



October 3, 2007

To: Metropolitan Policy Committee
From: Paul Thompson
Subject: Item 4.b: Final Draft 2031 Regional Transportation Plan

Action Recommended: Hold Public Hearing on Draft 2031 Regional Transportation Plan (RTP); Review and Discuss Draft RTP and Provide Direction to Staff.

Background

The Central Lane Metropolitan Planning Organization's (MPO) Regional Transportation Plan (RTP) was last adopted in December, 2004. The RTP provides the policy and planning framework for long-term regional transportation planning and contains the financially-constrained long-term transportation priorities over a twenty-plus-year planning horizon. Under Federal law, the RTP must be updated at least every four years, and must contain at least a 20-year planning horizon.

The current update of the RTP extends the planning horizon to 2031, updating the Roadway, Transit and Bicycle/Pedestrian project lists, financial forecasts and other elements.

In March 2007, MPC reviewed the draft RTP financially constrained and illustrative project lists for all of the Oregon Department of Transportation (ODOT) projects contained in the RTP. At that time, MPC provided input on the ODOT project lists, which were incorporated into the draft lists and presented again to MPC in April.

At the April 2007 MPC meeting, MPC discussed the RTP's updated 2031 planning horizon in light of local planning horizons. As was discussed at that and subsequent meetings, the 2031 RTP reflects anticipated growth in the MPO area through 2031 under current planning assumptions, and, once local policy and planning direction is updated beyond the current local horizons, subsequent RTP updates will reflect those new directions.

At the June 2007 MPC meeting, all of the draft 2031 RTP project lists were presented for review. This review included a summary of all of the new, changed and deleted projects since the 2025 RTP. In addition, at the June meeting the RTP environmental consultation materials were presented for review.

The August 2007 MPC meeting included a review of the complete Preliminary Draft RTP.

The September 2007 MPC meeting presented the Final Draft 2031 RTP and included a public hearing on the Final Draft at which two citizens testified. MPC engaged in extensive discussion of the Final Draft, continued the public hearing to the October 11 MPC meeting and extended the public comment period through November 5, 2007.

In addition to the testimony offered at the first public hearing, as of the writing of this memo two written public comment submissions on the Draft RTP have been received since the September 13 MPC meeting. Both submissions, dated September 13 and September 28, are included as Attachment 1.

Discussion

The September MPC meeting included extensive discussion of the Draft RTP, with staff addressing questions by MPC members and providing additional information on the development of the draft document and the differences from the current RTP adopted in 2004. The testimony offered at the September public hearing was also addressed during the subsequent discussion during the meeting. The minutes of the September MPC meeting, included in this October meeting packet, reflect these discussions.

The two written public comments dated September 13 and 28 provide a number of observations and raise several questions. Specifically, the September 13 comments from Rob Zako of 1000 Friends of Oregon present numerous questions and requests grouped into seven points (see Attachment 1). The following staff responses to those points are provided to inform the MPC discussion of the comments submitted.

1. The RTP's *Appendix C: List of Supporting Documents* has been updated to include all document relied upon for the current update.
2. Several data sources were used to calibrate the 2004 Base Year model. The 2004 ODOT Transportation Volume Tables were used for comparing observed and estimated volumes on state highways and arterials, which resulted in revamping the external travel model to correct an underestimation of I-5 through trips. The 2004 LTD on-board survey was used for updating the fare assumptions in the mode choice model. Our household and employment trip rates are still based upon the Eugene-Springfield Household Survey conducted in 1994/95, but the CLMPO is scheduled to undertake a new 1500-Household Survey in FY09, coordinated with statewide survey efforts by ODOT and other MPOs.
3. One future growth scenario was ultimately modeled for the Final Draft 2031 RTP. This scenario accommodates all projected growth in population and employment in the Eugene-Springfield metropolitan area within the existing Eugene-Springfield urban growth boundary (UGB) at allowable densities and with consideration of the observed mix of uses and all constraints currently identified by the local planning processes. Growth in the Coburg area and in the

unincorporated portion of the MPO area is also accommodated at currently allowable densities and consistent with all other current local planning assumptions. Development of this one final growth scenario occurred after more than a year of consideration of a potential range of growth scenarios, including discussions with MPC and with staff and elected and appointed officials from all jurisdictions in the MPO. The transportation system “scenario” reflected in the Draft 2031 RTP’s financially constrained project lists also reflects more than a year of reviewing the 2004 adopted RTP’s project lists and incorporating recommended modifications to the lists from each jurisdiction. Each jurisdiction’s recommended changes were reviewed by the staff-level multi-jurisdiction Transportation Advisory Subcommittee (TASC), the Transportation Planning Committee (in its advisory role to the MPC) and by the Citizen Advisory Committee (in its advisory role to the MPC). Furthermore, the draft recommendations for modifications to the financially constrained project lists were reviewed by MPC in March and April 2007, with comments from those reviews resulting in modifications to the lists that are incorporated in the Final Draft RTP.

4. Population assumptions within the Eugene-Springfield and Coburg UGB’s were derived from the Lane County Coordinated Population Projections, adopted in February, 2005. 2031 figures were extrapolated from the 2030 projections, using the 2025-2030 average annual growth rates. There is not a comparable adopted coordinated *employment* projection for Lane County. The Oregon Department of Employment issues a mid-range forecast, the most recent being for 2014. This forecast is used to adjust long term forecasts that are derived from an analysis of workforce participation (workers per household), growth in employment by industrial sector, and metro area shares of Lane County employment. Land Use assumptions are based upon the adopted Eugene-Springfield Metropolitan Area General Plan, specific area plans for mixed use areas, and known projects in the development pipeline. Federal law requires that Regional Transportation Plans use the most current planning assumptions. Although the Metro Plan horizon year is 2015, we have no more recent policy direction upon which to base our land use assumptions. Projects in the development pipeline may change over time, but we must use our best judgment as to the likelihood of projects being carried out in the future.
5. Given no local planning direction or assumptions to date regarding Measure 37 or House Bill 3337, the MPO has not taken into account possible impacts of those two directives. As stated previously, the MPO is using the most current planning assumptions, which do not yet incorporate planning for Measure 37 or House Bill 3337. The MPO should not lead the development or incorporation of assumptions regarding those two directives, but will update the RTP and the MPO’s planning assumption set when local direction is provided.
6. Only one concept is reflected, as stated in #3 above.
7. See #3 above.

The comments submitted by Mr. Zako dated September 28 were received by the MPO on October 2. While MPO staff has discussed this latest set of comments internally, there has not been sufficient time to fully consider the comments or to engage staff and others from the local jurisdictions in developing a staff response.

At this time, MPO staff can state that there is no reason under either federal, state or local planning regulations why the action called for in the comments (removal of five ODOT projects from the RTP's financially constrained roadway project list) should occur. It should be noted that not only is one of the projects – #1003: I-5 @ City of Coburg Interchange – currently on the adopted 2004 RTP financially constrained project list, but construction funding for this project is programmed in the MPO's MTIP and the draft 2008-2011 STIP. MPC previously approved all of these actions, unanimously approving MPC Resolution 2005-10 in August 2005 to amend the RTP to move the project from the illustrative list to the financially constrained list, and unanimously approving the adoption of both the FY06-09 and FY08-11 MTIPs programming the Preliminary Engineering and Construction funding for the project. Removal of this project from the RTP would also necessitate removal of the project from the MTIP and the STIP.

A second project noted in Mr. Zako's comments – #333: West 11th Avenue, Terry Street to Green Hill Road – was adopted on the financially constrained project list in the 2001 RTP *and* the 2001 Eugene-Springfield TSP, or TransPlan. (This project was moved to the Illustrative project list with the adoption of amendments to the RTP and TSP in 2002 to provide "room" under financial constraint to list the West Eugene Parkway on the financially constrained project list.) Thus, this project has already been through the local planning and adoption process necessary to list it in the local TSP in 2001.

As noted previously, MPC previously reviewed the unanimous staff recommendation to move four of the ODOT projects from the illustrative list to the financially constrained list in March and April 2007. (Again, the fifth project, I-5 @ Coburg, is already on the financially constrained project list in the currently adopted RTP.) At that time, with modifications reflected in the project lists in the Final Draft RTP, MPC directed staff to proceed with the lists as proposed.

As of the writing of this memo, the only public comments received on the draft RTP are those noted above. A second public hearing is scheduled as part of this agenda item at the October 11 MPC meeting, and any additional public comments received through October 10 will be brought to MPC at that meeting.

Action Requested

- Hold Public Hearing on Draft 2031 Regional Transportation Plan (RTP)
- Review and Discuss Draft RTP
- Provide Feedback and Direction to Staff
- Direct Staff to Prepare RTP for Adoption at November 8 MPC Meeting

Attachments:

Attachment 1: September 13 and September 28 written comments submitted by
Rob Zako, 1000 Friends of Oregon

Attachment 2: Updated Draft 2031 RTP Appendix C: List of Supporting Documents

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