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Amendment Number: 2007- 23
Reviewed by USDOT:
TPC Approved: 5/24/07
Public Comment began:
Public Comment complete:
MPC **Approved**/Informed: 6/14/07
Sent to ODOT/STIP Coord:
STIP Amendment #:

AMENDMENT
FY06-09 Metropolitan Transportation Improvement Program (MTIP)

DATE OF REQUEST: 5/24/2007 **BY AGENCY, PERSON:** LCOG, Paul Thompson

ODOT KEY NUMBER: TBD **RTP NUMBER/POLICY:** Multiple policies

PROJECT NAME: Central Lane MPO Household Travel Survey

PROJECT SUMMARY: Travel survey to update household travel data within the region.

ACTION REQUESTED:

- delete existing MTIP project/phase
- add new MTIP project/phase
- change existing MTIP project/phase

REASON FOR REQUEST:

Update region's household survey to provide data for analyzing travel behavior. Coordinate survey with statewide survey being undertaken by all larger Oregon MPO's and ODOT.

IS THIS REQUEST AN ADMINISTRATIVE AMENDMENT?

- Yes SPECIFY REASON:
- No (requires MPC adoption)

FISCAL CONSTRAINT

Is this project federally funded? Yes No
Changes in funding sources: Federal: STP-U (TMA)
State: Other - describe below in "Other Comments"
Local Other - describe below in "Other Comments"

AIR QUALITY – CONFORMITY:

Is the project in the AQMA? (see map <http://www.lcog.org/aqc/default.htm>) Yes No
If YES,

Is the project EXEMPT from Air Quality Conformity ? Yes No
If YES, specify exempt category (see Appendix A; e.g. Table 2-Safety-adding medians):

If NO,
Is this project regionally significant? (see Appendix A): Yes No
Does this amendment trigger a conformity determination? Yes No

Provide rationale for this declaration:
OAR 340-252-0270 - Table 2 - Exempt Projects - Planning activities conducted pursuant to titles 23 and 49 U.S.C.

OTHER COMMENTS:

In-kind will be supplied by LCOG or by ODOT (to be determined)

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CHECKLIST OF ATTACHMENTS:

- MTIP/STIP Amendment spreadsheet – for all deletion/addition/change actions
- MTIP Project Description Form (Form TIP-2) – for all new projects or significant changes

APPLICATION FOR CENTRAL LANE MPO FY2007-09 STP-U FUNDS PRESERVATION, MODERNIZATION, PROJECT DEVELOPMENT

Updated, May 2007

(NOTE: Applications accepted through December 20, 2006 for FY07, FY08 & FY09 funding. Please submit one application per project. Maximum of two applications per jurisdiction for each fiscal year.)

Date of this Application 5/21/07 Contact Person Bud Reiff

A. Background Information

1. Lead Agency: Lane Council of Governments

2. Project Title: Household Travel Survey

3. STP-U Project Category (circle/mark one): **Preservation** **Modernization** **Project Devel.**

PLEASE NOTE: IF DESIRED, § 4, 7 & 8 MAY BE ADDRESSED TOGETHER IN ONE NARRATIVE ATTACHMENT

4. Project Description: Include in description how activities address regional priorities

Attach additional information, if applicable.

Timely and accurate data are essential for decision-making. Effective management of the region's transportation system requires not only system performance data, such as traffic counts and transit passenger counts, but local travel behavior data as well. Travel behavior data, for example, tells us how well the transportation system serves various socio-economic segments of our community, tells us how effective our demand management programs are, and enables us to understand how growth will affect local travel patterns. Most importantly, assessments of future transportation needs and air quality within the Eugene/Springfield TMA rely upon accurate travel forecasts from regional travel models which, in turn, must be based upon a sound statistical analysis of current travel behavior data. These data are most effectively gathered in local Household Travel Surveys. Current survey data are especially important for developing the latest state-of-the-art models used for transportation and land use policy analysis and transportation system plans.

In Oregon, we have the unique opportunity to pool resources with other MPO's and with ODOT to jointly design and test household surveys to be implanted in the Eugene/Springfield TMA and throughout Oregon. Moreover, having a consistent set of survey data, we can jointly participate in data analysis and model development, an efficient process that will result in great cost savings to each participant. The last round of household travel surveys was completed in 1995. Since that time, Oregon has experienced a significant amount of growth. Oregon metropolitan areas, including the Eugene/Springfield TMA, have experienced increased congestion. Regional housing patterns have changed, with significant growth in both higher density inner city areas and in outlying satellite communities. Household activity and travel patterns have changed, with increased use of the internet and mobile communications, and fuel prices have risen. In order to maintain reliable forecasting models, it is important to understand the effects of these changes on auto ownership, activity locations, use of various travel modes, and other transportation parameters. The Oregon Modeling Steering Committee (OMSC) has initiated a new statewide Oregon Household Survey to be designed and pilot tested within the next two years, with fielding to begin in 2009. The use of a consistent statewide survey enables an update of the statewide integrated land use and travel models. It also enables the combination of certain types of data from all of the state's metropolitan areas in order to estimate more robust models at the local level, including those developed at LCOG. Total cost of the survey, statewide, is expected to be between \$3,182,500 and \$3,739,000.

The OMSC plan calls for a survey of 1500 households in the Eugene/Springfield TMA and its immediate surrounds at an estimated total cost of \$180 per household, including joint development and testing costs, and a vehicle-borne GPS component. The 1500 households is considered the minimum needed for a carefully stratified sample designed to capture not only predominant travel behavior, but statistically significant numbers of pedestrians, cyclists, and transit users as well. This local survey can be done in a period from one to three years. However, the completion of all surveys within a single time period is more efficient, simplifies the analysis, and is preferable. The total cost of the Eugene/Springfield TMA portion of the Oregon Household Survey is estimated to be \$225,000 without GPS. A GPS-

enabled survey is preferred because of the increased reliability, opportunities to track actual departure times, route choices, and travel speeds, and improved data quality. Current understanding is that ODOT will provide the GPS component.

5. Screening/Eligibility Criteria: Indicate Yes/No for each; Provide details as needed

a) Listed in, or consistent with, financially constrained RTP

YES; consistent with RTP policies – the data and associated models support the design and planning for system improvements, demand management and land use interactions.

b) Ability to utilize funds in FY requested

YES – ODOT’s transportation and planning analysis unit (TPAU) will have the contract and the methodology in place; a pilot will have been completed. By 2009 the contractor and process will be ready to go.

c) For eligible purpose under Federal guidelines

See <http://www.lcog.org/meetings/mpc/0706/MPC4.e-Attachment3-FederalGuidelinesforSTP-U.pdf>

YES, surface transportation planning programs; highway and transit R&D, are eligible

d) Can provide minimum required matching funds (10.27% of project total)

YES

e) Sufficient identified funding to complete project/phase

YES

6. Project Cost Estimate: Indicate Fiscal Year, STP-U Funds Requested, Other Funding

| | |
|---|------------------|
| FY08__ STP-U funds requested for this project | \$125,000 |
| FY09__ STP-U funds requested for this project | \$100,000 |
| Other funding (list type of funds, e.g. federal, state, local, etc.) <u> match </u> | \$25,752 |
| Other funding | _____ |
| Total Cost Estimate | \$250,752 |

(Note: Total non-federal funding must meet minimum match requirement of 10.27% of total project cost – 11.45% of federal dollars)

7. Other Project Information: To the extent *not* discussed in the project description, address the following items from the July, 2006 CLMPO STP-U Process: Preservation, Project Development and Modernization Activities diagram.

<http://www.lcog.org/meetings/mpc/0706/MPC4.e-Attachment2-STP-UMod&Pres.pdf>

a. Description of need or problem addressed

Previous household survey data, collected during 1994-1995, are becoming outdated. Regional housing and employment patterns have changed since that time, congestion and driving costs have increased, the internet and mobile communications have altered household activities and interactions, and the region’s demographics have changed. A new survey is needed to gain and understanding of the effects of those changes.

b. How project addresses MPO’s regional priorities

This project covers the entire Central Lane MPO area, and is truly regional in nature.

Effective congestion management strategies, programs to encourage use of alternative travel modes, planning for improved transportation – land use integration, and decisions on where to increase road

capacity, transit services, or provide new multi-use paths all rely on an understanding of local travel behavior that will be gained through the Household Survey.

c. Assessment of magnitude of potential STP-U “overhead cost”

This project would be included in the UPWP planning activities for FY09 and there would be no ODOT overhead for the project.

d. Specific benefits of project

Examples:

- Provides current data on average trip lengths for possible application to SDC’s
- Provides data on use of alternative travel modes for planning new bike facilities and transit services, and assessing success of mixed-use neighborhoods for reducing travel demand.
- Provides data for use by LCOG and LTD in assessing compliance with FTA Title VI and Federal Environmental Justice goals.
- Provides current data on substitution of internet transactions for out-of-home activities.
- If a GPS component is used, it will provide specific data on highway and transit route choice, actual travel times under various traffic conditions, and actual times-of-departure that can be used to develop more advanced dynamic models.
- The data will be used to update the LCOG regional planning models, and develop new integrated land use travel demand models.
- The local data will also be combined with statewide data to update the ODOT statewide models allowing a more robust understanding of inter-regional as well as intra-regional travel, and ensuring that the effect of the major port activities outside of the TMA are included in the travel models for this area.

e. “Cost” of not doing activity/project (or description of opportunity lost)

If the project is not undertaken at all, we will continue to rely on the 1994-1995 data. As time goes on, the reliability of statistics and models that are based on these data will diminish.

If the project is undertaken at a much later time, the region would not be able to participate in the coordinated statewide survey project, and would lose the efficiency gained in jointly funded design and start-up costs, joint analysis, and joint model development.

f. Expected outcomes & deliverables

Eugene TMA Household Survey database, statistical analysis, and summary reports.

The project will immediately enable updating of regional travel models, and development of new integrated land use – transportation models.

8. Project Technical Information: To the extent not previously discussed, provide technical information for the proposed project that will assist in the staff evaluation of the application. Sample technical considerations identified during the July, 2006 MPO STP-U process approval include:

- Safety Enhancement Project will address existing safety issue. Identify safety issue (sight line, design element, deterrent to bicycling, etc.). If available, cite safety statistics (crash rate, etc.).
- Urban Standards Project brings facility to current urban design standard. Project adds urban design elements where current elements do not exist or are substandard, such as sidewalks, pedestrian crossing and/or transit stop improvements, bike facilities, storm water facilities, lighting, etc.
- Preservation Project provides long-term maintenance and preservation of the existing system. Demonstrate preservation need (for example, condition rating).

- **Multiple Modes** Identify how project will benefit more than one mode or purpose (i.e., benefits roadway & transit, benefits bicycle & roadway users, or benefits roadway & identified freight route).
- **Congestion Reduction** Project reduces congestion through provision of additional capacity or critical link or other means. Identify existing congested conditions that project will address. Identify modeled or projected impact on congestion.

The HHS data will update the travel model which is used in analyzing congestion and in determining possible solutions.

- **Increase Alt. Mode Share** Identify how project will increase use of alternative modes (non-single occupant vehicle–SOV–use such as transit, bicycle, pedestrian).
- **Usage** Identify existing or projected daily traffic volume (roadway), ridership (transit) or other measure of use of facility. Demonstrate significance of project to the regional system.

The HHS data will update the travel model which is used for projecting traffic volume and alternative mode usage, and is used for development project impact analysis which enables engineers to ensure that the additional load placed on the road system is adequately compensated for by the developers.

- **Freight** Identify project benefits to freight system/movements.
- **Air Quality** If applicable, identify air quality benefits of project.

Use of a regional travel model is required by USEPA regulations when air quality conformity is required, as in this region for carbon monoxide (CO). While measured CO levels are well within the budget and accuracy of the model is not now critical, it is prudent to have the most representative model that can respond if the region falls into non-compliance with the Clean Air Act due to other transportation pollutants. The data gathered from this project would form the foundation of a new travel model that would be used in the estimation of pollutant levels and in the formulation of the plan to achieve the CAA requirements.