

**FY2007-2008**  
**UNIFIED PLANNING WORK PROGRAM**

**For the Central Lane  
Metropolitan Planning Organization**

**Adopted by the Metropolitan Policy Committee  
April 12, 2007**

**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, 2007, to June 30, 2008. Development of the UPWP provides the Oregon Department of Transportation (ODOT) and local agencies participating in the transportation planning process with an opportunity to identify regional transportation planning responsibilities, needs, objectives and products. Within the guidelines set by the U.S. Department of Transportation, the UPWP sets priorities for regional transportation planning activities that are responsive to the federal mandates of SAFETEA-LU and the goals set by the regional transportation plan.

The UPWP describes the amount of funding available for each major activity. It does not describe how much effort and therefore funding each separate item within the work task will receive. The amount of work required to accomplish a task is heavily dependent on the context of the work at the time it is undertaken. Also, unforeseen events or requirements typically arise necessitating a shift in resources. During the year, the MPO policy board can direct staff effort toward certain tasks listed in the UPWP or can direct amendment of the UPWP to include new tasks that are unforeseen at this time.

### **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)

UPWP funds may be directed, as needed, toward expert consultants in order to conduct special studies and analyses to accomplish tasks described herein.

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

Using the 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. A public comment period of approximately 30 days is provided for citizen input; the Citizens Advisory Committee also reviews the document and provides comments. The draft is reviewed and approved by the Transportation Planning Committee (TPC), which recommends adoption to the MPO Policy Board – the Metropolitan Policy Committee (MPC). It is adopted by the MPC.

### **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; work with Lane Regional Air Pollution Authority to ensure that other criteria pollutants remain below the National Ambient Air Quality Standards.
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 the MPO planning process with federal and state transportation planning requirements including the Safe, Accountable, Flexible, Efficient Transportation Equity Act – Legacy for Users (SAFETEA-LU), the Clean Air Act, Title VI, Environmental Justice, the Statewide Transportation Planning Rule (TPR), the Oregon Transportation Plan (OTP) and Oregon Highway Plan (OHP), among others. Federal planning requirements as set forth in SAFETEA-LU require consideration of the following eight factors:
  - i. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;

- ii. Increase the safety of the transportation system for motorized and nonmotorized users;
  - iii. Increase the security of the transportation system for motorized and nonmotorized users;
  - iv. Increase the accessibility and mobility of people and for freight;
  - v. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
  - vi. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
  - vii. Promote efficient system management and operation, and;
  - viii. 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 FY07-08 UPWP**

The Central Lane MPO region will be experiencing a wide range of planning and construction activities in FY08. 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 summarized below.

### 1. 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. The final rule changes promulgated as a result of these changes were transmitted to the MPO in late February, 2007. Changes required to address the new rules and further requirements of, or refinements due to, SAFETEA-LU will be undertaken in FY08.
- ii) *Responding to Federal Certification Review* – The federal certification review is scheduled for May 2007, and will review in detail the MPO's operation and its compliance with federal planning requirements. Any corrective actions and recommendations specified in the review will be undertaken in FY08.
- iii) *Implementation of the MPO Public Participation Plan (PPP)* – this document outlines the procedures to be used for public involvement

on key MPO products and processes. It was a significant work task for the MPO's Citizens Advisory Committee in FY06 and FY07, and was adopted in January 2007. The CAC will play a key ongoing role in making recommendations to the MPC to implement the PPP. Techniques and processes for tracking and reporting on performance measures listed in the PPP will be undertaken.

- iv) *Continued work on the development of e-MPO* – These activities involve the redesign of the existing transportation web pages and integration of an interactive website and project database and map. The overall effort for the Central Lane MPO is being termed 'e-MPO'. This publicly available tool will receive or provide information, illustrate concepts or processes and provide more dynamic opportunities for interactive public engagement as well as more efficient coordination of information at the staff level. Work in FY08 will continue the work begun in FY06.
- v) *Begin review and dialogue concerning regional transportation policies for inclusion in the 2035 RTP.* During FY07, the 2031 RTP was developed for consistency with SAFETEA-LU requirements and to ensure at least a 20-year time frame during its four-year cycle. Due to the status of the local Eugene/Springfield transportation system plan and associated comprehensive land use plan, policy review was not an element of the 2031 RTP update. In FY08, the MPO, in concert with the local jurisdictions and MPO committees, will initiate review of the RTP policies.
- 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 approximately 5 to 10 times annually to reflect ongoing refinements to project design and funding.
  - ⇒ *Update to reflect reauthorization of federal transportation bill and to improve local procedures* – In FY07, it is expected that a SAFETEA-LU compliant MTIP will be adopted following adoption of the 2031 RTP. If completion of the RTP is slowed, completion of the MTIP update will slip into early FY08.
  - ⇒ *Allocation of STP-U funds* – Complete allocation of FY05-09 STP-U funds. Following completion in FY07 of the revised process for the allocation of STP-U funds, and the programming of STP-U funds for Preservation, Modernization, and Project Development activities through FY09 and Planning and Transportation Options (TDM) activities through FY08, the FY09 Planning and TDM funds remain to be programmed.
  - ⇒ *Development of an electronic web-based MTIP* -- to expedite updates, ensure accuracy, improve interagency communication and ultimately

provide for user-friendly public viewing. This work will continue as a part of the e-MPO effort.

- vii)** *Adoption of Alternative Mobility Standards (AMS) 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. While substantial work to understand future congestion and needs along state highway corridors has been completed, further work is needed to develop, review, adopt and incorporate changes in state system standards. These standards would apply only to the ODOT portion of the region’s highway system. The anticipated result of the project is to make the Central Lane MPO RTP consistent with the OHP through adoption of amendments to the RTP and to the OHP instituting the alternative mobility standards. This work will be concluded in FY08 with presentation to MPC and the Oregon Transportation Commission.
- viii)** *Congestion Mitigation Process* – Tighter integration of the Congestion Mitigation Program (see C. below), the ITS program and the AMS analyses will be undertaken in FY08 to develop a strategic *Congestion Mitigation Process* approach to dealing with future congestion.
- ix)** *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 FY08.
- x)** *I-5/Franklin System Planning* –The I-5 Glenwood Area Planning Study (IGAPS) is examining future land use and freeway access alternatives in the area of Franklin Blvd (Hwy 99/126B) and Glenwood Boulevard. This study is expected to continue into FY09.
- xi)** *Coburg Development and Adoption of a Transportation System Plan (TSP) Update* – The TSP is a necessary follow-up 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.
- xii)** *OR 126 EMP (Expressway Management Plan) Phase 3* - The third phase will involve a focus on refining the design concepts for 52nd and Main Streets, further detailing the IAMP policies, and preparing materials to support decisions regarding the inclusion of projects in the regional transportation plan. Based on the work completed in Phase 2, the alternative concepts for 52nd and Main Streets will be evaluated and ranked based on their ability to implement plan policies for 52nd and Main Streets.
- 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 FY08.

- 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 \$1 million 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.
- xv) *Franklin Boulevard Conceptual Design Project* – This facility planning effort is being conducted by the City of Springfield in close cooperation with ODOT and Lane Transit District. The outcome is a preferred urban standards alternative in an area defined as a mixed use redevelopment opportunity. The project includes redesign of the McVay/Franklin intersection.
- xvi) *Public Transit/Human Services Plan* – As part of SAFETEA-LU, LTD is 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. This project will likely complete in early FY08.
- xvii) *Pioneer Parkway BRT* – This project was successful in receiving a Finding of No Significant Impact from FTA and submitted for Small Starts funding. LTD expects to be in project development in FY07.
- xviii) *West 11th Avenue Corridor Study* – This study, initiated by City of Eugene in FY07 and with the cooperation of ODOT, Lane County, and LTD, primarily examines transportation systems management (TSM) and demand management (TDM) alternatives for West Eugene, including portions of Highway 126. The study is expected to extend into FY08.
- xix) *West Eugene Extension EmX Study* – The LTD Board of Directors identified West Eugene as the highest priority corridor for Phase III expansion of the regional Bus Rapid Transit (BRT) system. This project will initiate in FY 07 and is expected to extend through FY08. LTD will coordinate with the City of Eugene’s West 11th Corridor Study.

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

- *I-5/Beltline Project (ODOT) - ongoing*
- *I-5/McKenzie River – Goshen Grade Bridge Bundle 215 – ongoing*
- *Beltline Highway @ Coburg Rd Interchange (ODOT)*
- *Beltline Highway @ River Road (ODOT)*

- *OR 99: Barger-Washington (ODOT)*
- *OR 99W @ Corp (ODOT)*
- *OR 222: Springfield SCL-Jasper Bridge (ODOT)*
- *I-105 Illumination Replacements (ODOT)*
- *West Bank Trail: Beaver Street-River Avenue (Eugene)*
- *Bob Straub Parkway (Lane Co.) - ongoing*
- *Eugene Train Depot Upgrade – Unit 2 (Eugene)*
- *North Game Farm Rd Urban Standards (Eugene)*
- *Gateway/Beltline: International Way-Postal Way (Springfield)*
- *BRT – Progressive Corridor Enhancement (LTD)*

### **3. 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 FY08
- 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) *Oregon Freight Advisory Committee Meetings* – The MPO is represented in this committee which is working to address issues related to freight movement within the State.
- iv) *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 (KUMI) 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, the Public Participation 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) is composed of staff from all participating jurisdictions and conducts the technical portions of the process. The MPO's Citizen Advisory Committee (CAC) provides direct citizen input as well as guidance for the MPO's public participation efforts.

### **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, LTD, 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, LTD, and the cities assign staff to coordinate and participate on UPWP tasks.

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:

- FHWA PL Funds
- ODOT Match for FHWA funds
- FTA Section 5303 Funds
- FTA Section 5307 Funds
- FTA Section 5309 Funds
- FTA Section 5316 Funds
- FTA Section 5317 Funds
- FTA Section 5339 Funds
- LTD Match for FTA funds
- MPO Discretionary STP Funds (STP-U)
- Local Match for STP Funds and Other Local Funding
- TGM Funds

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 Transportation System Plans.

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 and Environmental 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, PPP, and air quality conformity determinations). 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

In FY07, LCOG processed the State ES202 employment files, which includes geocoding employment sites and allocating much of the multi-establishment employment to the individual sites. 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 FY07, continued use was made of the CTPP to analyze work commute patterns within the TMA and between the TMA and other communities, including travel by Title VI populations. LCOG will 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. In FY07, LCOG obtained a limited-duration VISSUM license for use in UrbanSim model integration. LCOG travel networks have been converted for use in VISSUM as part of this research. In addition, LCOG has joined with OMSC, OSU, and PSU in a research proposal to develop multi-level modeling that would integrate dynamic microsimulation of corridor traffic within the regional model.

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 FY07, LCOG revised the TAZ System, going from the previous 271 internal zones to 614, and adding two new external stations to the previous 21. We have modified and adapted our auto, transit, transit access, and non-motorized networks to the new zone system, with considerable additional network detail. The new zone system allows us to opportunity to allocate auto trips to various sub-zones representing the University of Oregon, according to parking availability. The networks have also been re-projected from NAD27 to the NAD83 coordinate system currently used for all Lane County geographic information systems.

A number of additional model enhancements have been undertaken in FY06-FY07 in preparation for the RTP update. First, the forecast year was extended from 2025 to 2031. To achieve this, the land use allocation model base year has been updated to 2004, the buildable lands data have been updated, and LCOG has examined recent redevelopment and infill trends within the Eugene and Springfield UGB’s. LCOG has worked with our regional partners to establish land use assumptions for the allocations. Regional highway, transit, and non-motorized networks are in the process of being updated to reflect the new 2011 MTIP, 2031 RTP Financially Constrained, and Illustrative project lists. LCOG has revised the trip generation, distribution, and mode choice models to reflect the new zone system, and has re-estimated the regression models used for calculating external traffic growth rates.

Since early 2006, LCOG has 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 developed and refined the models for several Lane County cities, including Oakridge, Cottage Grove, Junction City, Veneta, and Creswell. In FY07, LCOG applied these models to a number of studies, including the local streets planning, transportation systems plans, and interchange access management plans. In addition, 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.

In FY07, LCOG completed model forecasts for the Highway 126 Expressway Management Plan, for the Coburg TSP and IAMP, and for the Eugene Walnut Street Mixed Use Center. LCOG worked with LTD and its consultants in FY06 and FY07 to prepare demographic and travel forecasting data for the Pioneer Parkway BRT Alternatives Analysis / EIS. In FY07, LCOG prepared data for the successful Small Starts / New Starts funding submittal to FTA. This work included analysis of the “build”, “baseline”, and “no-build” alternatives for the corridor, and calculation of transit system user benefits using the FTA “SUMMIT” model.

LCOG has continued to participate in cooperative modeling research and development projects with ODOT and our fellow MPO’s. We have participated in the development of a joint multi-year work program, and have continued to provide data, to participate in research, to serve on the Oregon Modeling Steering Committee, to chair the Model Applications 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. The Committee has overseen preparation of an RFP in FY07, and the survey is expected to get underway in FY08. MPC will be asked to consider an allocation of funds for behavioral data collection in the Central Lane TMA.

LCOG has made additional enhancements and updates to the regional land-use allocation model which allocates forecasted regional growth to Transportation Analysis Zones. Base year data was updated to 2004 and the forecast year was extended to 2031. 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. In FY07, LCOG provided new current and historical land use, demographic, and economic, and transport network data to the developers of the UrbanSim modeling package at the University of Washington. These data have been used to update the Eugene-Springfield demonstration data set, and to facilitate integration of the UrbanSim land use and JEMnR-VISSUM transportation modeling packages. In addition, LCOG has provided data for implementing the ODOT Land Use Scenario Developer (LUSDR) modeling package. 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 Process in FY07. The process 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 CMP, and will continue to explore modeling software and methods to better represent queues, signal delays, and the effects of ITS projects in congested corridors. LCOG has also continued work on a related project, the Alternative Mobility Standards for the TMA. This project utilizes data and analysis from the CMP within a broader economic - land use - transportation context. It classifies corridors according to their mobility dependence and congestion tolerance, and identifies areas where alternatives to the OTP mobility standards may be appropriate.

Working with Lane County, LCOG updated traffic counts at all external stations entering the TMA model area in FY07. We have continued to obtain traffic count data from our regional partners, and are working to incorporate counts into the regional GIS database.

#### 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

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

Objective: Carry out work activities to update the RTP, the area's long-range transportation plan, to continue to meet requirements of SAFETEA-LU in a manner consistent with state and local plans and requirements.

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.

Work in FY08 will focus on maintenance of the 2031 RTP and wrap-up of any lingering issues related to the new SAFETEA-LU requirements. Work will also focus on providing assistance to adopting agencies in the implementation of the plan.

Pursuing work to integrate the presentation and usefulness of the MPO's RTP and the Eugene-Springfield, Lane County and Coburg Transportation System Plans (TSPs) will also be part of this element during the fiscal year. Looking forward to the next RTP in four years, work will begin on examining the policies of the RTP and the coordination of this plan with the local TSPs.

### 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.).
- 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 implementation of the RTP.
- Perform air quality conformity technical analysis as needed.
- Develop draft determination of air quality conformity, as needed.
- Develop and refine draft amendments to RTP as needed.
- Adopt amendments to RTP as needed.
- 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):

- Review policies as part of next 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 OR 126 Expressway Management Plan.
- Coordinate with the City of Springfield with facility planning on Franklin Boulevard (OR 126B) in Glenwood
- Coordinate and participate and evaluate alternatives for the I-5/Franklin interchange systems planning study.
- Assist in planning for Interstate 5 Willamette River Bridge replacement and IGAPS project.
- Coordinate with the study of Beltline Highway to identify system needs and identify future improvement projects.
- Continue to 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 in the ODOT OR 126 Expressway Management Plan.
- Analyze and collect data for the OR 126 Expressway Management Plan.
- Conduct facility planning on Franklin Boulevard (OR 126B/McKenzie Highway) in Glenwood, including McVay/Franklin intersection.
- Collect and analyze data and evaluate alternatives for the I-5 Glenwood Area planning study (IGAPS).
- 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 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 an adopted 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 Implementation and interchange project delivery 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.
- Transportation system modeling for IGAPS project.
- Committee and public outreach support for the IGAPS project, including IGAPS project web site, meeting and public outreach materials, etc.

- Draft and adopted versions of updated 2031 RTP, including financially constrained and illustrative project lists and updated RTP maps.
- Web version of draft and adopted updated 2031 RTP.
- OR 126 Expressway Management Plan Options Analysis.
- Franklin Boulevard preferred urban standards alternative.
- Gateway/Beltline Intersection Project Plan.

### 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.

#### **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.

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 TO 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.
- Continue participation in Walnut Node and Rasor Park (mixed-use center) planning.

Work Activities Commuter Solutions:

- Employer/Employee Transportation Benefits Program Activities. Continue to promote and provide the following services:
  - Group Pass Programs: discounted transit benefits
  - Transit Vouchers: subsidy of individual transit passes for employees

- Carpool Matching: for all members of the community
  - Parking Management: for employers/developers of projects in the TMA
  - Emergency Ride Home program: coordination of incentive program services through area employers
  - Bike/Walk Services: promotion of these travel options to employees/employers in the region
  - Employee Transportation Coordinators: technical assistance to region's employers with designated coordinator of employer transportation benefits programs.
- Ridesharing Program Activities.  
The Commuter Solutions Rideshare Program offers ride-matching services for commuters throughout the region.
    - Work with statewide Transportation Options partners supporting a statewide web-based ride matching system in place.
    - Institute a comprehensive validations process for updating of commuter records and measurement of the reduction of VMT and auto emissions.
    - Increase the number of commuters and Emergency Ride Home worksites in the rideshare database.
  - Valley Vanpool Activities
    - Continue to promote and provide management support of vanpools in the service areas of the Valley VanPool consortium, a partnership with Cherriots and Oregon Cascades West Council of Governments (Albany).
  - Smart Ways to School Program Activities  
The Smart Ways to School Program geographic scope reaches K-12 schools throughout the region. Its mission is to improve school safety while reducing energy consumption and traffic congestion by promoting alternative ways to school for students.
    - Transit Activities: (Families of grade 6-12 students):
      - Pursue continuation of Student Transit Pass Program.
      - Foster collaborative efforts that can set policies or establish sustainable funding structures for free or reduced-cost LTD student passes.
    - Carpool Activities: (Families of K-12 students)
      - Continue to promote and provide free carpool match services.
      - Explore opportunities to offer free carpool matching services through local youth organizations (e.g. Kidsports).

- Walk and Bike Activities: (Families of K-12 students)
  - Continue to promote and provide free assistance to parents interested in forming groups of students to walk and bike to/from school.
- Safe Routes to School Activities: (Families of K-8 students)
  - Assist schools in seeking and using Safe Routes to School funding to increase the number of students who walk or bike to/from school, resulting in a reduction of school-related vehicle trips.
  - Help foster collaborative community efforts that increase walking and biking while reducing school-related traffic.
- Congestion Mitigation Program Activities
  - In partnership with the region's jurisdictions, continue targeted outreach of Commuter Solutions programs and services in areas or along key congested corridors as identified by:
    - Corridors that exceed or expected to exceed established level of service (LOS)
    - Areas experiencing or projected to have high levels of congestion due to:
      - New employment centers or residential developments
      - Major road construction projects
      - Regional Events
      - Identified mixed-used developments
      - Defined Em-X corridors
  - Collaborate with LCOG on KeepUsMoving.Info website providing commuter information of transportation options.

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.
- Develop arterial and collector street plan
- Develop bike and pedestrian plan

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. This project began in FY07 and will carry into FY08.
- 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 and Razor Park (mixed-use center) planning.
- Study West 11<sup>th</sup> Avenue corridor land use and transportation system to identify necessary changes and upgrades to improve access and mobility. This project began in FY07 and will carry into FY08.

#### 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.
- 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.

## **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 FY05-09 STP-Urban (STP-U) funds is in progress and will be updated as needed.

Work Activities (LCOG):

- Complete development of FY08-11 MTIP
- Prepare updates to the MTIP, as needed

- 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). Facilitate Citizen Advisory Committee review of amendments.
- 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/obligated projects in Metropolitan Transportation Improvement Program.
- Continue 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, and maintenance of the Fiscal Plan.
- Continue to work with Central Lane MPO policy body to develop policies, criteria and processes for programming of funds and reporting on project progress.
  - 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 CAC, 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 CAC, 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 CAC, 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, TPC, and CAC 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 CAC, 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.

## 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 FY07-08 public involvement will be related to: continued support of the Citizen Advisory Committee formed in FY04-05; implementation of the Public Participation Plan (PPP) adopted in January 2007; preliminary preparation for policy review for the 2035 RTP; periodic update of the MTIP and amendments to the RTP and MTIP and related Air Quality

Conformity; the AMS/Congestion Management adoption process; and a Limited Maintenance Plan for the carbon monoxide State Implementation Plan.

Several public involvement techniques will be employed including seeking comments from the Citizen Advisory Committee, wide distribution of the RTP and proposed updates, 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 FY07-08, 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 and the Public Participation Plan adopted in January 2007.
- 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 2031 RTP update.
- Employ visualization techniques to describe changes in the RTP and s of other key MPO products.
- Continued distribution of adopted RTP.
- Provide staff support for monthly CAC meetings, including meeting with the CAC officers to prepare for meetings and conduct follow-up.
- Report monthly to MPC on CAC meetings.
- Recruit new CAC members to replace those leaving because their term ended or due to attrition.
- 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.
  - Conduct ongoing review of the Public Participation 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 and Braille.
- 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.

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.
- 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.
- 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.

## 7. Air Quality and Environmental Planning

Objective: Maintain conformity with Federal Clean Air Act Amendments and the Oregon conformity rules. Develop a capacity to routinely provide a high level assessment and linkage between transportation planning and NEPA environmental processes.

Discussion: This work area deals with the continued implementation of the Clean Air Act Amendments (CAAA) as applied to the development of the RTP, MTIP, and transportation projects. A new component for FY08 is an extension of the SAFETEA-LU environmental coordination process to address future coordination requirements and to facilitate NEPA project requirements.

The Central Lane MPO area was declared a maintenance area for CO in 1994. Since then, CO levels have dropped to a very low level and are far below the Clean Air Act standards for this pollutant (9.5 ppm) – the highest 2006 level was 2.1 ppm. However, the current Central Lane carbon monoxide (CO) portion of the State Implementation Plan (SIP) is outdated and must be revised to cover the last half of the required 20-year maintenance period. In FY07, work stalled on developing a CO Limited Maintenance Plan (LMP) for this 10-year period. This work will begin again in FY08. USEPA, LRAPA and LCOG are the primary partners in this effort, with interagency consultation including USDOT, ODOT and ODEQ.

The Central Lane MPO area has been designated in attainment of the ozone (O<sub>3</sub>) and particulate matter (PM<sub>2.5</sub>) National Ambient Air Quality Standards (as of January 2007). However, PM<sub>2.5</sub> levels in the region are very close to the new PM<sub>2.5</sub> standard, and will be closely monitored by Lane Regional Air Protection Agency in the coming years. During FY08, the MPO may be asked to work with LRAPA to investigate the impact of transportation sources on the PM<sub>2.5</sub> levels.

The conformity determination for the FY06-09 MTIP was adopted by the MPO policy board and approved by USDOT in March, 2006. During FY07, an updated SAFETEA-LU compliant FY08-11 MTIP is being pursued in concert with the new 2031 RTP. Both will require a conformity determination which may not be completed until early FY08.

During FY06 and FY07, a process was developed for evaluating and documenting whether an MTIP amendment triggered the need for an air quality conformity determination. The documentation was provided in a simplistic read-only mode on the web. This process will be upgraded in FY08 to provide streamlined web access by both regulators and interested parties.

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 and to acquire USEPA-approved analysis tools, as they become available.

Greenhouse gas (GHG) emissions are also of increasing concern. In FY07, MPO staff began attending City of Eugene planning sessions aimed at development of a local GHG inventory and of strategies to reduce carbon emissions. An estimate of CO<sub>2</sub> emitted by vehicles within the urban growth boundary of Eugene and Springfield was provided using the regional transportation model and MOBILE6. In FY08, the MPO will continue to collaborate with local jurisdictions on this issue.

MPO staff will continue to upgrade air emission modeling capabilities. Inputs to the current air emissions model, MOBILE6, will be improved through acquisition of updated fleet data from DEQ. Staff training to implement and use the newest EPA air quality emissions model, MOVES, will be conducted in preparation for switching to this model.

LCOG continues to work 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 air toxic emissions will be pursued.

As a result of work undertaken in FY07 to satisfy SAFETEA-LU environmental coordination requirements for the 2031 RTP, an extensive set of local GIS data and other information are being collected and put into a form suitable for comparison with transportation projects from the RTP. For FY08, we wish to maintain and enhance this capability to make the assessment more routine and available for MTIP projects requiring NEPA evaluation. It is recognized that detailed site studies and changing alignments are often the norm during project development as engineers and planners respond to site-specific details. This GIS-based analysis tool will not be able to provide fine scale detail, but it is expected to provide the context for the project, and to facilitate and expedite a more in-depth study and to anticipate the need for mitigation resources.

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
- Develop a web-accessible interface to MTIP amendment documents, allowing universal reading and selected writing capabilities by external partners.
- 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.
- Install and train with MOVES, new EPA air emissions model.
- Consult with partners on air toxics and GHG emissions due to transportation sources. Perform analyses as necessary.
- Develop GIS tool to access environmental and other NEPA-required data layers for query against MTIP projects.
- Coordinate and consult with ODOT “Linking Planning and NEPA” committee and with the Collaborative Environmental and Transportation Agreement on Streamlining (CETAS) advisory group to ensure use of appropriate data layers and process.

Products:

- MTIP and RTP Air Quality Conformity Determination(s), as needed
- Upgraded web-accessible MTIP data base with documentation of air quality implications of amendments.
- Updated maintenance plan for carbon monoxide SIP.
- GIS-based catalog of local environmental and other data and plans interfaced with mapped projects, and simple access tools.

## 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.

With the completion of the new 2031 RTP and FY08-11 MTIP, the MPO will reevaluate challenges and opportunities of the next four years, and reassess the bylaws, committee structures and the operating procedures of the MPO. The objective is to improve and streamline agency operation and services while meeting the federal mandates. Issues concerning State and Federal consistency and coordination will be clarified.

### 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 materials in response to the 2007 certification review of 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.
- Participate in state-wide quarterly MPO meetings and Oregon MPO Consortium meetings.
- Participate in freight movement groups including state-wide Oregon Freight Advisory Committee, and the West Coast Corridor Coalition.

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 2007 federal certification review.

## **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.

No new TGM grants will be started in FY08 within the MPO area. FY07 TGM-funded work is ongoing in Junction City and Creswell and will continue into FY08.

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

1. *I-5/Glenwood Area Planning* – This planning effort evolved from a prior high-level transportation system analysis of possible ramp connections for Interstate 5 at Franklin Blvd (Hwy 99/126B). The project will now assess interstate access to the metro area between the Willamette River and the Glenwood interchange area. Refinement Planning has been initiated and will continue in FY08.
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 FY07, but may continue into FY08.
3. *OR 126 EMP (Expressway Management Plan) Phase 3* - The third phase will involve a focus on refining the design concepts for 52<sup>nd</sup> and Main Streets, further detailing the IAMP policies, and preparing materials to support decisions regarding the inclusion of projects in the regional transportation plan. Based on the work completed in Phase 2, the alternative concepts for 52<sup>nd</sup> and Main Streets will be evaluated and ranked based on their ability to implement plan policies for 52<sup>nd</sup> and Main Streets.
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 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 FY08.

5. *Beltline Hwy, 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 Conceptual Design Project* – This facility planning effort is being conducted by the City of Springfield in close cooperation with ODOT and Lane Transit District. The outcome is a preferred urban standards alternative in an area defined as a mixed use redevelopment opportunity. Project includes redesign of the McVay/Franklin intersection.

## **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/Transportation System Plan Update*

The Interstate 5 Creswell IAMP/Transportation System Plan Update aims to coordinate land use and transportation strategies that preserve or enhance the "through movement" function of the Interstate as well as the local street network. 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.

The city has recently reviewed recommendations for future urban growth boundary expansion areas; planning for local street connectivity in these and other developing areas within the current UGB addresses a critical transportation issue. The transportation system planning

process will be conducted to implement applicable portions of the Transportation Planning Rule.

#### **IV. FUNDING**

Table 1 on the following page provides a summary of FY08 UPWP work elements and funding sources. Funding sources are described in Section II. D. Estimated FHWA PL funds total \$380,745 with a State match of \$43,578, for a total of \$424,323. The federal STP-U total includes \$360,000 for MPO activities and \$145,000 for Eugene, Springfield, Lane County, LTD and Coburg planning work activities that facilitate MPO coordination and cooperation, and \$185,000 for Coburg, Springfield and Eugene planning projects already programmed for FY08. These STP-U funds have been approved by MPC and are programmed in the FY06-09 MTIP.

Some work activities programmed for FY06-07 will continue into FY07-FY08, and unspent funds will need to be carried over into FY08.

**TABLE 1**

**Central Lane MPO  
Transportation Planning Work Program  
FY2007-08**

Row No.	Work Element	Source of Funds						Totals		
		1 FTA Sec. 5303	2 LTD Match	3 FHWA PL	4 STP	5 Local STP Match	6 State TGM	7 LCOG Total	8 Local Match Total	9 UPWP TOTAL
1	Transportation System Modeling and Data Maintenance	\$25,000	\$6,250	\$95,000	\$ 80,000	\$ 9,156		\$200,000	\$15,406	\$215,406
2	RTP	\$18,000	\$4,500	\$77,000	\$ 60,000	\$ 6,867		\$155,000	\$11,367	\$166,367
3	Technical Assistance	\$0	\$0	\$10,000	\$ 10,000	\$ 1,145		\$20,000	\$1,145	\$21,145
4	Short-Range Planning	\$5,000	\$1,250	\$25,000	\$ 20,000	\$ 2,289		\$50,000	\$3,539	\$53,539
5	Programming and Implementation	\$5,000	\$1,250	\$25,000	\$ 20,000	\$ 2,289		\$50,000	\$3,539	\$53,539
6	Public Involvement	\$12,000	\$3,000	\$63,000	\$ 60,000	\$ 6,867		\$135,000	\$9,867	\$144,867
7	Air Quality Planning	\$6,366	\$1,592	\$14,323	\$ 5,000	\$ 572		\$25,689	\$2,164	\$27,853
8	Intergovtl Coord. & Staff Support	\$19,000	\$4,750	\$98,000	\$ 88,000	\$ 10,072		\$205,000	\$14,822	\$219,822
9	Direct Costs			\$17,000	\$ 17,000	\$ 1,946		\$34,000	\$1,946	\$35,946
10	MPO Partner Jurisdiction Regional Transportation Planning				\$ 145,000	\$16,596			\$16,596	\$161,596
11	ODOT Facility Planning in MPO									
12	TGM Grants									
13	City of Eugene W.11th Transportation Corridor Study				\$150,000	\$17,168			\$17,168	\$167,168
14	City of Springfield Arterial and Collector Planning				\$75,000	\$8,584			\$8,584	\$83,584
15	City of Springfield Bike/Pedestrian Plan				\$20,000	\$2,289			\$2,289	\$22,289
16	City of Coburg I-5/Coburg Interchange Area Planning				\$15,000	\$1,717			\$1,717	\$16,717
	<b>Totals</b>	<b>\$90,366</b>	<b>\$22,592</b>	<b>\$424,323</b>	<b>\$ 765,000</b>	<b>\$87,558</b>	<b>\$0</b>	<b>\$874,689</b>	<b>\$110,149</b>	<b>\$1,389,838</b>

**Notes:**

The amounts in column 2, rows 1-8 serve as in-kind match for amounts in column 1.

The funds in column 3 include \$43,578 in ODOT funds used as cash match required for use of \$380,745 in federal PL funds.

The amount listed in column 4, rows 1-8 are \$360,000 in MPO-STP funds. Row 10 represents the following MPO-STP funding for local agency participation in the MPO's regional transportation planning: Eugene - \$40,000; Springfield - \$40,000; Lane County - \$25,000; LTD - \$25,000; Coburg - \$15,000. Rows 13-16 represent MPO-STP funding for specific planning projects.

The amounts in column 5 serve as in-kind match From Eugene, Springfield, Lane County, LTD, Coburg and LCOG for amounts in column 4.

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.