

August 7, 2003

To: Metropolitan Policy Committee
From: Paul Thompson
Subject: Item 4b: Proposed TMA Boundary

Background

Federal legislation (*23 USC 134(c); 49 USC 53039(d)*) requires boundaries of a metropolitan planning area to be determined by agreement between the metropolitan planning organization (MPO) and the Governor of the state in which the MPO resides. By law, each metropolitan planning area shall encompass at least the existing urbanized area (UZA) and the contiguous area expected to become urbanized within a 20-year forecast period; and may encompass the entire metropolitan statistical area or consolidated metropolitan statistical area, as defined by the Bureau of the Census. The boundary of the MPO may be adjusted and updated at any time.

Like several other MPOs in the state, the Central Lane MPO metropolitan planning area currently does not cover the UZA as defined by the Bureau of the Census after the 2000 census. In order to comply with federal regulations, the MPO boundary must be expanded to include all of the UZA. Once approved by MPC, the boundary will be forwarded to ODOT who is coordinating the Governor's approval of changes to MPO boundaries statewide.

Discussion

The attached map presents the Transportation Planning Committee (TPC) recommendation for establishing the updated boundary of the Central Lane MPO. TPC considered several options for establishing the boundary, with staff from each jurisdiction providing input. In addition to meeting federal requirements, the resulting proposal incorporates two basic objectives – keeping the MPO boundary as consistent as possible with the Eugene-Springfield *Metropolitan Area General Plan* (Metro Plan) boundary, and incorporating direction from Coburg staff regarding the appropriate MPO boundary surrounding that community.

In large part the proposed MPO boundary surrounding the Eugene-Springfield area is contiguous with the existing Metro Plan boundary. This is desirable for multiple reasons, chief among them the advantage of having the boundaries for the federal Regional Transportation Plan (RTP) and the local Transportation System Plan (TSP) share as much in common as possible. For the most part, the proposed MPO boundary deviates from the Metro Plan boundary only to accommodate the need to incorporate land defined by the Bureau of the Census as urbanized area based on the 2000 census. On the West, North and East sides of Coburg, the proposed MPO boundary is that recommended by Coburg staff.

For information purposes, the attached map also illustrates the MPO study area that would be utilized by staff for much of the analysis associated with the MPO's work activities. This study area is again largely contiguous with the area covered by the Metro Plan, while following the closest census boundary. Census data is an essential element in the analytical work of the MPO, and it is desirable to follow census boundaries to provide consistent and inexpensive access to accurate demographic and other data needed to support that work.

Action Requested: Review and approve proposed TMA boundary

Attachments:

Attachment 1: Map – *Proposed TMA Boundary for the Central Lane MPO*