projects.

Work Activities (Eugene)

- Participate as a member of the regional TOAC.
- Participate in regional ITS committee to develop and analyze regional ITS strategies.
- Plan specific improvements identified by the Central Area Transportation Study.
- Review safety data to develop and prioritize capital projects as needed.
- Develop plans for adequate bicycle and pedestrian access and circulation in new development.
- Develop Bicycle and Pedestrian Master Plan.
- Study Agate Street for function as Minor Arterial. Identify future improvement projects.

- Study East Campus neighborhood traffic patterns to plan for possible traffic calming projects.
- Study Crest Drive Neighborhood streets to identify functional classifications. Develop street design alternatives to facilitate classification decision.
- Participate in Walnut Node (mixed-use center) planning.

Work Activities (Coburg)

- Participate as a member of regional TOAC.
- Participate in regional ITS committee to develop and analyze regional ITS strategies.
- Promote TO strategies in the planning phase of the Coburg/I-5 Interchange project.
- Adoption of Interchange Area Management Plan (IAMP) with Transportation System Plan (TSP) Update – The Coburg TSP update will focus on updating policies, capital improvement project priorities, and a circulation analysis. Refinements to the TSP shall maintain consistency with regional transportation goals.

Work Activities (Lane County):

- Participate as a member of the regional TOAC.
- Analyze options and create strategies for a regional Intelligent Transportation System (ITS) plan.
- Participate on regional ITS committee to formulate plans and projects.
- Review safety data to develop and prioritize capital projects as needed.
- Coordinate in the adoption of Interchange Area Management Plan (IAMP) with Transportation System Plan (TSP) Updates.

Products:

- Transit studies or technical memoranda as needed.
- Transportation studies or technical memoranda as needed.
- Annual Route Review recommendations and revised route and schedule package.
- Various reports and recommendations on transit improvements.
- Regional ITS planning strategies and projects.
- Regional TDM plan, strategies, and projects.
- Coburg Transportation System Plan Update that is consistent with regional transportation goals and policies and includes the IAMP.

<b>Funding Summary for FY07 Short Range Transportation Planning</b>		
<b>Funding Source</b>	<b>Person Months</b>	<b>Total Cost</b>
FTA Sec. 5303	0.26	\$4,000
LTD In-Kind Match	0.06	\$1,000
FHWA (includes ODOT Match)	0.19	\$3,000
STP MPO	0.96	\$15,000
MPO Match	0.11	\$1,717
STP Eugene	7.20	\$47,000
Eugene Match	0.73	\$5,379
STP Springfield	1.25	\$15,500
Springfield Match	0.12	\$1,774
STP Coburg	0.0	0
Coburg Match	0.0	0
STP Lane County	0.20	\$2,800
Lane County Match	0.04	\$560
<b>Total</b>	<b>11.12</b>	<b>\$97,730</b>
Note: Overall UPWP funding detail is provided in Section IV: Funding		

## 5. Programming and Implementation

Objective: Translate RTP goals, objectives, policies, priorities and recommendations into practical use by public agencies, private enterprise and the general citizenry; set area-wide priorities and develop area-wide Metropolitan Transportation Improvement Program (MTIP) with Program of Projects. Develop process to meet SAFETEA-LU project financial planning, funding and prioritization requirements. Participate in the development of statewide Transportation Improvement Program (STIP) and direct programming of STP-U funds.

Discussion: Programming and coordination activities include short- to mid-range improvement programming and the setting of area-wide priorities for various classes of federal and state transportation funds. In this activity in particular, the planning process provides a neutral forum for local officials to set area-wide transportation priorities. Programming of STP-Urban (STP-U) funds is undergoing review and will be updated as needed.

### Work Activities (LCOG):

- Prepare updates to draft FY06-09 MTIP and/or develop FY07-10 MTIP.
- Prepare MTIP amendments as necessary. Process administrative amendments through the Transportation Planning Committee (TPC) and non-administrative amendments through the MPO Policy Board (Metropolitan Policy Committee, or MPC).

- Prepare and document analyses of effects of amendments on air quality and prepare air quality conformity determinations when needed.
- ~ Track each project phase in the MTIP project lists for funding amounts obligated, project start and completion dates.
- ~ Develop project list for annual reporting of Federally-funded projects in Metropolitan Transportation Improvement Program.
- Begin development of electronic access for data entry into MTIP by MPO partners, and provide web-based query and graphical display of MTIP projects by interested public, agencies, and staff.
- Work with ODOT Region and State Coordinators to improve and streamline MTIP-STIP coordination process.
- Continue to work with Central Lane MPO policy body to develop policies, criteria and processes for programming of funds.
  - Revise process and information content for routine review of current projects.
  - Revise process for local approval of MTIP amendments.
  - Revise process for allocation of STP-U funds.
  - Develop freight-related criteria to assist in evaluating TIP priorities.
  - Review and redevelop project evaluation process and selection criteria.
  - Redefine public involvement process.
- Improve the connection between the RTP and the MTIP to ensure that the MTIP supports RTP priorities, policies, goals and objectives.
- Enhance public notification, education, involvement and input regarding the MTIP. Notify private providers of transportation (including freight providers) and the general public about the MTIP and opportunities for input. Incorporate this notification into the web-based project display.
- Prepare Central Lane MPO STIP priorities for roadway, transit and TDM projects.
- Set annual Federal funding priorities, as allowed.

Work Activities (LTD):

- Prepare multi-year operational and capital plans and budgets.

- Develop and refine STP criteria and priorities.
- Develop local ODOT STIP priorities and coordinate with metro and state officials.
- Coordinate with LTD Board about STP and STIP projects.
- Assist in preparation of, and amendments to LTD and transportation options portion of MTIP project tables and related materials for presentation to MPC and TPC and for use in regional model network.
- Provide semi-annual updates on progress of projects listed in the MTIP.

Work Activities (Springfield):

- Participate in development of local STP-U criteria and priorities.
- Develop local ODOT STIP priorities and coordinate with metro and state officials.
- Coordinate with Springfield elected officials about STP and STIP projects.
- Assist in preparation of, and amendments to Springfield portion of MTIP project tables and related materials for presentation to MPC and TPC and for use in regional model network.
- Provide semi-annual updates on progress of projects listed in the MTIP.

Work Activities (Eugene)

- Develop local ODOT STIP priorities and coordinate with metro and state officials.
- Participate in development of local STP-U criteria and priorities.
- Coordinate with Eugene elected officials about STP and STIP projects.
- Develop Access Management policy to implement RTP strategy.
- Assist in preparation of, and amendments to Eugene portion of MTIP project tables and related materials for presentation to MPC and TPC and for use in regional model network.
- Provide semi-annual updates on progress of projects listed in the MTIP.

Work Activities (Coburg)

- Participate in development of local STP-U criteria and priorities.
- Coordinate with Coburg elected officials about STP and STIP projects

- Assist in preparation of, and amendments to Coburg portion of MTIP project tables and related materials for presentation to MPC and TPC and for use in regional model network.
- Provide semi-annual updates on progress of projects listed in the MTIP.

#### Work Activities (Lane County)

- Develop county-wide ODOT STIP priorities and coordinate with MPO priorities and ODOT staff.
- Participate in development of local STP-U criteria and priorities.
- Coordinate with Lane County elected officials regarding STP-U and STIP projects.
- Assist in preparation of, and amendments to Coburg portion of MTIP project tables and related materials for presentation to MPC and TPC and for use in regional model network.
- Provide semi-annual updates on progress of projects listed in the MTIP.

#### Products:

- Four-year Metropolitan Transportation Improvement Program.
- Digital database of projects with graphical interface for public access (phase 1)
- Annual Federal funding priorities.
- Annual listing of obligated projects.
- Central Lane STIP priorities for freight, roadway, transit and TDM projects.
- Annual LTD Capital Improvements Program.
- Revenue forecast updates.
- Central Lane MPO STIP priorities for freight, roadway, transit and TDM projects.
- Strategies to address fiscally constrained plan and MTIP.
- Policy guidance for development and maintenance of Central Lane TIP.
- Revised allocation method for STP-U funds as needed.
- City of Springfield STP-U priority list.
- City of Springfield STIP analysis and priority lists.
- City of Springfield staff reports and analysis to City Council regarding the STP-U and STIP evaluation and selection process.

- City of Eugene STP-U priority list.
- City of Eugene STIP analysis and priority lists.
- City of Eugene staff reports and analysis to City Council regarding the STP-U and STIP evaluation and selection process.
- City of Coburg STP-U priority list.
- City of Coburg STIP analysis and priority lists.
- City of Coburg staff reports and analysis to City Council regarding the STP-U and STIP evaluation and selection process.
- Lane County STP-U priority list.
- Lane County STIP analysis and priority lists.
- Lane County staff reports and analysis to Board of County Commissioners regarding the STP-U and STIP evaluation and selection process.

<b>Funding Summary for FY07 Programming and Implementation</b>		
<b>Funding Source</b>	<b>Person Months</b>	<b>Total Cost</b>
FTA Sec. 5303	0.19	\$3,000
LTD In-Kind Match	0.05	\$750
FHWA (includes ODOT Match)	1.36	\$21,254
STP MPO	1.60	\$25,000
MPO Match	0.18	\$2,861
STP Eugene	4.50	\$39,000
Eugene Match	0.46	\$4,464
STP Springfield	1.62	\$20,000
Springfield Match	0.16	\$2,289
STP Coburg	0.0	\$0
Coburg Match	0.0	\$0
STP Lane County	1.30	\$18,200
Lane County Match	0.26	\$3,640
<b>Total</b>	<b>11.68</b>	<b>\$140,458</b>
Note: Overall UPWP funding detail is provided in Section IV: Funding		

## 6. Public Participation

**Objective:** Provide for a proactive two-way public involvement process that provides complete information and documentation, timely public notice, full public access to key decisions, and supports early and continuing involvement of the public in developing the plan and MTIP.

**Discussion:** The public involvement work program element is described below. The public involvement efforts cover several work elements including the RTP update, MTIP updates and amendments, air quality, and refinement plans.

This work element provides the tasks needed to carry out public involvement activities to meet requirements of SAFETEA-LU. The focus of FY2006-07 public involvement will be related to continued support of the Citizen Advisory Committee formed in FY2004-05, update of the Public Involvement Plan to transform it into the Public Participation Plan, preparation of the update of the RTP to the year 2030, and to a periodic update of the MTIP. Several public involvement techniques will be employed including seeking comments from the Citizen Advisory Committee, wide distribution of the draft RTP, newsletters, and presentations to neighborhood and community groups including minority and low-income groups, advertisements in newspapers, e-mail announcements, display ads, media coverage, and direct communication with the public. During FY 2006-07, MPC is reviewing its public involvement strategies and will be implementing enhancements to the public involvement process including an enhanced website using visualization techniques and expanded outreach to minority and low income groups.

Work Activities (LCOG):

- Make changes in public involvement practices and products to conform with SAFETEA-LU requirements.
- Provide technical support to ensure opportunity for public hearings and public review of transportation studies, plans, and programs.
- Conduct comprehensive public involvement process for update of the MTIP.
- Respond to inquiries and comments from, and provide information to the public.
- Prepare periodic newsletters as part of 2030 RTP update.
- Employ visualization techniques to describe changes in the RTP update.
- Continued distribution of adopted RTP.
- Provide staff support for monthly CAC meetings.
- Maintain a current MPO interested parties email distribution list.
- Enhance the MPO website to make it more citizen-friendly and employ visualization techniques to describe plans.
- As needed, employ a variety of public involvement and education techniques, including:
  - Make presentations to community groups including outreach to minority and low-income groups.

- Use Metro TV as a technique to keep the public informed.
- Produce media notices for public meetings.
- Regular updates to the website reflecting status of key products and public involvement opportunities.
- Provide public displays of RTP update products.
- Prepare documentation of RTP update public involvement process.
- Create fact sheets to describe key MPO products for use on the website and in other outreach.
- Prepare a Public Participation Plan that updates and replaces the Public Involvement Plan and makes changes to conform with SAFETEA-LU requirements, including conducting a public review process on the draft Plan.
- Design, produce, and distribute an updated Citizen’s Guide that is friendly, easy to read, short, and uses lots of graphics to explain MPO transportation planning to the average citizen.
  - Include a flow chart of the transportation planning process that explains how to influence the decision making process a jurisdiction uses regarding projects.
  - Clearly show how and by whom decisions are made and how investments achieve public goals.
  - Show the current MPO structure.
- Provide technical support and materials necessary to help private providers of transportation service learn about the transportation planning process.
- Provide technical support and materials to help private sector representatives to participate in public hearings and public review of transportation studies, plans and programs.
- Continue to use the web site to provide information about transportation related meetings, plans and reports.
- Ensure that public involvement process complies with state and federal requirements including Title VI of the Civil Rights Act and Environmental Justice by making a proactive effort to include minority and low-income communities in all public participation activities, including developing an expanded mail and email list for environmental justice.
- Review resources that facilitate participation for those whose primary language is not English, especially for those who speak Spanish.

- Review MPO documents and outreach materials to target those items that should be translated into Spanish.
- Research a suitable grant source to expand environmental justice efforts including a website in Spanish and submit a grant application if a likely funding source is found.
- When appropriate, identify potential freight stakeholders for inclusion in MPO advisory committee processes.

Work Activities (LTD):

- Maintain an updated list of private providers of transit-related services.
- Inform private transportation providers and the general public of opportunities to comment on the transit planning process and LTD's service.
- Prepare updates on estimates of fully allocated costs of transit operations.
- Provide timely project updates to ensure opportunity for both ample public review of projects and to provide MPO staff accurate information for required planning purposes.
- Assist in development of public outreach materials for public hearings and public review of MPO-related transportation studies, plans and programs.
- Assist with Citizen Advisory Committee

Work Activities (Springfield):

- Provide timely project updates to the MPO to ensure ample public review opportunity and to provide accurate information to digitally illustrate regionally significant and federally funded projects.
- Assist in development of public outreach materials for public hearings and public review of MPO-related transportation studies, plans and programs.
- Assist with Citizen Advisory Committee.

Work Activities (Eugene):

- Provide timely project updates to the MPO to ensure ample public review opportunity and to provide accurate information to digitally illustrate regionally significant and federally funded projects.

- Assist in development of public outreach and education materials for public hearings and public review of MPO-related transportation studies, plans and programs.

Work Activities (Coburg)

- Provide timely project updates to the MPO to ensure ample public review opportunity and to provide accurate information to digitally illustrate regionally significant and federally funded projects.
- Assist in development of public outreach materials for public hearings and public review of MPO-related transportation studies, plans and programs.

Work Activities (Lane County):

- Provide timely project updates to the MPO to ensure ample public review opportunity and to provide accurate information to digitally illustrate regionally significant and federally funded projects.
- Assist in development of public outreach materials for public hearings and public review of MPO-related transportation studies, plans and programs.
- Assist with Citizen Advisory Committee.

Products:

- Support and public information materials as necessary.
- Accurate electronic project update database and digital illustration of regionally significant and federally funded projects.
- Adopted Public Participation Plan conforming to SAFETEA-LU requirements (this new product will update and replace the Public Involvement Plan).
- Agenda packets, minutes, and other support materials for monthly meetings of the Citizen Advisory Committee.
- Media notices, display ads, email messages, updated website displays, newsletters, and other materials for public outreach
- Citizen-friendly public outreach materials such as fact sheets, Citizen's Guide, flow charts, and other graphics to explain the key products and activities of the MPO.
- Public involvement program for TIP update conforming to SAFETEA-LU requirements.
- Public involvement program for STIP update conforming to SAFETEA-LU requirements.
- Public involvement program for RTP update conforming to SAFETEA-LU requirements.

- Annual list of funded projects.
- Informational materials to assist private providers understand the transportation planning process, public meetings and hearings.
- Informational materials on transit service for private providers.

<b>Funding Summary for FY07 Public Participation</b>		
<b>Funding Source</b>	<b>Person Months</b>	<b>Total Cost</b>
FTA Sec. 5303	0.26	\$4,000
LTD In-Kind Match	0.06	\$1,000
FHWA (includes ODOT Match)	2.56	\$40,000
STP MPO	5.13	\$80,000
MPO Match	0.59	\$9,156
STP Eugene	0.60	\$6,000
Eugene Match	0.07	\$687
STP Springfield	0.86	\$10,626
Springfield Match	0.08	\$1,216
STP Coburg	0.0	\$0
Coburg Match	0.0	\$0
STP Lane County	0.32	\$4,480
Lane County Match	0.08	\$1,120
<b>Total</b>	<b>10.61</b>	<b>\$158,285</b>
Note: Overall UPWP funding detail is provided in Section IV: Funding		

## 7. Air Quality

Objective: Maintain conformity with Federal Clean Air Act Amendments and the Oregon conformity rules.

Discussion: The continued implementation of the Clean Air Act Amendments (CAAA) as applied to the development of the RTP, MTIP, and transportation projects.

The current Central Lane carbon monoxide (CO) portion of the State Implementation Plan (SIP) is outdated. Work is underway to develop a Limited Maintenance Plan for CO for the next 10-year period. USEPA, LRAPA and LCOG are the primary partners in this effort, with interagency consultation including USDOT, ODOT and ODEQ. This work will continue into FY07 as the public involvement phases are undertaken.

The Central Lane MPO area has been designated as in attainment of the ozone (O<sub>3</sub>) and particulate matter (PM<sub>2.5</sub>) standards (as of January 2006). However, with the proposed lower NAAQS for PM<sub>2.5</sub>, it is possible that the Eugene-Springfield area will be designated as a non-attainment area for this pollutant. While wood heat sources are expected to be the majority source of PM<sub>2.5</sub>, transportation sources may be identified as a significant source, thus triggering conformity requirements. During FY07, the MPO

may be asked to work with Lane Regional Air Pollution Authority to assist in developing the PM<sub>2.5</sub> emissions inventory related to transportation sources.

Air toxics continue to be an area of increasing concern, and MPO staff will continue educational efforts to remain informed of developments that impact transportation planning.

LCOG is working with LRAPA on an EPA grant to track and evaluate the emission savings of APU installations on long-haul trucks home-based in Oregon. MPO staff will continue to be involved in this work through FY08. Other opportunities to consult with and/or assist LRAPA on programs dealing with diesel air toxic emissions, will be pursued.

MPO staff will continue to upgrade air emission modeling capabilities. Inputs to the current air emissions model, MOBILE6, will be improved, as required under interagency consultation. Staff training to implement and use the newest EPA air quality emissions model, MOVES, will be conducted in preparation for switching to this model.

In FY05, conformity determinations were completed for the 2025 RTP and the FY05-07 Metropolitan Transportation Improvement Program. The conformity determination for the draft FY06-09 MTIP was also completed, but, as of January 2006, is pending MPO policy board approval of this MTIP. During FY07, an updated MTIP will be pursued in concert with the 2030 RTP, and will require a new conformity determination.

Due to the need to maintain a 20-year planning horizon in the RTP, a 2030 RTP is anticipated for FY07. An air quality conformity determination will be required.

MPO staff will continue to work with LTD to provide air quality emissions information to include in the Commuter Solutions ride-share performance measures. In FY06, travel parameters and emission factors for CO, NO<sub>x</sub>, VOC and CO<sub>2</sub> for commute trips within the TMA were provided to LTD for the initial implementation of the commuter tracking program RIDEPRO. Further work is anticipated.

Work Activities (LCOG):

- Meet with the Standing Committee on Air Quality (Transportation Planning Committee) quarterly as required by the Oregon Conformity Rule.
- Perform air quality conformity analyses as required by the Oregon Conformity Rule and the Clean Air Act Amendments.

- Update and perform analysis on the regional transportation networks for horizon years as needed for emission analysis.
- Consult with interagency partners on MTIP and RTP updates and amendments
- Prepare project level conformity analysis as necessary, including NEPA analyses.
- Coordinate with LRAPA on maintenance of the carbon monoxide ambient air standard.
- Coordinate with LRAPA on other transportation air pollutants, as necessary.
- Complete CO SIP update, including any required emissions analyses, and submit to the state for inclusion into the State Implementation Plan.
- Attend training sessions and workshops to remain informed of new air quality regulations and analysis tools.

Products:

- MTIP and RTP Air Quality Conformity Determination(s).
- On-going TIP data base with document of air quality implications of amendments.
- Updated maintenance plan for carbon monoxide SIP.

<b>Funding Summary for FY07 Air Quality</b>		
<b>Funding Source</b>	<b>Person Months</b>	<b>Total Cost</b>
FTA Sec. 5303	0.24	\$3,700
LTD In-Kind Match	0.06	\$ 925
FHWA (includes ODOT Match)	2.24	\$35,000
STP-MPO	0.00	\$0
Local In-Kind Match	0.00	\$0
<b>Total</b>	2.54	\$39,625
Note: Overall UPWP funding detail is provided in Section IV: Funding		

**8. Intergovernmental Coordination and Staff Support**

Objective: Ensure coordination between federal, state and local processes. Provide planning and administrative support to maintain the area's comprehensive transportation planning process. Ensure conformity with federal TMA requirements.

Discussion: This work activity provides the general support for the committee structure and functions necessary to efficiently operate the

continuing, comprehensive and cooperative planning process in the Central Lane metropolitan area.

Work Activities (LCOG):

- Coordinate local planning activities to prevent duplication and ensure efficiency and connectivity in transportation system development.
- Perform administrative functions required for the 3-C process.
- Continue coordinating transportation and transportation options planning activities affecting the metropolitan area with local, state and federal activities. Examples of past tasks include:
  - Oregon Transportation Plan Update
  - Transportation Planning Rule review
  - Bypass Policy review
  - Review of ACT Guidelines
- Provide staff support for the Transportation Planning Committee and its subcommittees, the transportation activities of the MPO Policy Board (MPC), and other committees necessary to carry out the 3-C transportation process, including:
  - Produce and distribute meeting packets
  - Ensure adequate notice of meetings
  - Record and distribute meeting minutes and other meeting records
  - Arrange meeting logistics
- Continue to attend state level meetings related to TPR implementation, ODOT Transportation Demand Management Program, and implementation of SAFETEA-LU.
- Prepare certification materials for the Central Lane area's transportation planning process.
- Prepare draft and final versions of the annual UPWP.
- Attend conferences and workshops specific to transportation planning.
- Follow up on results of federal certification review.
- Participate in state-wide quarterly MPO meetings

Work Activities (LTD):

- Coordinate transportation and transportation options planning activities with metropolitan agencies.
- Attend conferences and workshops specific to MPO planning and implementation of transportation options programs and services.

Work Activities (City of Springfield):

- Coordinate transportation planning activities with metropolitan agencies.
- Attend conferences and workshops specific to MPO planning.

Work Activities (City of Eugene)

- Coordinate transportation planning activities with metropolitan agencies.
- Attend conferences and workshops specific to MPO planning.

Work Activities (Coburg)

- Coordinate transportation planning activities with metropolitan agencies
- Attend conferences and workshops specific to MPO planning

Work Activities (Lane County):

- Coordinate transportation planning activities with metropolitan agencies.
- Attend conferences and workshops specific to MPO planning.

Products:

- Minutes and agendas for MPC and TPC.
- Unified Planning Work Program.
- Monthly and Quarterly financial reports.
- Certification of compliance with federal planning regulations.
- Coordination of local, state and federal transportation plans.
- Improvements and enhancements to MPO processes in response to FY03 federal certification review.

<b>Funding Summary for FY07 Intergovernmental Coordination and Staff Support</b>		
<b>Funding Source</b>	<b>Person Months</b>	<b>Total Cost</b>
FTA Sec. 5303	0.74	\$11,543
LTD In-Kind Match	0.19	\$2,886
FHWA (includes ODOT Match)	6.17	\$96,225
STP MPO	1.92	\$30,000
MPO Match	0.22	\$3,434
STP Eugene	0.45	\$5,000
Eugene Match	0.05	\$572
STP Springfield	0.81	\$10,000
Springfield Match	0.08	\$1,145
STP Coburg	0.26	\$3,000
Coburg Match	0.03	\$343
STP Lane County	0.32	\$4,480
Lane County Match	0.08	\$1,120
<b>Total</b>	<b>11.32</b>	<b>\$169,748</b>

Note: Overall UPWP funding detail is provided in Section IV: Funding

## **B. Special Projects**

### **1. Within Metropolitan Planning Organization Area**

#### *(a) Transportation Growth Management Projects*

The Transportation Growth Management (TGM) grant program is a joint program between ODOT and DLCD. The objectives of the program are to help local governments comply with the Transportation Planning Rule, integrate transportation and land use planning, encourage land development patterns which support modal choice and high transportation facility performance, strengthen growth management capability, and preserve and enhance livability.

There are no TGM grants which will be underway within the MPO area. TGM-funded work is beginning in FY06 and continuing into FY07 in Junction City and Creswell.

#### *(b) Facility Studies/Refinement Planning*

1. *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.
2. *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.
3. *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.
4. *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. 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.
5. *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)

6. *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.

## **2. Outside Metropolitan Planning Organization Area**

### (a) Facility Studies

1. *Highway 99 Operational Analysis and TSP Update – Junction City*

Due to growth in Junction City, recent changes in land uses, and a 3.22% increase in travel per year on Highway 99 since 1996, state and local officials have developed a common understanding that a Highway 99 facility plan and an access management plan are necessary to complete the city's Transportation System Plan and protect long term functionality of this vital transportation corridor. The purpose of this plan is to determine how best to preserve the function of Highway 99, including improvements to the surrounding local system that would reduce pressure on the state facility.

2. *Creswell Interstate 5 Creswell IAMP/Local street Plan*

The Interstate 5 Creswell IAMP/Local Street Plan aims to coordinate land use and transportation strategies that preserve or enhance the "through movement" function of the Interstate. 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.

At the request of the city, this project will also include a Local Street Plan task. The city has recently adopted recommendations for future urban growth boundary expansion; planning for local street connectivity in these and other developing areas within the current UGB addresses a critical transportation issue. The local street planning process will be conducted to implement applicable portions of the Transportation Planning Rule.

#### **IV. FUNDING**

The table on the following page provides a summary of FY07 UPWP work elements and funding sources. Funding sources are described in Section I. D. on page 6. At this point in the development of the FY07 UPWP, FY06 funding levels are assumed for all sources. The FHWA PL total is \$423,514. The STP total includes \$350,000 for MPO activities, and \$336,400 for Eugene, Springfield, Lane County and Coburg work activities. These funds will be available pending approval of the FY07 STP-U Planning allocation by MPC. The FY07 UPWP will be amended to reflect FY07 amounts as this information becomes available. Addition of FTA 5303 funds, LTD, MPO and Eugene, Springfield and Coburg match bring the estimate of total resources (federal and state funds and local match) for the work described for FY06 to \$1,453,946 of which \$863,203 is the LCOG total and \$590,743 is the local agency total.

**Central Lane MPO  
Transportation Planning Work Program  
FY2006-07**

Row No.	Work Element	Column No.	Source of Funds					7	Totals 8	9	
			1 FTA Sec. 5303	2 LTD Match	3 FHWA PL	4 STP	5 Local STP Match				6 State TGM
1	Transportation System Modeling and Data Maintenance		\$25,000	\$6,250	\$74,406	\$ 118,000	\$ 14,650		\$210,851	\$27,455	\$238,306
2	RTP		\$18,000	\$4,500	\$105,629	\$ 192,274	\$ 22,007		\$168,207	\$174,202	\$342,410
3	Technical Assistance		\$0	\$0	\$3,000	\$ 10,000	\$ 1,145		\$14,145	\$0	\$14,145
4	Short-Range Planning		\$4,000	\$1,000	\$3,000	\$ 77,500	\$ 8,870		\$23,717	\$70,653	\$94,370
5	Programming and Implementation		\$3,000	\$750	\$21,254	\$ 84,000	\$ 9,614		\$52,115	\$66,503	\$118,618
6	Public Involvement		\$12,000	\$3,000	\$40,000	\$ 96,626	\$ 11,059		\$141,156	\$21,529	\$162,685
7	Air Quality Planning		\$4,353	\$1,088	\$35,000	\$ -	\$ -		\$39,353	\$1,088	\$40,441
8	Intergovtl Coord. & Staff Support		\$19,000	\$4,750	\$123,225	\$ 88,000	\$ 10,072		\$175,659	\$69,388	\$245,047
9	Direct Costs				\$18,000	\$ 20,000			\$38,000		\$38,000
10	ODOT Facility Planning - In MPO								\$0	\$0	\$0
11	ODOT Facility Planning - other								\$0	\$0	\$0
12	TGM Grants								\$0	\$0	\$0
	Coburg TSP Update								\$0		\$0
	Other Applications Pending										
14	Bus Rapid Transit Planning/PE			\$16,424		\$143,500			\$0	\$159,924	\$159,924
15											
16	Total Transportation UPWP		\$85,353	\$37,762	\$423,514	\$829,900	\$77,417	\$0	\$863,203	\$590,743	\$1,453,946

**Notes:**

- The amounts in column 2, rows 1-8 serve as in-kind match for amounts in column 1.
- The amount in column 2, row 14 serves as cash match for the amount in column 4, row 14.
- The funds in column 3 include \$43,495 in ODOT funds used as cash match required for use of \$380,019 in federal PL funds.
- The amount listed in column 4, rows 1-8 are \$350,000 in MPO-STP funds, provided by ODOT; plus \$336,400 in STP funds for Eugene, Springfield, Lane County and Coburg tasks. Row 14 represents LTD planning and PE for BRT in FY07.
- The amounts in column 5, rows 1-8 serve as in-kind match From Eugene, Springfield, and LCOG for amounts in column 4, rows 1-8.
- The funding level in column 6 will be determined upon notification of TGM grant awards at which time the UPWP will be amended.
- The amount in column 7 is a summation of the amounts in columns 1,3, and 4 and the LCOG portion of column 6.
- The amount in column 8 is a combination of LTD match for FTA funds, and local match for STP funds.
- The amount in Row 9 reflects direct costs associated with advertising, printing, travel, and other expenses associated with MPO operations.
- The amount in column 10 is the salary, fringe and direct costs associated with LCOG's total in column 7.
- The amount in column 11 is an approximation of LCOG's 49 percent indirect rate applied to column 7.
- The amount in columns 12 and 13 reflect the breakout of column 8 between LTD and local agencies.

<p style="text-align: center;"><b>Eugene-Springfield MPO Transportation Planning Work Program FY2006-07</b></p>							
Row No.	Work Element	Column No.	Uses of Funds				TOTAL
			10 LCOG Direct	11 LCOG Indirect	12 LTD	13 Local	
1	Transportation System Modeling and Data Maintenance		\$142,926	\$67,926	\$6,250	\$21,205	\$238,306
2	RTP		\$114,019	\$54,188	\$4,500	\$169,702	\$342,410
3	Technical Assistance		\$9,588	\$4,557	\$0	\$0	\$14,145
4	Short-Range Planning		\$16,076	\$7,640	\$1,000	\$69,653	\$94,370
5	Programming and Implementation		\$35,326	\$16,789	\$750	\$65,753	\$118,618
6	Public Involvement		\$95,683	\$45,474	\$3,000	\$18,529	\$162,685
7	Air Quality Planning		\$26,675	\$12,678	\$1,088	\$0	\$40,441
8	Intergovtl Coord. & Staff Support		\$119,070	\$56,588	\$4,750	\$64,638	\$245,047
9	Direct Costs		\$38,000	\$0			\$38,000
10	ODOT Facility Planning - In MPO		\$0	\$0	\$0	\$0	\$0
11	ODOT Facility Planning - other		\$0	\$0	\$0	\$0	\$0
12	TGM Grants		\$0	\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$0	\$0
14	Bus Rapid Transit Planning/PE		\$0	\$0	\$159,924	\$0	\$159,924
15							
16	Total Transportation UPWP		\$597,364	\$265,839	\$181,262	\$409,481	\$1,453,946

