

EUGENE CITY COUNCIL

AGENDA ITEM SUMMARY



Action: An Ordinance Amending the Eugene-Springfield Metropolitan Area Transportation Plan (Transplan) to Adjust the Planning Period from Year 2015 to Year 2027, to Remove Completed Projects from the Project Lists and to Make Related Amendments to the Eugene-Springfield Metropolitan Area General Plan

Meeting Date: August 9, 2010
Department: Public Works Engineering
www.eugene-or.gov

Agenda Item Number: 5
Staff Contact: Kurt Yeiter
Contact Telephone Number: 541-682-8379

ISSUE STATEMENT

Approval is requested on an ordinance that takes the following actions:

1. Non-site specific text amendments to the Eugene-Springfield Regional Transportation System Plan (*TransPlan*) to adjust the planning period from year 2015 to year 2027 to reflect actual slower growth rates since *TransPlan*'s adoption and to be consistent with the previously adopted Lane County coordinated population forecast.
2. Remove completed transportation projects from *TransPlan*'s project lists.
3. Non-site specific text amendments in the Eugene-Springfield Metropolitan Area General Plan (*Metro Plan*) needed to maintain consistency between *TransPlan* and the *Metro Plan*.

The proposed ordinance and exhibits are attached to this AIS as Attachment A.

BACKGROUND

On November 8, 2007, the Metropolitan Policy Committee (MPC) adopted an update to the federally-required Regional Transportation Plan (RTP), which resulted in Land Conservation and Development Commission (LCDC) approval of a Regional Transportation Work Plan ("Work Plan"), with conditions. The Work Plan represents a logical, coordinated, and programmatic approach for updating local and regional land use and transportation plans. The Work Plan requires as early, interim steps, the deletion of transportation projects that have been completed and adjustment to *TransPlan*'s planning period to better reflect actual population growth. Substantive amendments may be considered in subsequent actions and during the update of the City's integrated comprehensive land use and transportation plans.

A joint public hearing on these proposed amendments was held on June 17, 2010. The record was held open to allow Lane County staff to respond to questions raised by the Lane County Board of Commissioners. The Lane County staff response is included as Attachment E to this AIS. In accordance with the council's motion, the record closed on June 28, 2010, the date that the Lane County staff submitted their response. The City received no other submissions between June 17, 2010, and June 28, 2010.

Non-site specific text amendments to *TransPlan* and the *Metro Plan* require identical actions from all

three Metro jurisdictions. The City of Springfield City Council unanimously approved these amendments on July 6, 2010. The County Board of Commissioners is scheduled to act on August 18, 2010.

RELATED CITY POLICIES

This matter is presented in response to a work plan approved by the Land Conservation and Development Commission. There are no policy implications as the amendments reflect transportation projects that are completed and based on the previously adopted County's coordinated population forecast.

COUNCIL OPTIONS

The City Council has the following options:

1. Adopt the proposed ordinance;
2. Adopt the proposed ordinance with specific modifications;
3. Postpone ordinance adoption; or
4. Deny the proposed ordinance.

Any actions other than Option 1, approval, may require coordination with Springfield and Lane County before the amendments would be effective.

CITY MANAGER'S RECOMMENDATION

The City manager recommends Option 1: adopt the proposed ordinance.

SUGGESTED MOTION

Move that the City Council adopt Council Bill # 5030, included as Attachment A, amending *TransPlan* and the *Metro Plan* as set forth in Exhibits A and B of that ordinance, based on the findings of consistency set forth in Exhibit C of that ordinance.

ATTACHMENTS

- A. Ordinance, with attached Exhibits A, B and C
 - Exhibit A – Amendments to *TransPlan*
 - Exhibit B – Amendments to *Metro Plan*
 - Exhibit C – Findings of Consistency
- B. LCDC Work Plan
- C. Calculations for *TransPlan* planning year
- D. Minutes of Joint Elected Public Hearing (June 17, 2010)
- E. Supplemental information from Lane County staff responding to Lane County Board of Commissioners questions

Minutes of Planning Commission and elected official meetings between April and September 2009 were included with the agenda item summary for the June 17, 2010, public hearing.

FOR MORE INFORMATION

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ORDINANCE NO. _____

**AN ORDINANCE AMENDING THE EUGENE-
SPRINGFIELD METROPOLITAN AREA
TRANSPORTATION PLAN (TRANSPLAN) TO ADJUST
THE PLANNING PERIOD FROM YEAR 2015 TO YEAR
2027, TO REMOVE COMPLETED PROJECTS FROM THE
PROJECT LISTS AND TO MAKE RELATED
AMENDMENTS TO THE EUGENE-SPRINGFIELD
METROPOLITAN AREA GENERAL PLAN.**

The City Council of the City of Eugene finds that:

A. Chapter IV of the Eugene-Springfield Metropolitan Area General Plan (Metro Plan) sets forth procedures for amendment of the Metro Plan, which for Eugene are implemented by Chapter 9 of the Eugene Code, 1971.

B. The Metro Plan identifies the Eugene-Springfield Metropolitan Area Transportation Plan (TransPlan) as a special purpose or functional plan which forms the basis for the Transportation Element of the Metro Plan and guides surface transportation improvements in the metropolitan area.

C. The City Council adopted TransPlan by Ordinance No. 19385, enacted on April 28, 1986, which was subsequently amended by Ordinance No. 19584, enacted on November 28, 1988, Ordinance No. 19857, enacted on June 8, 1992, Ordinance No. 19872, enacted on September 9, 1992, Ordinance No. 19887 enacted on November 9, 1992, Ordinance No. 20186 enacted on February 14, 2000, Ordinance No. 20234 enacted on September 10, 2001, Ordinance No. 20258 enacted on July 8, 2002, and Ordinance No. 20442 enacted on November 9, 2009, adopting a revised Transportation Element of the Metro Plan and adopting revisions to TransPlan.

D. On November 8, 2007, the Metropolitan Policy Committee adopted an update to the federally-required Regional Transportation Plan (RTP); the update included extending the RTP's planning period to 2031 and deleting projects that had been completed or that were determined to be no longer needed.

E. Following a public hearing on April 7 2009, the Eugene Planning Commission recommended to the Eugene City Council that TransPlan be amended to adjust the planning period from year 2015 to year 2024, to remove completed transportation projects from TransPlan's project lists, and to make related amendments to the Metro Plan. On September 1, 2009, following Eugene, Springfield and Lane County's adoption of coordinated population forecasts, the Eugene Planning Commission recommended to the Eugene City Council that the previously-recommended 2024 planning period be adjusted to reflect the newly adopted population numbers.

F. On June 17, 2010, the City Council conducted a public hearing on these amendments, and is now ready to take action based upon the above recommendations and the evidence and testimony already in the record as well as the evidence and testimony presented at the public hearings held on adopting revisions to TransPlan and to the Metro Plan.

G. Substantial evidence exists within the record that the proposal meets the requirements of Chapter 9 of the Eugene Code, 1971 and the requirements of applicable state and local law as described in the findings adopted in support of this Ordinance.

NOW, THEREFORE,

THE CITY OF EUGENE DOES ORDAIN AS FOLLOWS:

Section 1. TransPlan, adopted by Ordinance No. 19385, enacted on April 28, 1986, and amended by Ordinance No. 19584, enacted on November 28, 1988, Ordinance No. 19857, enacted on June 8, 1992, Ordinance No. 19872, enacted on September 9, 1992, Ordinance No. 19887 enacted on November 9, 1992, Ordinance No. 20186 enacted on February 14, 2000, Ordinance No. 20234, enacted on September 10, 2001, Ordinance No. 20258 enacted on July 8, 2002, and Ordinance No. 20442 enacted on November 9, 2009, is hereby amended as set forth in Exhibit A attached and incorporated herein by this reference.

Section 2. The revisions to the 20-Year Financially-Constrained Roadway Projects list included in Exhibit A are hereby adopted by reference and made a part of the Metro Plan, as required by Metro Plan Policy F.9, page III-F-7. Project timing and estimated costs are not adopted as policy.

Section 3. The Metro Plan, Transportation Element, Chapter III, Section F, is hereby amended as set forth in Exhibit B attached and incorporated herein by this reference.

Section 4. The City Council adopts the findings set forth in the attached Exhibit C in support of this action.

Section 5. If any section, subsection, sentence, clause, phrase or portion of this Ordinance is for any reason held invalid or unconstitutional by a court of competent jurisdiction, such portion shall be deemed a separate, distinct and independent provision and such holding shall not affect the validity of the remaining portions hereof.

Section 6. Notwithstanding the provisions of the Eugene Charter of 2002, this Ordinance shall not become effective until the Lane County Board of Commissioners and the Springfield City Council have taken action identical to the action taken by the City of Eugene in Sections 1 - 3 of this ordinance.

Passed by the City Council this

Approved by the Mayor this

City Recorder

Mayor

Trends and Issues

The region is anticipating significant population and employment growth. The population of the Eugene-Springfield area is expected to grow by 41 percent by [2015] 2027. Employment in the region is expected to grow by 43 percent during that same period. A forecast of trends during the planning period points to several issues should land use patterns and travel behavior continue as they exist today.

- ⇒ Congestion would rise dramatically, increasing the cost of travel and reducing the efficiency of the region's roadway network. Congested miles of travel would increase from 2.8 percent of total miles traveled to 10.6 percent, a 283 percent increase. Vehicle miles traveled per capita would go from 10.99 to 11.83, a 7.7 percent increase.
- ⇒ One of the primary roles played by public agencies is in the provision of transportation system infrastructure. Without a balanced approach to the development of future improvements, little change will be made in the transportation choices available to the region. With little improvement in choices, the proportion of drive alone auto trips would increase while the proportion of alternative modes use would decrease.
- ⇒ Shorter trip distance is one factor that contributes to making the use of alternative modes more attractive. The percentage of total trips under one mile in length would decline by 9.2 percent.

Overview of the Regional Transportation System Plan

The *Eugene-Springfield Metropolitan Area Transportation Plan (TransPlan)* guides regional transportation system planning and development in the Eugene-Springfield metropolitan area. *TransPlan* includes provisions for meeting the transportation demand of **a projected population of 296,500 in the TransPlan Study Area**, [residents over a 20-year planning horizon] while addressing transportation issues and making changes that can contribute to improvements in the region's quality of life and economic vitality. *As discussed under the "Participating Agencies, Geographic Area and Planning Period" section of this Chapter, the TransPlan Study Area is an area extending beyond the UGB and Metro Plan boundary that is used for transportation modeling purposes.*

There is a great deal of flexibility in choosing how the region's transportation demand is met via supply decisions and demand management strategies. With the balanced and integrated combination of land use, transit, demand management, and bicycle strategies included in *TransPlan*, significant progress can be made away from the trends. Notably, while congestion will still increase significantly over existing conditions, *TransPlan's* proposed combination of strategies will help reduce future congestion by 48 percent over forecasted trends.

Compared to the future Trend Conditions, there will also be:

- ⇒ 8 percent less vehicle miles traveled (VMT) per capita,
- ⇒ 20.5 percent more trips under one mile in length,
- ⇒ 7 percent fewer drive alone trips,
- ⇒ 29 percent more non-auto trips, and
- ⇒ 11 percent less carbon monoxide emissions.

concepts indicated that TDM strategies can contribute to greater use of modes such as bicycling, walking, transit, and carpooling.

TransPlan focuses on voluntary demand management strategies, such as incentives, i.e., free or reduced-cost bus pass programs. In the future, the region may explore opportunities to establish market-based, user-pay programs to offset subsidization of the true cost of automobile use and other transportation services.

The region can maintain conformity with air quality standards over the next 20 years.

The computer model indicated that the region will be able to maintain conformity with existing national air quality standards through implementation of any of the alternative plan concepts. Despite traffic growth, the offsetting effects of less-polluting and more fuel-efficient new vehicles will cause a net decline in emissions, even under trend conditions. The attainment and maintenance of air quality standards is primarily due to improved auto emission technology, rather than reduced reliance on autos.

Participating Agencies, [and] Geographic Area *and* Planning Period

TransPlan represents a coordinated effort of public agencies and citizens. The local jurisdictions involved in regional transportation planning include the Lane Council of Governments (LCOG), the cities of Eugene and Springfield, Lane County, and Lane Transit District (LTD). Other agencies involved in the planning process include the Oregon Department of Transportation (ODOT), the Lane Regional Air Pollution Authority (LRAPA), Oregon Department of Land Conservation and Development (DLCD), Federal Highway Administration (FHWA), and the Federal Transit Agency (FTA).

The *TransPlan* study area is illustrated in Figure 1. *As shown on Figure 1, the study area is an area extending beyond the UGB and Metro Plan boundary.*

When TransPlan was updated in 2001, it was anticipated that the TransPlan Study Area's population would reach 296,500 in 2015. It is now anticipated that the TransPlan Study Area's population will not reach 296,500 until approximately 2027. Since the transportation modeling for the TransPlan Study Area was based on a projected population of 296,500, TransPlan guides regional and transportation system planning and development in the TransPlan Study Area until 2027. Accordingly, TransPlan's planning period has been updated to 2027. Additionally, the Regional Transportation Work Plan, adopted by the Land Conservation and Development Commission (LCDC) on October 16, 2008, required an adjustment to TransPlan's planning period to more accurately reflect the year that the plan's study area would hit the projected population and to bring TransPlan's planning period closer to the planning period of the federally-required Regional Transportation Plan (RTP).

Even though TransPlan's planning period is extended until 2027, TransPlan continues to contain some references to 2015. References to 2015 remain in TransPlan when the 2015 year is in conjunction with percentages reached using the Regional Travel Forecasting Model; this model predicts future human choices based on more than just projected population. References to 2015 also remain in TransPlan in terms of the LCDC-approved alternative performance measures (Order 01-LCDC-024); these references are found in Chapter 4 to TransPlan. The local governments intend to meet the 2015 alternative performance measure goals regardless of population. Further, because TransPlan was originally adopted to serve[s] as [both] the federally required RTP [Regional Transportation Plan for the Eugene-Springfield area and as the Transportation Functional Plan for the Eugene-Springfield Area General Plan (Metro Plan)] in addition to the state-required regional transportation system plan, TransPlan includes references to a [two] planning horizons are referred to in the document—2015 and 2021. The 2015 planning horizon is used to be consistent with the 2015 Metro Plan planning horizon. In particular, forecasted regional land use allocations use Metro Plan's 2015 land uses as a basis. The 2015 planning horizon is used in conjunction with the Performance Measures contained in Chapter 4 that are a requirement of LCDC's Transportation Planning Rule. [A] 2021 planning [horizon] year [has been developed to meet] that met federal requirements[for maintaining at least a 20-year financial constraint and air quality conformity determination]. While TransPlan no longer serves as the federally required RTP, references to the 2021 planning year remain throughout this document. [Because there is no official land use allocation beyond 2015, the 2020 forecasts represent an extrapolation of 2015 population and employment.] Revenue and Cost estimates used in TransPlan are for 2021.

TransPlan Legal Status and Adopted Sections

Local jurisdictions will adopt TransPlan as the region's transportation plan. The portions of TransPlan that will be adopted as Metro Plan policy amendments include goals, policies and 20-year fiscally constrained Capital Investment Action project lists (programmed and unprogrammed projects).

Under state law, *TransPlan* is a functional plan of the *Eugene-Springfield Metropolitan Area General Plan (Metro Plan)*. The *Metro Plan* is the official long-range general plan (public policy document) for the region comprised of the cities of Eugene and Springfield and metropolitan Lane County. The *Metro Plan* establishes the broad framework upon which Eugene, Springfield, and Lane County make coordinated land use decisions. As a functional plan, *TransPlan* must be consistent with the *Metro Plan*. *Metro Plan* amendments required for consistency will be adopted by the elected officials concurrent with the adoption of *TransPlan*.

See Appendix F: *Metro Plan* Text Amendments for a description of proposed amendments.

Transportation Demand Management Policies

TransPlan transportation demand management (TDM) policies direct the development and implementation of actions that encourage the use of modes other than single-occupant vehicles to meet daily travel needs. The TDM policies support changes in travel behavior to reduce traffic congestion and the need for additional road capacity and parking and to support desired patterns of development.

TDM Findings

TDM addresses federal ISTEA and state TPR requirements to reduce reliance on the automobile, thus helping to postpone the need for expensive capital improvements. The need for TDM stems from an increasing demand for and a constrained supply of road capacity, created by the combined effects of an accelerated rate of population growth (41% projected increase from 1995 to [2015] 2027) and increasing highway construction and maintenance costs; for example, the City of Eugene increased the Transportation systems development charges by a total of 15 percent to account for inflation from 1993-1996.

1. The *Regional Travel Forecasting Model* revealed that average daily traffic on most major streets is growing by 2-3 percent per year. Based on *1994 Commuter Pack Survey* results, half of the local residents find roads are congested at various times of the day; and the vast majority finds roads are congested during morning and evening rush hours.
2. The *COMSIS TDM Strategy Evaluation Model*, used in August, 1997 to evaluate the impact of TDM strategies, found that vehicle miles traveled (VMT) and vehicle trips are reduced up to 3 percent by voluntary strategies (e.g., employer-paid bus pass program) and up to 10 percent by mandatory strategies (e.g., mandatory employer support); that requiring employers to increase the cost of employee parking is far more effective than reducing employee transit costs; and that a strong package of voluntary strategies has a greater impact on VMT and vehicle trips than a weak package of mandatory strategies.
3. Lane Transit District (LTD) system ridership has increased 53 percent since the first group pass program was implemented in 1987 with University of Oregon students and employees.
4. The OHP recognizes that TDM strategies can be implemented to reduce trips and impacts to major transportation facilities, such as freeway interchanges, postponing the need for investments in capacity-increasing projects.
5. The study, *An Evaluation of Pricing Policies for Addressing Transportation Problems* (ECONorthwest, July 1995), found that implementation of congestion pricing in the Eugene-Springfield area would be premature because the level of public acceptance is low and the costs of implementation are substantial; and that parking pricing is the only TDM pricing strategy that would be cost-effective during the 20-year planning period.

Chapter 3: Table 1a-Financially Constrained 20-Year Capital Investment Actions: Roadway Projects

Name	Geographic Limits	Description	Jurisdiction	Estimated Cost	Length	Number
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Project Category: New Arterial Link or Interchange

Status: Programmed

Jasper Road Extension	Main Street to Jasper Road	Construct 4-lane arterial; phasing to be determined; improve RR X-ing at Jasper Rd; at grade interim improvement; grade separation long-range improvement	Lane County	\$10,400,000	3.2	66
Terry Street	Royal Avenue to Roosevelt Boulevard	Construct new 2 to 3-lane urban facility	Eugene	\$1,116,000	0.44	487
West Eugene Parkway, (1A)	Seneca Road to Bellline Road	W 11th - Garfield: 4-lane new construction	ODOT	\$17,283,000	1.3	336

Status Sub-Total ***\$28,799,000***

Status: Unprogrammed

Centennial Boulevard	28th Street to 35th Street	Construct 3-lane urban	Springfield	\$3,000,000	0.5	930
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Name	Geographic Limits	Description	Jurisdiction	Estimated Cost	Length	Number
Pioneer Parkway Extension	Harlow Road to Beltline Road	4-5 lane minor arterial	Springfield	\$8,500,000	1	768
West Eugene (1B)	Garfield Street to Seneca Road	W 11th - Garfield: 4-lane new construction, continued	ODOT	\$34,231,000	1.3337	Parkway,
West Eugene Parkway (2A)	West 11 th Avenue to Beltline Road	Construct two lanes of future 4-lane roadway	ODOT	\$30,496,000	2.56	338
West Eugene Parkway (2B)	West 11 th Avenue to Beltline Road	Construct remaining two lanes	ODOT	\$6,545,000	2.56	339

Status Sub-Total **\$82,772,000**

Project Category Sub-Total **\$111,571,000**

Name	Geographic Limits	Description	Jurisdiction	Estimated Cost	Length	Number
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Project Category: Added Freeway Lanes or Major Interchange Improvements

Status: Programmed

Beltline Highway	Royal Avenue to Roosevelt Boulevard	Overcrossing at Royal, continue widening to 4 lanes south to railroad structure, construct Roosevelt extension from Beltline to Danebo, full at grade signal controlled intersection of Beltline and Roosevelt (ODOT: W. 11th N. city limits stage 2)	ODOT	\$14,699,000	409	
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I-5	@ Beltline Highway	ROW Purchase	ODOT	\$1,250,000	0	606
Delta/Beltline Interchange		Interim/safety improvements; replace/revise existing ramps; widen Delta Highway bridge to 5 lanes	Lane County	\$5,500,000	0	638

Status Sub-Total \$21,449,000

Status: Unprogrammed

I-5	@ Beltline Highway	Reconstruct interchange and I-5, upgrade Beltline Road East to 5 lane urban facility, and construct I-5 bike and pedestrian bridge.	ODOT	\$53,300,000	0	606
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Name	Geographic Limits	Description	Jurisdiction	Estimated Cost	Length	Number
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Project Category: Arterial Capacity Improvements

Status: Programmed

Beltline Highway	@ I-5	Safety improvements	ODOT	\$1,746,000	0	607
Bloomberg Connector	McVay Highway to 30th Avenue	Modification of connection of McVay Highway to 30th Avenue	Lane County, ODOT	\$500,000	0.4	297

Status Sub-Total **\$2,246,000**

Status: Unprogrammed

42nd Street	@ Marcola Road	Traffic control improvements	Springfield	\$200,000	0	712
6th/7th Intersection Improvement	Garfield Street to Washington/Jefferson Street	Provide improvements such as additional turn lanes and signal improvements; intersections include 6th/7th Avenues at Garfield, Chambers, Washington/Jefferson Street Bridge	ODOT, Eugene	\$520,000	0	133
Beltline Highway	@ Coburg Road	Construct ramp and signal improvements	ODOT	\$500,000	0	622
Centennial Boulevard	@ 28th Street	Traffic control improvements	Springfield	\$200,000	0	924
Centennial Boulevard	@ 21st Street	Traffic control improvements	Springfield	\$200,000	0	927
Centennial Boulevard	Prescott Lane to Mill Road	Reconstruct section to 4-5 lanes	Springfield	\$1,000,000	0.3	818
Eugene-Springfield Highway (SR-126)	@ Mohawk Boulevard Interchange	Add lanes on ramps	ODOT	\$250,000	0.68	821
Harlow Road	@ Pheasant Boulevard	Traffic control improvements	Springfield	\$200,000	0	744
Irving Road @ NW Expressway	Gansborough entrance to Prairie Road	Construct overpass over NW Expressway and railroad. Signalize access on north side.	Lane County	\$2,000,000	0.3	530
Main Street	@ 48th Street	Traffic control improvements	Springfield	\$200,000	0	69

Name	Geographic Limits	Description	Jurisdiction	Estimated Cost	Length	Number
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Project Category: New Collectors

Status: Unprogrammed

19th Street	Yolanda Avenue to Hayden Bridge Road	Extend existing street as 2-lane collector	Springfield	\$891,000	0.33	703
30th Street	Main Street to Centennial Boulevard	New collector street	Springfield	\$904,500	0.67	915
36th Street	Yolanda Avenue to Marcola Road	Extend existing street as 2-lane collector per Local Street Plan.	Springfield	\$1,701,000	0.63	709
54th Street	Main Street to Daisy Street	New 2-lane collector	Springfield	\$756,000	0.28	87
79th Street	Main Street to Thurston Road	New 2 to 3-lane collector	Springfield	\$1,000,000	0.37	18
Avalon Street	Greenhill Road to Terry Street	New major collector	Eugene	\$810,000	0.3	432
Cardinal Way	Game Farm Road to MDR north-south connector	Upgrade 2 to 3 lane urban facility	Springfield	\$1,242,000	0.46	721
Daisy Street Extension	46th Street to 48th Street	New 2 to 3 lane urban facility, traffic control improvements	Springfield	\$920,000	0.27	24
Future Collector A	Gilham to County Farm Road @ Locke Street	New neighborhood collector	Eugene	\$1,890,000	0.7	651
Future Collector C1	Linda Lane - Jasper Road Extension	New 2 to 3-lane urban collector	Springfield	\$1,350,000	0.5	33
Future Collector C2	Jasper Road - Mountaingate	New 2 to 3-lane urban collector	Springfield	\$3,510,000	1.3	36
Future Collector C3	Jasper Road Extension - East Natron	New 2 to 3-lane urban collector	Springfield	\$1,890,000	0.7	39
Future Collector C4	East-west in Mid-Natron site	New 2 to 3-lane urban collector	Springfield	\$1,620,000	0.6	42
Future Collector C5	Loop Rd in South Natron Site	New 2 to 3-lane urban collector	Springfield	\$2,700,000	1	45
Future Collector C6	Mt Vernon Road - Jasper Road Extension	New 2 to 3-lane urban collector	Springfield	\$2,700,000	1	48

Name	Geographic Limits	Description	Jurisdiction	Estimated Cost	Length	Number
Future Collector C7	North-south in mid-Natron site	New 2 to 3-lane urban collector	Springfield	\$1,512,000	0.56	51
Future Collector E	Bailey Hill Road to Bertelsen Road	New major collector	Eugene	\$2,700,000	1	318
Future Collector F	Royal Avenue to Terry Street	New major collector	Eugene	\$1,890,000	0.7	429
Future Collector H	Future Collector G to Royal Avenue	New major collector	Eugene	\$1,350,000	0.5	435
Future Collector J	Awbrey Lane to Enid Road	New major collector	Eugene	\$2,160,000	0.8	441
Future Collector O	Barger Drive to Avalon Street	New neighborhood collector	Eugene	\$1,800,000	0.5	447
Future Collector P	Avalon Street to Future Collector F	New neighborhood collector	Eugene	\$4,500,000	1.11	449
Glacier Drive	55th Street to 48th Street	Develop new, 2-lane urban facility	Springfield	\$1,840,000	0.92	57
Glenwood Boulevard Extension	I-5 to Laurel Hill Drive	New collector	Eugene	\$2,565,000	0.95	254
Hyacinth Street	Irvington Drive to Lynnbrook Drive	New neighborhood collector	Eugene	\$600,000	0.16	537
Kinsrow Avenue	Centennial Boulevard to Garden Way	New neighborhood collector	Eugene	\$800,000	0.2	659
Lakeview/Parkview	Gilham Road to County Farm Road	New neighborhood collector	Eugene	\$1,755,000	0.65	644
Legacy Street	Barger Drive to Avalon Street	New major collector	Eugene	\$800,000	0.2	445
McKenzie-Gateway MDR Loop Collector	Within MDR site	New 2 to 3-lane collector into MDR site	Springfield	\$2,160,000	0.8	756
MDR Site	North-south within MDR site	Construct new 3-lane north-south collector	Springfield	\$1,440,000	0.4	762
Mountaingate Drive	Main Street to South 58th Street	New 3 lane collector	Springfield	\$2,430,000	0.9	78
Mt Vernon Road	Jasper Road Extension to Mountaingate Drive	Extend existing street as 2-lane collector	Springfield	\$540,000	0.2	81
V Street	31st Street to Marcola Road	New 2 to 3-lane collector	Springfield	\$1,755,000	0.65	777
Vera Drive/Hayden Bridge Road	15th Street to 20th Street	New 2 to 3-lane urban collector	Springfield	\$918,000	0.34	780

Name	Geographic Limits	Description	Jurisdiction	Estimated Cost	Length	Number
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Project Category: Urban Standards

Status: Programmed

18th Avenue	Bertelsen Road to Willow Greek Road	Upgrade to 2-lane urban facility	Eugene, Lane County	\$1,065,000	0.71	303
Ayres Road	Delta Highway to Gilham Road	Upgrade to 2 to 3-lane urban facility	Eugene	\$1,262,000	0.52	603
Bertelsen Road	18th Avenue to Bailey Hill Road	Upgrade to 2 to 3-lane urban facility	Eugene	\$1,035,000	0.6	315
Coburg Road	Kinney Loop to Armitage Park	Reconstruct to 3-lane urban facility to UGB, turn lane @ park entrance, rural	Lane County	\$2,380,000	1.10	625
Delta Highway	Ayres Road to Beltline Road	Upgrade to 3-lane urban facility	Eugene	\$900,000	0.01	635
Dillard Road	43rd Street to Garnet Street	Upgrade to 2-lane urban facility	Eugene	\$450,000	0.34	233
Fox Hollow Road	Donald Street to UGB	Upgrade to 2-lane urban facility	Eugene, Lane County	\$841,000	0.5	245
Garden Way	Sisters View Avenue to Centennial Boulevard	Upgrade to 2 to 3-lane urban facility	Eugene	\$1,715,000	0.75	657
Goodpasture Island Road	Delta Highway to Happy Lane	Upgrade to 2-lane urban facility	Eugene	\$413,000	0.19	664
Greenhill Road	North Boundary of Airport to Airport Road	Closing of existing road and realignment of east boundary of airport property	Lane County, Eugene	\$3,000,000	2.06	486
Irvington Road	River Road to Prairie Road	Upgrade to 2 to 3-lane urban facility	Lane County	\$2,880,000	1.44	533
Prairie Road	Carol Lane to Irvington Drive	Reconstruct to 3-lane urban facility	Lane County	\$825,000	0.35	472
Royal Avenue	Terry Street to Greenhill Road	Upgrade to 3-lane urban facility	Lane County, Eugene	\$2,680,000	1.01	481
Shelton-McMurphey	Lincoln St. to Pearl St.	Upgrade to urban facility	Eugene	\$1,495,000	0.4	450
Seward St. Connection	Wayside to Manor	Upgrade to local urban standards	Springfield	\$40,000	0.25	787
Gateway/Harlow	Gateway/Harlow Intersection	Intersection improvements	Springfield	\$1,300,000	0.5	785
Gateway/Game Farm Rd. East	Gateway/Game Farm Rd. East intersection	Intersection improvements	Springfield	\$400,000	0.25	786

Status Sub-Total

\$22,681,000

Name	Geographic Limits	Description	Jurisdiction	Estimated Cost	Length	Number
Status: Unprogrammed						
28th Street	Main Street to Centennial Boulevard	Widen/provide sidewalks and bike lanes; provide intersection and signal improvements at Main Street	Springfield	\$1,050,000	0.7	909
31st Street	Hayden Bridge Road to U Street	Upgrade to 2 to 3-lane urban facility	Lane County	\$1,275,000	0.85	765
35th Street	Commercial Avenue to Olympic Street	Upgrade to 3-lane urban facility	Springfield	\$920,000	0.46	918
42nd Street	Marcola Road to Railroad Tracks	Reconstruct to 3-lane urban facility	Springfield	\$2,060,000	1.03	713
48th Street	Main Street to G Street	Upgrade to 2-lane urban facility	Springfield	\$720,000	0.48	3
52nd Street	G Street to Eugene-Springfield Highway (SR 126)	Upgrade to 2-lane urban facility	Springfield	\$300,000	0.2	6
69th Street	Main Street to Thurston Road	Widen on east side of roadway	Springfield	\$840,000	0.56	15
Agate Street	30th Avenue to Black Oak Road	Upgrade to 2-lane urban facility	Eugene	\$585,000	0.39	215
Aspen Street	West D Street to Centennial Boulevard	Reconstruct to 2 to 3-lane urban facility	Lane County, Springfield	\$750,000	0.5	809
Baldy View Lane	Deadmond Ferry Road to the end of dedicated right-of-way	Upgrade to urban standards	Springfield	\$420,000	0.28	715
Bethel Drive	Roosevelt Boulevard to Highway 99	Upgrade to 2-lane urban facility	Eugene	\$2,500,000	1.68	414
Centennial Blvd.	March Chase to I-5	Upgrade to urban facility (north side)	Eugene	\$400,000	0.4	697
Commercial Street	35th Street to 42nd Street	Upgrade to 3-lane urban facility	Springfield	\$1,620,000	0.81	933
County Farm Loop	North-to-South Section	Upgrade to 3-lane urban facility	Lane County, Eugene	\$825,000	0.55	631
County Farm Loop	West-to-East Section	Upgrade to 2-lane urban facility	Lane County, Eugene	\$795,000	0.53	632
Deadmond Ferry Road	Baldy View Lane to McKenzie River	Upgrade to urban standards	Springfield	\$1,095,000	0.73	724
Division Avenue	Division Place to River Avenue	Upgrade to 2 to 3-lane urban facility	Eugene	\$1,720,000	0.86	509
Elmira Road	Bertelsen Road to	Upgrade to 2-lane urban	Eugene	\$1,815,000	1.21	420

Highway 99 facility

Name	Geographic Limits	Description	Jurisdiction	Estimated Cost	Length	Number
G Street	48th Street to 52nd Street	Upgrade to 2-lane urban facility	Springfield	\$465,000	0.31	54
Game Farm Road North	Coburg Road to I-5	Upgrade to 2 to 3-lane urban facility	Eugene, Lane County	\$2,150,000	1.3	654
Game Farm Road South	Game Farm Road East to Harlow Road	Upgrade to 2-lane urban facility	Lane County, Springfield	\$1,395,000	0.93	737
Gilham Road	Northernmost New Collector to Ayres Road	Upgrade to 2-lane urban facility	Eugene	\$690,000	0.46	662
Greenhill Road	Barger Drive to West 11th Avenue	Upgrade to 2 to 3-lane urban facility	Lane County, Eugene	\$5,000,000	2.5	454
Greenhill Road	Barger Drive to Airport Road	Rural widening and intersection modifications	Lane County	\$2,000,000	2	485
Hayden Bridge Road	Yolanda Avenue to Marcola Road	Reconstruct to 2-lane urban facility	Lane County	\$2,310,000	1.54	747
Hunsaker Lane / Beaver Street	Division Avenue to River Road	Upgrade to 2-lane urban facility	Lane County	\$1,710,000	1.14	527
Jeppesen Acres Road	Gilham Road to Providence Street	Upgrade to 2-lane urban facility	Eugene	\$525,000	0.35	670
Laura Street	Scotts Glen Drive to Harlow Road	Widen to 3-lane urban facility	Springfield	\$800,000	0.4	750
Maple Street	Roosevelt Boulevard to Elmira Road	Upgrade to 2-lane urban facility	Eugene	\$240,000	0.14	460
Old Coburg Road	Game Farm Road to Chad Drive	Upgrade to 3-lane urban facility	Eugene	\$525,000	0.35	680
River Avenue	River Road to Division Avenue	Upgrade to 2 to 3-lane urban facility	Eugene	\$1,700,000	0.85	542
River Road	Carthage Avenue to Beacon Drive	Widen to 3-lane urban facility	Lane County	\$900,000	0.38	545
S. 28th Street	Main Street to Millrace	Upgrade to 3-lane urban facility	Springfield	\$2,000,000	0.67	945
S. 32nd Street	Main Street to Railroad	Upgrade to 3-lane urban facility	Springfield	\$800,000	0.4	948
S. 42nd Street	Main Street to Jasper	Reconstruct to 2 to 3-lane urban facility; curbs, sidewalks and bike lanes	ODOT	\$1,600,000	0.8	954

Name	Geographic Limits	Description	Jurisdiction	Estimated Cost	Length	Number
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Project Category: Study

Status: Programmed

I-5 @ Bellline	@ Interchange	Project development work	ODOT	\$3,375,000		606
Study & Design						

Status Sub-Total **\$3,375,000**

Status: Unprogrammed

I-5 Interchange Study	Willamette River south to 30 th Avenue	Comprehensive study of I-5 interchanges	ODOT	\$750,000	--	250
18th Avenue	Bertelsen Road to Agate Street	Corridor study to determine improvements	Eugene	\$250,000	4.71	118
Chambers Street	8th Avenue to 18th Avenue	Corridor Study to determine improvements	Eugene	\$250,000	0.8	136
Coburg Road	Crescent Avenue to Oakway Road	Access management/ safety-operational study	Eugene	\$100,000	2.24	619
Ferry Street Bridge	Oakway Road to Broadway	Long Range Capacity Refinement Plan	Eugene	\$250,000	1.08	130
South Bank Street Improvements	Mill Street to Hilyard Street	Develop refinement plan for street system	Eugene, ODOT	\$250,000	1	178
W 11th Avenue	Bellline Road to Chambers Street	Access Management, Safety, and Operational Study	Eugene	\$100,000	2.74	332
Willamette Street/Amazon Parkway/Patterson Street/Hilyard Street	13th Avenue to 33rd Avenue	Corridor study to determine improvements	Eugene	\$250,000	5.55	187
Main Street/ Highway 126	I-5 to UGB	Access management plan	ODOT/Springfield	\$100,000	6.0	838
Eugene-Springfield Hwy.	I-5 to Main	Corridor Study	ODOT/Springfield	\$150,000	6.5	835
Main St. and 52nd St./Hwy 126 Int.	52nd to Main	Interchange Plans	ODOT/Springfield	\$100,000	1.5	96
Bellline	River Rd to Coburg Rd	Facility Plan Study	ODOT	\$500,000	3.46	555

Status Sub-Total **\$3,050,000**

Project Category Sub-Total **\$6,425,000**

***Chapter 3: Table 2 - Financially Constrained
20-Year Capital Investment Actions: Transit Projects***

Name	Geographic Limits	Description	Estimated Cost	Number
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Project Category: Buses and Bus Maintenance

Bus Purchases		New & replacement buses	\$41,155,000	1110, 1315
Expansion of Operating Base	Glenwood near Franklin Blvd	Expansion of existing operation and maintenance	\$5,000,000	1020
<i>Project Category Sub-Total</i>			<i>\$46,155,000</i>	

Name	Geographic Limits	Description	Estimated Cost	Number
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Project Category: Stops and Stations

Project Type: General Stops and Stations

9 Park and Ride Lots	To be determined	Park-and-Ride lots along major corridors	\$9,000,000	1105, 1305, 1345
Autzen Station	Vicinity of Autzen Stadium	Transfer station and Park-and-Ride lot	\$1,000,000	1140
LCC Station Expansion	Lane Community College	Expand LCC Station	\$500,000	1125
Passenger Boarding Improvements	Various locations	Pads, Benches & Shelters	\$1,500,000	1130, 1330, 1355
11th & Beltline Station	Vicinity of 11th Ave and Beltline Highway	Transfer station, possibly Park-and-Ride lot	\$1,000,000	1340
Gateway & Beltline Station	Vicinity of Gateway and Beltline Hwy	Transfer station, possibly Park-and-Ride lot	\$1,000,000	1350

Project Type Sub-Total \$14,000,000

Project Type: Stops and Stations in Nodal Development Areas

Passenger Boarding Improvements	Various locations	Pads, Benches & Shelters	\$1,500,000	1130, 1330, 1355
Springfield Station	Downtown Springfield	New transit station	\$5,000,000	1135
Barger & Beltline Station	Vicinity of Barger Rd and Beltline Highway	Transfer station	\$1,000,000	1310
Churchill Station	Vicinity of 18th Avenue and Bailey Hill Road	Transfer station	\$1,000,000	1335
Coburg & Beltline Station	Vicinity of Coburg Rd and Beltline Highway	Transfer station	\$1,000,000	1120
Mohawk & Olympic Station	Vicinity of Mohawk Blvd and Olympic	Transfer station	\$1,000,000	1325

Project Type Sub-Total \$10,500,000

Project Category Sub-Total \$24,500,000

Total Capital Projects: Transit System \$170,655,000

Chapter 3: Table 3a-Financially Constrained 20-Year Capital Investment Actions: Bicycle Projects

Name	Geographic Limits	Description	Jurisdiction	Estimated Cost	Length	Number
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Project Category: Multi-Use Paths Without Road Project

Status: Programmed

42nd Street Pathway	Marcola Road to Railroad Tracks	Multi-Use Path	Springfield	\$615,000	1.10	795
East Bank Trail	Owosso Bridge to Greenway Bridge	Multi-Use Path	Eugene	\$1,500,000	2.02	641
Fern Ridge Path #2	Terry Street to Green Hill Road	Multi-Use Path	Eugene	\$2,600,000	2.01	423

Status Sub-Total

\$4,715,000

Status: Unprogrammed

5th Avenue	Garfield Street to Chambers Street	Route, Multi-Use Path	Eugene	\$36,000	0.21	127
5th Avenue Connector (WEP)	Garfield Street to McKinley Street	Multi-Use Path	ODOT	\$205,000	0.36	130
Avalon Street (A)	Candlelight Drive to Beltline Path	Multi-Use Path/Route	Eugene	\$74,500	0.36	403
Booth Kelly Road	28th Street to Weyerhauser Truck Road	Multi-Use Path	Springfield	\$245,000	2.14	921
By Gully Extension	Mill Street to 5th Street	Multi-Use Path	Springfield, Willamalane	\$80,000	0.11	812
Delta Ponds Path	East Bank Trail to Robin Hood Lane	Multi-Use Path and Bridge	Eugene	\$1,372,000	1.06	637
Garden Way / Knickerbocker Bridge Connector	Canoe Canal to N. Bank Trail	Multi-Use Path	Eugene	\$205,000	0.14	660
I-5 Path	Harlow Road to Chad	Multi-Use Path	Eugene	\$716,000	0.89	668
McKenzie River Path	42nd Street to 52nd Street	Multi-Use Path and Striped Lane	Springfield	\$2,620,000	1.55	753
Millrace Path (Eug.) (C)	Moss Street to Rail underpass	Multi-Use Path	Eugene	\$933,000	0.51	169
Millrace Path (Spr.)	28th Street to 32nd Street	Multi-Use Path	Springfield	\$150,000	0.40	859

Name	Geographic Limits	Description	Jurisdiction	Estimated Cost	Length	Number
Millrace Path (Spr.)	S. 2nd Street to S. 28th Street	Multi-Use Path	Springfield	\$2,340,000	1.60	840
Oakmont Park	Oakway Road to Coburg Road	Route, Multi-Use Path	Eugene	\$67,000	0.27	678
Q Street Channel	Centennial Loop to Garden Way Path	Multi-Use Path	Eugene	\$565,200	1.42	682
Spring Boulevard (B)	29th Avenue to 30th Avenue	Multi-Use Path	Eugene	\$205,000	0.22	281
Valley River Connector (B)	Valley River Way to North Bank Trail	Multi-Use Path	Eugene	\$102,000	0.12	692
Westmoreland Park Path	Fillmore Street to Taylor Street	Multi-Use Path	Eugene	\$102,000	0.41	181

Status Sub-Total

\$10,017,700

Project Category Sub-Total

\$14,732,700

Name	Geographic Limits	Description	Jurisdiction	Estimated Cost	Length	Number
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Project Category: On-Street Lanes or Routes With Road Project

Status: Programmed

11th Avenue	Terry Street to Danebo Avenue	Striped Lane	ODOT	\$0	0.49	398
18th Avenue	Bertelsen Road to Willow Creek Road	Striped Lane	Eugene, Lane County	\$0	0.85	303
Ayres Road	Delta Highway to Gilham Road	Striped Lane	Eugene	\$0	0.52	603
Beaver Street Arterial	Hunsaker Lane to Wilkes Drive	Striped Lane	Lane County	\$0	0.92	503
Bertelsen Road	18th Avenue to Bailey Hill Road	Striped Lane	Eugene	\$0	0.60	315
Coburg Road	Kinney Loop to Armitage Bridge	Striped Lane/Shoulder	Lane County	\$0	0.87	625
Delta Highway	Ayres Road to Green Acres Road	Striped Lane	Eugene	\$0	0.68	635
Dillard Road	43rd Street to Garnet Street	Striped Lane	Eugene	\$0	0.39	233
Division Avenue	Delta Highway to Beaver Street (new frontage road)	Striped Lane	Lane County	\$0	0.47	512
Fox Hollow Road	Donald Street to Cline Road	Striped Lane	Eugene, Lane County	\$0	0.50	245
Goodpasture Island Road	Delta Highway to Happy Lane	Striped Lane	Eugene	\$0	0.33	664
Irvington Road	River Road to Prairie Road	Striped Lane	Lane County	\$0	1.44	533
Prairie Road	Carol Lane to Irvington Drive	Striped Lane	Lane County	\$0	0.38	472
Roosevelt Boulevard	Beltline Road to Danebo Avenue	Striped Lane	ODOT	\$0	0.24	475
Royal Avenue	Terry Street to Greenhill Road	Striped Lane	Lane County, Eugene	\$0	1.01	481
West Eugene Parkway (1A)	Seneca Road to Beltline Road	Striped Lane	ODOT	\$0	1.65	336

Status Sub-Total

\$0

Name	Geographic Limits	Description	Jurisdiction	Estimated Cost	Length	Number
Status: Unprogrammed						
28th Street	Main Street to Centennial Boulevard	Striped Lane	Springfield	\$0	0.70	909
31st Street	Hayden Bridge to U Street	Striped Lane	Lane County	\$0	0.57	765
35th Street	Commercial Avenue to Olympic Street	Striped Lane	Springfield	\$0	0.57	918
51st/52nd Street	Main Street to High Banks Road	Route, Striped Lane	Springfield	\$0	1.20	6
69th Street	Main Street to Thurston Road	Striped Lane	Springfield	\$0	0.55	15
Aspen Street	West D Street to Menlo Loop	Striped Lane	Lane County, Springfield	\$0	0.58	809
Beltline Road East	Gateway Street to Game Farm Road	Striped Lane	ODOT	\$0	0.70	718
Bethel Drive	Roosevelt Boulevard to Highway 99	Striped Lane or Route	Eugene	\$0	1.69	414
Commercial Street	35th Street to 42nd Street	Striped Lane	Springfield	\$0	0.70	933
County Farm Loop	West-to-East section	Striped Lane	Lane County, Eugene	\$0	0.56	632
County Farm Loop	North-to-South section	Striped lane	Lane County, Eugene	\$0	0.53	631
Daisy Street	46th Street to 48th Street	Striped Lane	Springfield	\$0	0.06	24
Elmira Road	Bertelsen Road to Highway 99	Route	Eugene	\$0	1.21	420
Future Collector H	Future Collector G to Royal Avenue	Striped Lane or Route	Eugene	\$0	0.47	435
Future Collector O	Barger Drive to Future Collector G	Striped Lane or Route	Eugene	\$0	0.49	447
Game Farm Road North	I-5 to Crescent Avenue	Striped Lane	Lane County	\$0	1.01	606
Game Farm Road North	Coburg Road to Crescent Avenue	Striped Lane	Lane County	\$0	1.30	654
Game Farm Road South	Beltline Road to Harlow Road	Striped Lane	Lane County, Springfield	\$0	0.90	737
Gilham Road	Honeywood Street To Torr Avenue	Striped Lane or Route	Eugene	\$0	1.03	662
Glenwood Boulevard	Judkins to Glennwood Drive	Striped Lane	Springfield	\$0	0.42	827

Name	Geographic Limits	Description	Jurisdiction	Estimated Cost	Length	Number
Greenhill Road	Barger Drive to W. 11th Avenue	Striped Lane	Lane County, Eugene	\$0	2.74	454
Hayden Bridge Road	Yolanda Avenue to Marcola Road	Striped Lane	Lane County	\$0	1.30	747
Hayden Bridge Road	Yolanda Avenue to Marcola Road	Striped Lane	Lane County	\$0	0.54	796
Hunsaker Lane / Beaver Street	Division Avenue to River Road	Striped Lane	Lane County	\$0	1.11	527
Jasper Road (B)	Mt. Vernon Road to UGB South	Striped Lane	ODOT	\$0	2.20	63
Lakeview/Parkview	Gilham Road to County Farm Road	Striped Lane or Route	Eugene	\$0	0.79	644
Laura Street	Scotts Glen Drive to Harlow Road	Striped Lane	Springfield	\$0	0.40	750
Maple Street	Elmira Avenue to Roosevelt Boulevard	Route	Eugene	\$0	0.15	469
Old Coburg Road	Game Farm Road to Chad Drive	Striped Lane or Route	Eugene	\$0	0.34	680
River Avenue	River Road to Division Avenue	Striped Lane	Eugene	\$0	0.85	542
S. 28th Street	Main Street to Millrace	Striped Lane	Springfield	\$0	0.51	945
S. 32nd Street	Main Street to Railroad Crossing	Striped Lane	Springfield	\$0	0.39	948
S. 42nd Street	Main Street to Jasper	Striped Lane	ODOT	\$0	0.80	954
Van Duyn Road	Western Drive to Harlow Road	Route	Eugene County	\$0	0.25	696
Weyerhauser Haul Road	48th Street to 57th Street	Striped Lane	Springfield	\$0	0.91	57
Wilkes Drive	River Road to River Loop 1	Striped Lane	Lane County	\$0	0.99	554
West Eugene Parkway (1B)	Highway 99 to Seneca Rd	Striped Lane	ODOT	\$0	0.64	337
West Eugene Parkway (2A)	West 11 th to Beltline	Striped Lane	ODOT	\$0	2.38	338

Status Sub-Total

\$0

Project Category Sub-Total

\$0

Name	Geographic Limits	Description	Jurisdiction	Estimated Cost	Length	Number
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Project Category: On-Street Lanes or Routes Without Road Project

Status: Programmed

14th Street	S. A Street to G Street	Striped Lane	Springfield	\$0	0.55	803
28th Street	Centennial Boulevard to Olympic Street	Striped Lane	Springfield	\$0	0.26	912
58th Street	High Banks Road to Thurston Road	Striped Lane	Springfield	\$0	0.17	9
7th Avenue	Bailey Hill Road to McKinley Street	Striped Lane or Route	Eugene	\$0	0.90	306
Bailey Hill Road	5th Avenue to W. 11th Avenue	Striped Lane	Eugene	\$0	0.27	309
Centennial Boulevard	5th Street to 28th Street	Striped Lane	Springfield	\$0	1.63	815
McKinley Street	5th Avenue to 7th Avenue	Route	Eugene	\$0	0.19	163
Mohawk Boulevard	G Street to Marcola Road	Striped Lane	Springfield	\$0	0.96	843
Roosevelt Boulevard	Danebo Avenue to Terry Street	Striped Lane	Eugene	\$0	0.51	478

Status Sub-Total

\$0

Status: Unprogrammed

10th Avenue	Lincoln Street to High Street	Striped Lane	Eugene	\$0	0.45	103
11th Avenue	Chambers Street to Lincoln Street	Striped Lane	Eugene	\$30,000	1.04	106
13th Avenue	Chambers Street to Lawrence Street	Striped Lane	Eugene	\$30,000	0.96	109
18th Avenue	Alder Street to Agate Street	Striped Lane	Eugene	\$0	0.73	115
1st Avenue	Bertelsen Road to Seneca Road	Striped Lane or Route	Eugene	\$0	1.12	491
21st Street	Main Street to Olympic Street	Striped Lane	Springfield	\$0	0.92	906
24th Avenue	Chambers Street to Jefferson Street	Striped Lane or Route	Eugene	\$60,000	0.82	121
28th Avenue	Friendly Street to Tyler Street	Striped Lane	Eugene	\$0	0.70	203

Name	Geographic Limits	Description	Jurisdiction	Estimated Cost	Length	Number
29th Avenue	Pearl Street to Portland Street	Striped Lane	Eugene	\$90,000	0.15	206
2nd Avenue	Polk Street to Van Buren Street	Route	Eugene	\$0	0.25	124
30th Avenue / Amazon Parkway	Agate Street to 29th Avenue	Striped Lane	Eugene	\$528,000	0.91	209
33rd Avenue	Willamette Street to Hilyard Street	Striped Lane or Route	Eugene	\$0	0.55	212
3rd/4th Connector	Lincoln Street to High Street	Striped Lane or Route	Eugene	\$0	0.43	180
42nd Street	Marcola Road to Railroad Tracks	Striped Lane	Springfield	\$0	1.10	713
5th Street	Centennial Boulevard to G Street	Striped Lane	Springfield	\$0	0.35	806
66th Street	Main Street to Thurston Road	Striped Lane	Springfield	\$0	0.55	12
Augusta Street	I-5 Ramp to Floral Hill Drive	Striped Lane or Route	Eugene	\$0	0.98	218
Candlelight Drive / Danebo Avenue	Barger Avenue to Royal Avenue	Route	Eugene	\$0	1.01	417
Centennial Boulevard @ I-5 Boulevard Overpass	Centennial approaches, modify	Add sidewalk to bridge and guardrail, striped lane	ODOT, Eugene, Springfield	\$50,000	0.00	610
Chambers Street	24th Avenue to 28th Avenue	Striped Lane	Eugene	\$0	0.42	224
Clinton Drive / Debrick Road	Cal Young Road to Willagillespie Road	Route	Eugene	\$0	0.51	616
Dillard Road	Garnet Street to UGB	Striped Lane	Eugene	\$570,000	1.83	234
Donald Street	39th Avenue to Fox Hollow Road	Route	Eugene	\$0	0.62	236
East/West Amazon Drive	Hilyard Street to Fox Hollow Road/Dillard Road	Striped Lane	Eugene	\$0	1.08	239
Emerald Street/29th Avenue	24th Avenue to Laurelwood Golf Course and University Street	Route	Eugene	\$0	0.82	242
Franklin Boulevard	Glenwood Boulevard to Springfield Bridges	Striped Lane	Eugene, ODOT	\$264,000	0.54	824
Friendly Street	18th Avenue to 28th Avenue	Striped Lane or Route	Eugene	\$40,000	0.98	251
G Street	5th Street to 28th Street	Striped Lane or Route	Springfield	\$9,500	1.60	899

Name	Geographic Limits	Description	Jurisdiction	Estimated Cost	Length	Number
Game Farm South	Beltline to Deadmond Ferry Road	Striped Lane	Springfield	\$0	0.12	738
Garfield Street	Roosevelt Boulevard to 14th Avenue	Striped Lane	Eugene	\$132,000	1.29	145
Golden Gardens	Jessen Drive to Barger Drive	Route	Eugene	\$0	0.50	451
Greenhill Road	Barger Drive to Airport Road	Shoulder	Lane County	\$209,000	1.47	457
Greenhill Road	Crow Road to W. 11th Avenue	Striped Lane/Shoulder	Lane County	\$38,000	0.26	453
Grove Street	Silver Lane to Howard Avenue	Striped Lane or Route	Lane County	\$0	0.16	515
High Street	3rd Avenue to 5th Avenue	Striped Lane or Route	Eugene	\$0	0.25	185
Hilliard Lane	N. Park Avenue to W. Bank Trail	Route	Lane County	\$0	1.09	518
Horn Lane	N. Park Avenue to River Road	Striped Lane or Route	Lane County	\$144,000	0.75	521
Howard Avenue	River Road to N. Park Avenue	Striped Lane or Route	Lane County	\$0	0.96	524
Ivy Street	67th Street to 70th Street	Route	Springfield	\$0	0.30	99
Kinsrow Avenue	Centennial Boulevard to the East	Route	Eugene	\$0	0.30	672
Lake Drive / N. Park Avenue	Maxwell Road to Northwest Expressway	Striped Lane or Route	Lane County	\$171,000	0.91	536
Lincoln Street / Lawrence Street	5th Avenue to 18th Avenue	Route, Striped Lane	Eugene	\$0	1.14	160
Main Street and S. A Street	Springfield Bridges to East UGB	Striped Lane	ODOT, Springfield	\$0	8.50	830
McVay Highway	I-5 to 30th Avenue	Striped Lane	ODOT	\$114,000	0.71	834
Mill Street	10th to 15th Avenue	Route	Eugene	\$400,000	0.38	166
Mill Street	S. A Street to Fairview Drive	Striped Lane	Springfield	\$0	0.99	837
Minda Drive/Sally Way	Norkenzie Road to Norwood Street	Route	Eugene	\$0	0.51	674
Monroe Street/Fairgrounds	1st Avenue to Fern Ridge Path	Striped Lane or Route	Eugene	\$75,000	1.16	172
N. 36th Street	Main Street to Commercial Street	Striped Lane or Route	Springfield	\$100,000	0.30	939

Name	Geographic Limits	Description	Jurisdiction	Estimated Cost	Length	Number
N. Park Avenue	Maxwell Road to Horn Lane	Striped Lane or Route	Lane County	\$190,000	1.02	539
Nugget, 15th, 17th, 19th in Glenwood		Route	Springfield	\$0	1.58	845
Oakmont Way	Oakway Road to Coburg Road	Striped Lane or Route	Eugene	\$0	0.30	676
Olympic Street (A)	21st Street to Mohawk Boulevard	Striped Lane	Springfield	\$0	0.26	942
Polk Street	6th Avenue to 24th Avenue	Striped Lane	Eugene	\$400,000	1.39	175
Potato Hill Summit Route (in future subdivision)	Length of Potato Hill route	Route	Springfield	\$0	1.52	84
Prairie Road	Maxwell Road to Highway 99	Striped Lane	Eugene	\$58,000	0.15	495
Rainbow Drive	West "D" Street to Centennial Boulevard	Striped Lane	Springfield	\$0	0.55	848
S. 67th Street	Ivy Street to Main Street	Striped Lane or Route	Springfield	\$42,000	0.30	92
S. 70th Street	Main Street to Ivy Street	Striped Lane	Springfield	\$115,000	0.60	94
Seavey Loop Road / Franklin Boulevard	Coast Fork of Willamette River to I-5	Route or Shoulder	Lane County	\$0	2.44	957
Seneca Road	W. 11th Avenue to 7th Place	Striped Lane	Eugene	\$0	0.27	324
Silver Lane	Grove Street to River Road	Striped Lane	Eugene	\$0	0.89	548
Spring Boulevard (A)	Fairmount Boulevard to 29th Avenue	Route	Eugene	\$0	1.07	278
Springfield Bridges	Franklin Boulevard to Mill Street	Striped Lane	ODOT	\$0	0.68	857
Summit Street	Fairmount Boulevard to Floral Hill Drive	Route	Eugene	\$0	0.31	287
Tandy Turn / Lariat Meadows	Coburg Road to Oakway Road	Route	Eugene	\$0	0.48	686
Thurston Road	Billings Road to Highway 126	Route or Shoulder	Lane County	\$0	1.61	96
Torr Avenue	Gilham Road to Locke Road	Striped Lane or Route	Eugene	\$0	0.66	688
Tyler Street	24th Avenue to 28th Avenue	Route	Eugene	\$0	0.37	290

Name	Geographic Limits	Description	Jurisdiction	Estimated Cost	Length	Number
Valley River Way (A)	Valley River Drive to Valley River Connector	Striped Lane	Eugene	\$200,000	0.23	694
Van Duyn Road / Bogart Road	Western Drive to Willakenzie Road	Route	Eugene	\$0	0.61	698
Walnut Avenue	15th Avenue to Fairmont Boulevard	Route	Eugene	\$0	0.36	295
Weyerhaeuser Haul Road	Booth Kelly Road to Main Street	Striped Lane	Springfield	\$0	0.46	90
Willamette Street	18th Avenue to 32nd Avenue	Striped Lane	Eugene	\$396,000	1.30	296
Willamette Street	11th Avenue to 18th Avenue	Striped Lane	Eugene	\$0	0.76	184
Yolanda Avenue	31st Street to Hayden Bridge Road	Striped Lane	Springfield	\$0	0.80	784

Status Sub-Total

\$4,455,500

Project Category Sub-Total

\$4,455,500

Total Capital Projects: Bicycle Projects

\$19,188,200

Part Five: Parking Management Plan

This plan discusses Capital Investment Actions and presents Planning and Program Actions related to parking management that meet the parking requirements of the TPR, while maintaining a parking supply that supports the economic health of the community. Parking management needs to be looked at regionally, while providing jurisdictional flexibility.

Parking management strategies are an important part of an integrated set of implementation actions that support nodal development, system improvements, and demand management. A vast supply of free and subsidized parking can encourage automobile use over transit use. A limited, rather than abundant supply of parking can encourage use of non-auto modes, especially transit. There is also a direct relationship between the price of parking and the use of public transit.

Parking management strategies address both the supply and demand for vehicle parking. They contribute to balancing travel demand with the region among the various modes of transportation available. Parking management strategies are effective in increasing the use of alternative modes, especially when combined with other TDM strategies. Supportive TDM programs include carpool/vanpool programs, preferential parking and reserved spaces for carpooling, and parking pricing.

TPR Requirements for Parking Space Reduction

The TPR requires a parking plan that achieves a 10 percent reduction in the number of parking spaces per capita in the metropolitan area over the 20-year planning period. For the Eugene-Springfield region, the TPR reduction goal is .514. If the level of parking density (spaces per developed acre) remains constant and land development and population forecasts are accurate, then the level of parking spaces per capita will be reduced by more than the 10 percent reduction required by the TPR.

Estimated Parking Supply 1995 to [2015] 2027

Zone/Plan Designation	1995		[2015] 2027		[2015]2027 TPR Goal	
	Total Spaces	Spaces Per Capita	Total Spaces	Spaces Per Capita	Total Spaces	Spaces Per Capita
Commercial	51,259	.229	57,865	.194	61,618	.207
Industrial	27,622	.124	30,200	.101	33,205	.111
Institutional	48,692	.218	49,067	.165	58,534	.196
Total	127,573	.571	137,132	.460	153,357	.514

Capital Investment Actions

Capital Investment Actions that support non-auto modes have an indirect impact on parking needs by lowering the demand for spaces in higher density areas. For example, Park-and-Ride facilities can contribute to lowering the demand for parking in downtown areas. Transit Capital Investment Actions call for the establishment of Park-and-Ride facilities throughout the Eugene-Springfield area.

Part Two: Projected Plan Performance

The combination of land use, transportation demand management (TDM), and transportation system improvement (TSI) programs and capital investments included in *TransPlan* is the result of a comprehensive evaluation of alternative scenarios. This technical analysis provided a process to determine the relative significance of alternative scenarios and the desirability of one scenario over another.

The main focus of reviewing the performance of the plan is to assess how the proposed investments and actions are either:

- 1) Improving existing conditions, or
- 2) Avoiding undesirable conditions that would be present without the planned investments and actions.

Table 6 shows data for existing conditions and projections for two future scenarios:

- **Existing Conditions 1995**, shows system performance as of 1995.
- The first future scenario, **[2015]2027 Trends**, shows system performance for 1995 conditions extended into the year [2015] 2027. This scenario shows projections of what is expected to happen by [2015] 2027 under *business as usual* trends.
- The second future scenario, **[2015] 2027 Financially Constrained TransPlan**, shows projected draft *TransPlan* performance for the year [2015] 2027 under conditions of financial constraint. Like the second scenario, it assumes implementation of land use and TDM strategies. Transit, bicycle, and roadway capital actions are limited to financial resources expected to be available to the region as discussed in Chapter 3. Capital actions identified as Future in Chapter 3 are not included in this scenario.

For each future scenario presented in Table 6, the amount for each performance measure is listed along with the percentage change in that performance measure from 1995 conditions. In the descriptions of performance measures that follow, except where explicitly noted, comparisons are drawn between 1995 Existing Conditions and the [2015] 2027 Financially Constrained *TransPlan*. Changes to performance measures resulting from the West Eugene Parkway-related amendment to *TransPlan* are presented in this chapter in legislative format.

In general, implementation of the [2015] 2027 Financially Constrained *TransPlan* is projected to serve the region's future travel needs for people and goods, while turning the transportation system and the service it provides in a more desirable direction than existing trends. The proposed plan reflects a set of tradeoffs among the communities' goals and objectives. A comprehensive set of transportation system performance measures provides the framework for a meaningful comparison of the scenarios.

Table 6 - Summary of Key Performance Measures (1)

Category	Key	Description	1995 Existing Conditions	2005 Trends		2015 Financially Constrained TransPlan Scenario (2)	
				Amount	% Change from 1995	Amount	% Change from 1995
Demographics	PM1	Population (TransPlan Study Area)	209,800	296,500	47.3%	296,500	47.3%
	PM2	Employment (TransPlan Study Area)	106,900	153,000	43.1%	153,000	43.1%
	PM3	Congested Miles of travel (percent of total VMT)	2.8%	10.6%	283.3%	5.0%	80.8%
Congestion	PM4	Roadway Congestion Index	0.78	1.40	79.5%	96%	23.1%
	PM5a	Network Vehicle Hours of Delay (Daily)	9,818	28,407	189.3%	18,924	92.7%
	PM5b	% Transit Mode Share on Congested Corridors (2)	5.8%	3,508,913	52%	10.0%	72.4%
Vehicle Miles Traveled and Trip Length	PM6	Internal VMT (no commercial vehicles)	2,305,779	11.83	8%	3,232,977	40%
	PM7	Internal VMT/Capita	10.99	3.9	6%	10.90	-1%
	PM8a	Average Trip Length (miles)	3.7	13.2%	-9%	3.6	-1.7%
	PM8b	% Person Trips Under 1 Mile	14.5%	7.92%	-11%	15.9%	9.6%
	PM8c	Walk	8.93%	3.32%	-10%	9.52%	6.6%
	PM8d	Bike	1.83%	1.95%	7%	3.64%	-1.1%
	PM8e	Transit	42.04%	44.30%	5%	2.73%	49.2%
Mode Shares - All Trips	PM8f	Shared Ride (2 or more)	43.52%	42.52%	-2%	44.53%	5.9%
	PM8g	Drive Alone	14.43%	13.18%	-9%	39.57%	-9.1%
	PM8h	% Non-Auto Trips	1.59	1.61	2%	17.00%	17.8%
	PM8i	Person Trips per Auto Trip	19.7	19.1	-3%	1.7	7.2%
	PM8j	Average Fuel Efficiency (VMT/Gal.)	124.4	125.3	1%	19.2	-2.5%
Environmental	PM9	CO Emissions (Weekday Tons)	124.4	111.1	-10.7%	111.1	-10.7%
	PM10	Acres of zoned nodal/development		2,000		2,000	
	PM11	% of dwelling units built in nodes		23.30%		23.30%	
Land Use	PM12	% of New "Total" Employment in Nodes		45%		45%	
	PM13	% of Roadway Miles with Sidewalks	58%	68%	18%	70%	20.9%
	PM14	Ratio of Bikeway to Arterial and Collector Miles (PM24)	44%	46%	5%	81%	85.1%
System Characteristics	PM15	% of Roadways in Fair or Better Condition	85%	80%	-6%	80%	-5.9%
	PM16	% of Households Within 1/4 Mile of a Transit Stop	92%	92%	0%	92%	0.0%
	PM17	Transit Service Hours per Capita	1.29	1.69	31%	1.99	54.3%
	PM18	% Households with Access to 10-minute Transit Service	23%	23%	0%	88%	281.8%
	PM19	% Employment with Access to 10-minute Transit Service	52%	52%	0%	91%	75.0%
	PM20	Bikeway Miles	126.6	135.9	7%	257.8	103.6%
	PM21	Priority Bikeway Miles				75.3	
System Characteristics	PM22	Arterial and Collector Miles	325.6	331.8	2%	355.8	9.3%
	PM23	Arterial and Collector Miles (excluding fwy's)	290.5	296.7	2%	319.6	10.0%
	PM24	Arterial and Collector Miles					

(1) Note - these scenarios factor in the 10 percent vehicle trip rate reduction allowed in the Transportation Planning Rule amendments for mixed-use pedestrian friendly areas. This reduction has been applied to nodal development areas identified in the Draft TransPlan.

(2) Note - Measures in **bold italics** are the TPR alternative performance measures approved by LCDC.

uncongested. The objective is to avoid area-wide congestion represented by values of 1 or greater. A lower index value relative to the trend indicates that the plan will have a positive impact on managing congestion. The Financially Constrained *TransPlan* RCI of .96 is less than 1 and thus indicates that while congestion might occur at peak traffic times, on average, congestion would remain relatively low on freeways and arterials. In comparison, the region's [2015] 2027 RCI is below Portland's 1994 value of 1.11.

PM 3: Daily Vehicle Hours of Delay

Daily vehicle hours of delay provides another measure of the level of congestion. Very similar to congested miles of travel, it is expected to increase significantly in the future. However, as expressed earlier, while congestion will increase over existing conditions, the investments proposed in the Financially Constrained *TransPlan* minimize the increase in vehicle hours of delay over what would be experienced under trend conditions. While Daily Vehicle Hours of Delay is expected to increase by 115 percent over 1995 conditions, this is approximately two thirds of what is expected under trend conditions.

PM 4: % Transit Mode share on Congested Corridors

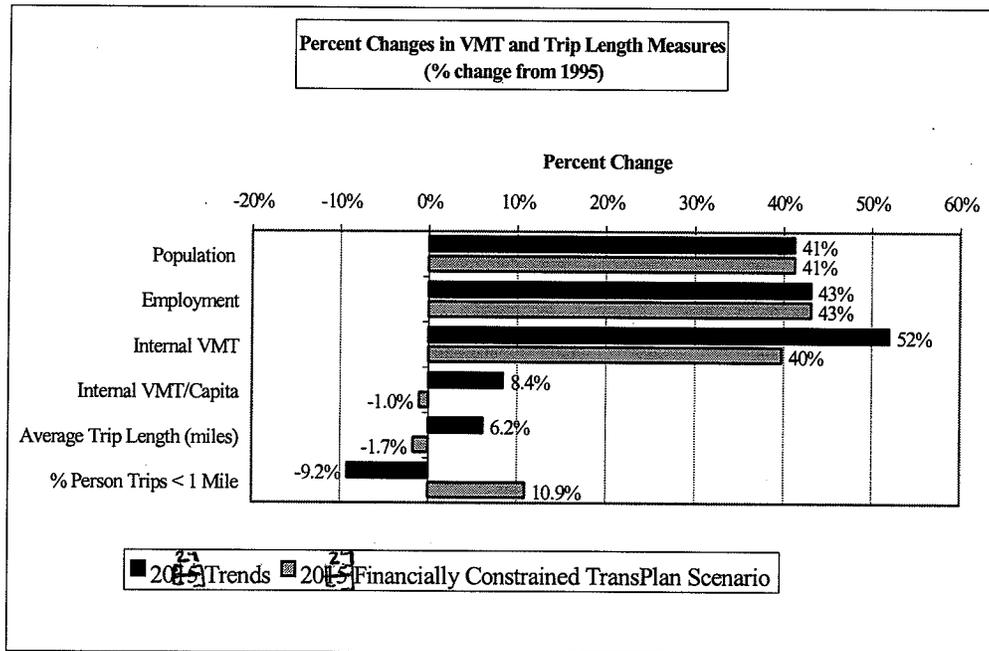
The % Transit Mode Share on Congested corridors is the ratio of transit person trips to total person trips on congested facilities during PM peak hour. An increase in this measure is a direct indication of reduced reliance on the automobile. Increasing transit mode share on the congested corridors by 72 percent over the 1995 base is a significant shift in reliance on the automobile.

Vehicle Miles Traveled and Trip Length Measures

PM 5: Daily Vehicle Miles of Travel Per Capita

PM 5a is a measure of the total daily VMT by trips made within the metropolitan area by area residents (internal trips) and PM 5b presents VMT divided by the region's population. Under the Financially Constrained *TransPlan*, VMT per capita decreases slightly showing no increase over the 20-year period. The Transportation Planning Rule (TPR) seeks no increase in VMT per capita over ten years and a 5 percent reduction over 20 years.

Reasons for not meeting this VMT reduction target include a high proportion of growth in the outlying parts of the urban growth boundary (UGB), and few and small contiguous areas of higher density. Growth in outlying parts of the UGB has the effect of increasing average trip lengths in these areas. Limited areas of higher density limits the effectiveness of transit and alternative mode strategies. The region's model estimates that trips to and from these growth areas are 21 percent longer than the regional average trip length.



Amendments to the TPR require areas not meeting the VMT reduction target to seek approval from the Land Conservation and Development Commission (LCDC) for the use of alternative measures in demonstrating reduced reliance on the automobile. This process is discussed further in Part Three: TPR Alternate Performance Measures of this chapter..

PM 6 and PM7: Average Trip Length and Percentage of Person Trips Under 1 Mile

Shorter trip distance is one factor that contributes to making the use of alternative modes more attractive. As presented in Table 6, trip length reflects the average distance for trips taken within the region by all modes and does not include trips made through the region. The objective is to reduce average trip length. Percentage of person trips under 1 mile provides a measure of the plan’s specific impact on short trips. The objective here is to increase the percentage of trips under 1 mile.

Average trip length is projected to decrease slightly from 3.7 miles to 3.6 miles under the Financially Constrained *TransPlan*. As discussed under PM 5, an explanation for why this change is not greater lies in the fact that a large amount of growth over the planning period that is taking place on the edges of existing development in the region.

The percentage of trips under 1 mile is expected to increase to 16.1 percent. This reflects the impact of the plan’s proposed nodal development strategy.

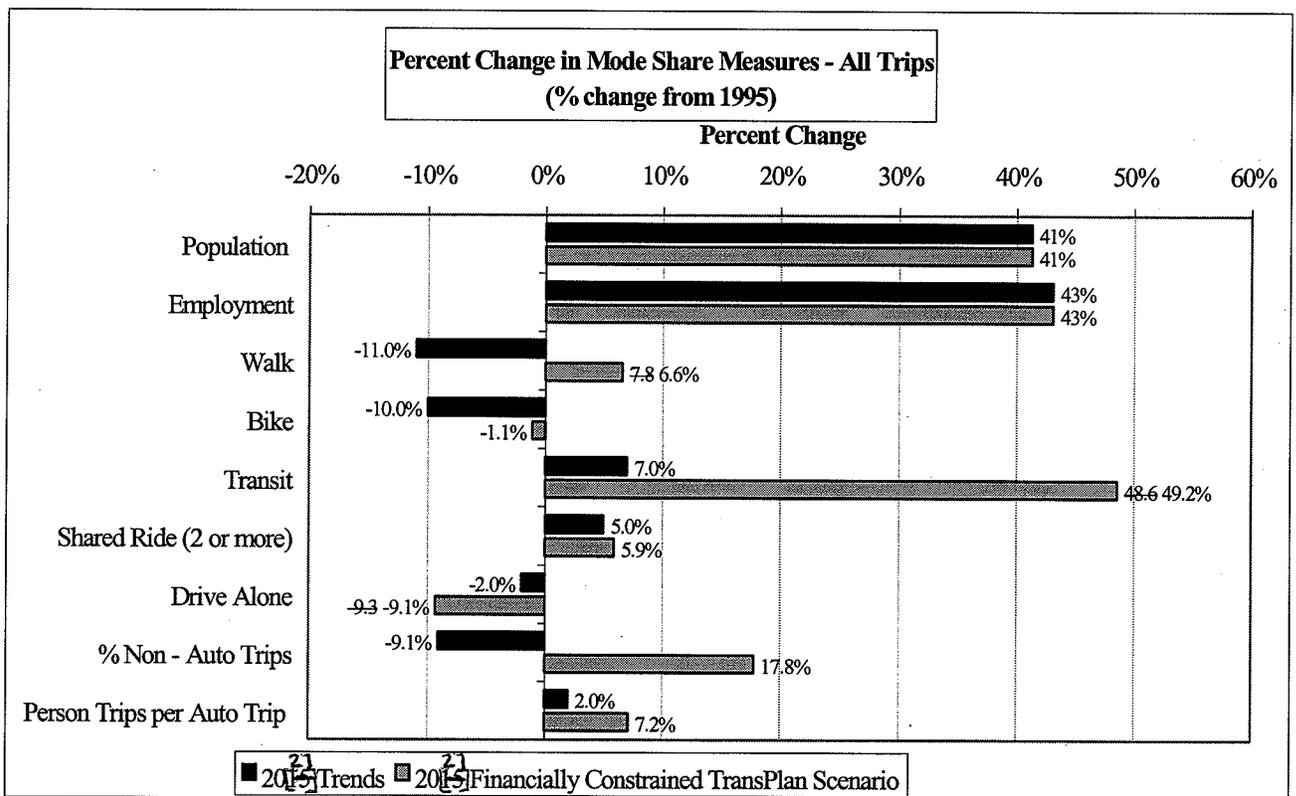
Mode Choice Measures

PM8: Mode Shares (All Trips)

This measure shows the relative share of the region’s trips taken by each mode of transportation. The objective is to reduce drive-alone auto trips while increasing the number of trips taken by

other modes. Measures PM 8a through PM 8e indicate the relative percentage share for walk, bike, bus, shared-ride auto, and drive-alone auto trips. The most significant changes are the 49.2 percent increase in transit mode share and the 9.1 percent decline in drive-alone trips. The decline in bike mode share is due in large part to the significant improvements in transit provided by Bus Rapid Transit. As shown in PM 8f, there is an overall increase in the use of alternative modes under the Financially Constrained *TransPlan*.

PM 8f is the sum of all non-auto (walk, bike, and bus) trips. Model analysis indicates that non-auto mode shares increase by about 18 percent under the Financially Constrained *TransPlan*. PM 8g provides an aggregate estimate of the region's reliance on the auto. Total person trips taken in the region are divided by the total number of auto trips. The objective is to increase the overall number of person trips taken relative to total auto trips. Model results suggest that person trips per auto trip will increase by approximately 7 percent under the Financially Constrained *TransPlan*.



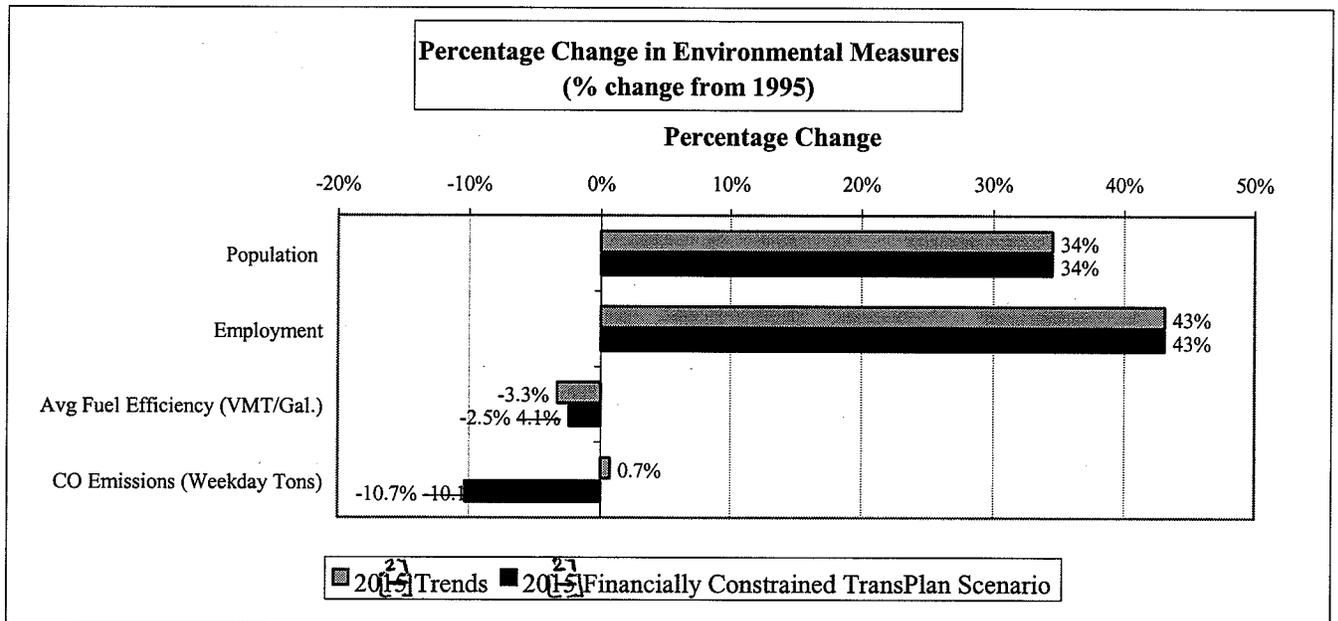
Environmental Measures

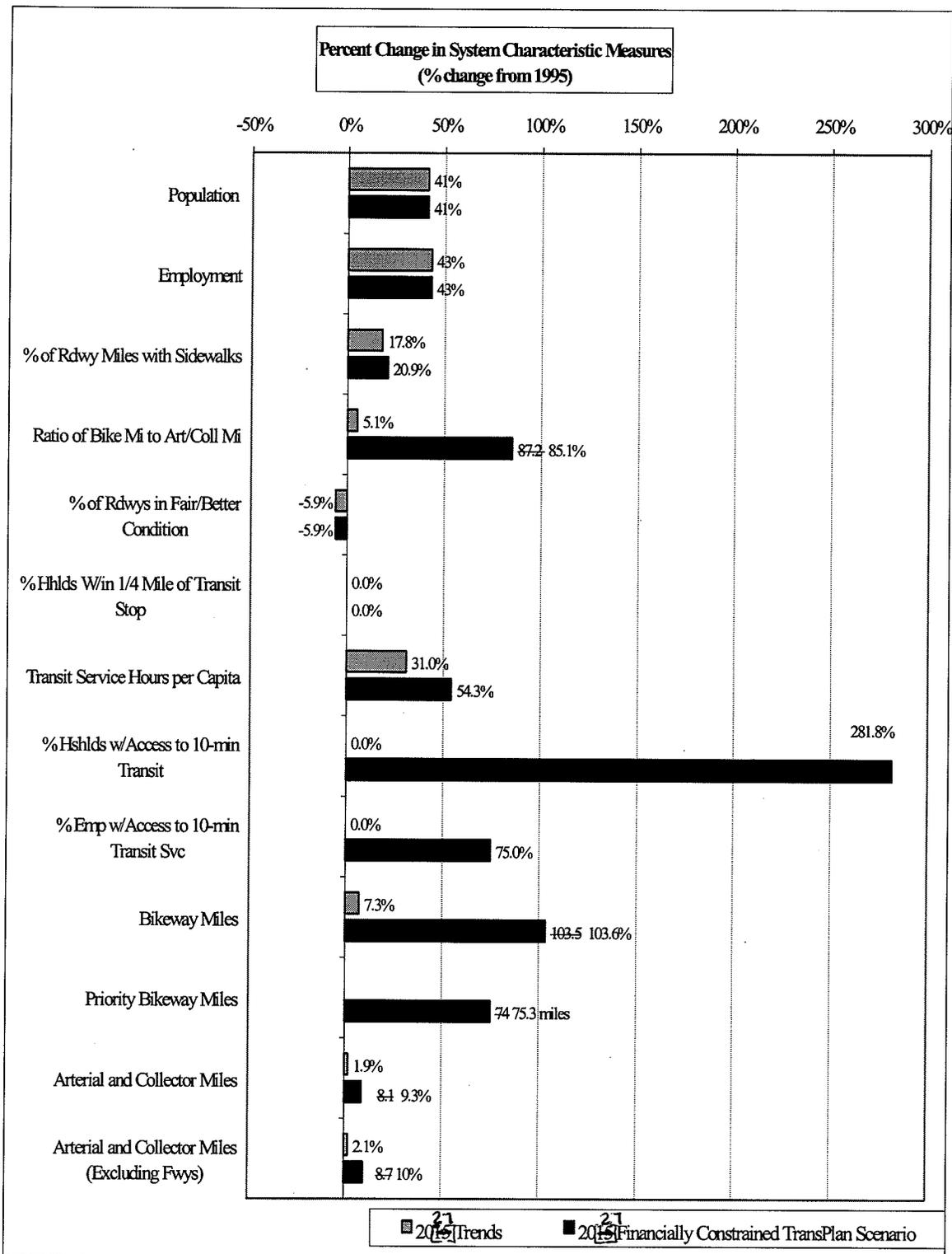
PM 9: Average Fuel Economy (Miles per Gallon)

This measure provides an estimate of fuel use under the three scenarios. The objective is to increase fuel economy. Fuel economy is directly related to levels of congestion. Higher levels of congestion result in more fuel use and lower fuel economy. The Financially Constrained *TransPlan's* lower fuel economy is a result of increased congestion over existing conditions. However, the fuel economy achieved by the Financially Constrained *TransPlan* is higher than that achieved under the trend condition.

PM 10: Vehicle Emissions (Annual Tons of Carbon Monoxide)

Vehicle emissions is a measure of plan air quality impact. The Eugene-Springfield area is required to meet National Ambient Air Quality Standards for various pollutants. Of primary concern to the transportation system are the standards for carbon monoxide. The region is currently in compliance with the standards for this pollutant. The region will continue to be in compliance with the carbon monoxide standard in the future. Vehicle fleet turnover and stricter emission controls on newer vehicles are factors that contribute to lower emissions in future scenarios.





PM 15: Ratio of Bikeway miles to Arterial and Collector Miles

This measure indicates the percentage of total bikeway miles (both on- and off-street) compared to total arterial and collector roadways (excluding freeways). Because of the proposed addition of several miles of off-street bikeways, additional new and reconstructed roadway miles with

bikeways, and the proposed striping of several miles of existing roadway, this ratio is expected to increase substantially from 44 percent today to 81 percent in [2015]2027.

PM 16: Percentage of Roadways in Fair or Better Condition

This measure provides a summary of the overall pavement condition of the region's roadways. Currently, 85 percent of the region's roadways are in fair or better condition. The objective is to maintain at least 80 percent of the roadways in fair or better condition. The ability to maintain that standard is dependent upon financial priorities identified during the draft *TransPlan* review. Maintaining the roadway condition at this level helps minimize the cost of future system.

PM 17: Percentage of Households Within ¼ Mile of a Transit Stop

This measure provides an indication of the geographic coverage of Lane Transit District's service. Currently, 92 percent of the households in the region are within ¼ mile of a transit stop. The objective is to maintain that level of coverage. Given the transit system's maturity and extensive geographic coverage, focus is not on achieving 100 percent coverage but on improving the convenience of existing service.

PM 18: Transit Service Hours per Capita

This measure shows the amount of annual transit service (in hours) per person in the region. The objective in the plan is to increase transit service hours, ideally in terms of the frequency of service (e.g., change from service every 15 minutes to service every ten minutes). The increases in service hours projected for the Trend condition are necessary to offset delays caused by increased traffic congestion. They assume no increases in service frequency, but are necessary to maintain existing frequency of service. The [2015]2027 Financially Constrained *TransPlan* increases (to 1.99 service hours per capita) reflect substantial increases in service frequency with the implementation of Bus Rapid Transit (BRT).

PM 19: Percentage of Households with Access to Ten-Minute Transit Service

Frequency of service is one of the key factors in making public transportation more attractive. The frequency of service proposed in the extensive neighborhood feeder system and interconnected trunk lines of the BRT system is one of the primary reasons explaining the 48.6 percent increase in transit mode shares. PM19 presents the percentage of households in the region with access to ten-minute transit service frequencies. The proposed BRT system would increase the percentage of households with access to ten-minute service frequencies from 23 percent under existing conditions to 88 percent in [2015] 2027 under the Financially Constrained *TransPlan*. This represents an increase of approximately 282 percent.

PM 20: Percentage of Employment with Access to Ten-Minute Transit Service

Similar to PM19, PM20 presents the percentage of employment in the region with access to ten-minute service frequency. The proposed BRT system would increase the percentage of

employment with access to ten-minute service frequencies from 52 percent under existing conditions to 91 percent in [2015] 2027 under the Financially Constrained *TransPlan*. This represents an increase of approximately 75 percent.

PM 21: Bikeway Miles

This measure indicates the additional bikeway miles and percentage change in bikeway miles anticipated over the planning period. As described under PM15, additions to the off-street system and striping of existing roadways result in a significant increase in bikeway miles (103 percent over existing conditions).

PM 22: Arterial and Collector Miles

This measure indicates the additional roadway centerline miles and percentage change in roadway centerline miles anticipated over the planning period. Total miles of collector and arterials are proposed to increase by 9.3 percent from 325.6 to 355.8.

PM 23: Arterial and Collector Miles (excluding freeways)

This measure is similar to PM19a except that it excludes freeway miles. Total miles of collector and arterials, excluding freeways, are proposed to increase by about 10 percent from 290.5 to 319.6.

Summary Assessment

This section provides an overall assessment of the plan's performance. A more detailed assessment of the plan's compliance with Transportation Planning Rule (TPR) requirements is provided in Part Three: TPR Alternative Performance Measures.

Over the past 25 years, growth in the region has been fairly compact. This is in part due to the limitations put on partitioning of parcels outside of city limits and allowing development to occur only with the extension of public facilities. Thus, infill and redevelopment have been taking place over time and, as a result, a large portion of future development will occur within the UGB on the edges of existing development. As demonstrated above, growth on the edges leads to longer overall trip lengths, which in turn, makes non-auto modes less attractive. This makes it difficult to achieve VMT reductions within the planning period.

However, the Financially Constrained *TransPlan* has been shown to perform much better than trend conditions in minimizing increases in congested miles of travel, and minimizing area-wide congestion. An overall outcome stemming from implementation of nodal development is that the region is able to increase the percentage of person trips less than one mile in length to approximately 16 percent.

Investments in non-auto modes (particularly BRT) and implementation of nodal development strategies improve choices available for travel and contribute to the Financially Constrained *TransPlan's* ability to increase levels of non-auto mode share of all trips over existing conditions (increase from 14.1% to 17%). Increases in the percentage of households and employment with access to ten-minute transit service are the basis for the 48.6 percent increase in transit mode

transit because it cannot compete with the ease and convenience their own automobile affords them. As proposed in TransPlan the service will provide a quick and easy transportation solution for a whole variety of trip purposes and will compete well with the travel time of the automobile along major corridors. As such, the service will start to attract more riders. As the time between buses using the BRT corridor diminishes, so to does the need for using a schedule. Connecting viable nodes along the BRT corridor creates the ability for more riders to use the service to get to and from the destinations they want to go to.

Transportation Demand Management (TDM) – TDM is the essential management of information that can be provided to prospective users of alternative means of transportation to diminish their reliance on driving to and from destinations via their own automobiles. An essential component in establishing TDM programs is marketing. The more attractive TDM options become, the easier they are to use; however, in order to be used the public needs to be made aware that various programs, facilities and services exist. Nodal development coupled with TDM marketing and services effectively reduces the reliance of single occupancy automobile trips.

Priority Bikeway Miles – Priority bikeway projects consist of those projects that are along an essential core route on which the overall system depends, fill in a critical gap in the existing bicycle system, or overcome a barrier where no other nearby existing or programmed bikeway alternatives exist (e.g., river, major street, highway), or significantly improve bicycle users safety in a given corridor. As such, they are the key additions to the bikeway system that support nodal development and an increase in the use of this alternative mode.

C. Analysis

The assessment of compliance below focuses on the five objectives listed in the TPR.

TPR Objective A: *Achieving the alternative standard will result in a reduction in reliance on automobiles.*

The plan's performance on this objective can be measured using the **Travel Response** performance measures. In general, the travel response described below relies on implementation of the nodal development, Bus Rapid Transit, and expanded TDM strategies set forth in TransPlan, and the Priority Bikeway Miles.

Reduced reliance on the auto is indicated in the forecasted 18 percent increase in the *Percent Non-Auto Trips*, a measure of the relative proportion of trips occurring by alternative modes. This increase is particularly significant when compared to the [2015] 2027 Trend Scenario which indicates a 9 percent decrease without implementation of the plan. An increase in the percent of the region's trips taken by alternative modes is a direct measure of reduced reliance on the auto. An increase indicates that improvements made to alternative modes have been successful in attracting more people to use those alternatives for some trips. Percent Non-Auto Trips is a good measure of the cumulative effect of the implementation of all of TransPlan's key strategies.

The *Percent Transit Mode Share on Congested Corridors* measure also directly indicates reduced reliance on the automobile. The target of increasing transit mode share on the congested

F. Transportation Element

The Transportation Element addresses surface and air transportation in the metropolitan area. *TransPlan*, the *Eugene-Springfield Metropolitan Area Transportation Plan*, provides the basis for the surface transportation portions of this element and the *Eugene Airport Master Plan* provides the basis for the air transportation portions.

TransPlan guides regional transportation system planning in the metropolitan area *to serve* ~~[for a 20-year period and serves]~~ the transportation planning needs of ~~[the]~~ *a* projected population of 296,500 in the *TransPlan* Study Area (fn 11).¹ ***The TransPlan Study Area is an area extending beyond the UGB and Metro Plan boundary that is used for transportation modeling purposes.*** *TransPlan* establishes the framework upon which all public agencies can make consistent and coordinated transportation planning decisions. Goals and policies in *TransPlan* are contained in this Transportation Element and are part of the adopted *Metro Plan*. *TransPlan* project lists and project maps are also adopted as part of the *Metro Plan*.

This element complies with State Transportation Goal 12, “To provide and encourage a safe, convenient, and economic transportation system.” Three types of transportation planning strategies are reflected in the goals and policies in this element: Transportation demand management (TDM), land use, and system improvements. TDM strategies focus on reducing demands placed on the transportation system, and thus system costs, by providing incentives to redistribute or eliminate vehicle trips and by encouraging alternative modes. Land use strategies focus on encouraging development patterns that reduce the need for automobiles, reduce trip lengths, and support the use of alternative modes. System improvements focus on increasing efficiency and adding capacity or new facilities to the existing highway, transit, bicycle, and pedestrian systems.

Together, these strategies form a balanced policy framework for meeting local and state transportation goals to: increase urban public transit ridership; reduce reliance on the automobile; substitute automobile trips with alternative modes, such as walking and biking; and reduce automobile energy consumption and transportation costs. Consistent with this approach, the policies in this element are presented in the following categories:

Not all Transportation Element policies will apply to a specific transportation-related decision. When conformance with adopted policy is required, policies in this and other *Metro Plan* elements will be examined to determine which policies are relevant and can be applied. When policies support varying positions, decision makers will seek a balance of all applicable policies. Goals are timeless, but some policies will expire as they are implemented.

Goals

1. Provide an integrated transportation and land use system that supports choices in modes of travel and development patterns that will reduce reliance on the automobile and enhance livability, economic opportunity, and the quality of life.

[Fn 11: The *TransPlan* Study Area is an area used for transportation modeling purposes. The 296,500 projected population for this area includes the estimated 2015 population of 286,000 for the UGB plus an additional 10,5000 projected population for the Transportation Analysis Zones that extend beyond the UGB.]

Transportation Demand Management

Findings

14. TDM addresses federal *Transportation Equity Act for the 21st Century* (TEA 21) and state TPR requirements to reduce reliance on the automobile, thus helping to postpone the need for expensive capital improvements. The need for TDM stems from an increasing demand for and a constrained supply of road capacity, created by the combined effects of an accelerated rate of population growth (41% projected increase from 1995 to [2015] **2027**) and increasing highway construction costs; for example, the City of Eugene increased the transportation systems development charge by a total of 15 percent to account for inflation from 1993-1996.

FINDINGS OF CONSISTENCY

Metro Plan Amendment Criteria

Criteria to be used to evaluate amendments to the Eugene-Springfield Regional Transportation System Plan (*TransPlan*) and the Eugene-Springfield Metropolitan Area General Plan (*Metro Plan*) are found in Springfield Development Code, Chapter 5, Section 5.14-135(C)(1-2), Eugene Code Section 9.7730(3), and Lane Code Section 12.225(2)(a) &(b) and all reads as follows:

- (a) The amendment must be consistent with the relevant Statewide Planning Goals adopted by the Land Conservation and Development Commission; and**
- (b) Adoption of the amendment must not make the Metro Plan internally inconsistent.**

This application involves text amendments (non-site specific) and project list amendments to *TransPlan*, a special purpose functional plan, and text amendments (non-site specific) to the *Metro Plan* (hereinafter referred to as “the amendments”). The process for making the amendments to *TransPlan* and the *Metro Plan* are identical; requiring that the three jurisdictions follow the “Type I” amendment process. To become effective, the amendments to *TransPlan* the *Metro Plan* must be approved by all three governing bodies.

Criterion A. STATEWIDE PLANNING GOAL CONSISTENCY:

Based on the findings set forth below, the amendments are consistent with applicable Statewide Planning Goals and interpretive rules.

GOAL 1 - CITIZEN INVOLVEMENT: *To develop a citizen involvement program that insures the opportunity for citizens to be involved in all phases of the planning process.*

The Cities of Springfield and Eugene and Lane County have acknowledged citizen involvement programs and acknowledged processes for securing citizen input on all proposed *Metro Plan* amendments. The governing bodies code provisions require that notice of the proposed amendments be given and public hearings be held prior to adoption. Notification of the proposed amendments and opportunities for public participation in these amendments were consistent with the acknowledged citizen involvement programs.

The governing bodies’ code provisions implement Statewide Planning Goal 1 by requiring that notice of the proposed land use code amendment be given and public hearings be held prior to adoption. Consideration of the amendments will begin with a joint Planning Commission work session on April 7, 2009, followed by a public hearing.

On October 16, 2008, the City of Springfield provided notice of the proposed amendment to the 20-year planning period in *TransPlan* from 2015 to 2023 to the Department of Land Conservation and Development (DLCD). That notice included copies of the proposal previously approved by the Metropolitan Policy Committee for inclusion in the federal RTP in November, 2007, and a copy of the report that went to the Springfield City Council for the October 6, 2008, initiation of this amendment. The identical proposal was reviewed and approved by the Joint Elected Officials of Eugene, Springfield

and Lane County on September 15, 2008, prior to being submitted to the Land Conservation and Development Commission (LCDC) in October as part of the proposed work program for the update of *TransPlan*. Each of these and activities and meetings were noticed and included opportunities for citizen involvement and comment.

The October 2008 DLCD notice was revised on January 29, 2009, to add the proposed removal of the completed projects, and to clarify that *Metro Plan* amendments were also necessary, and that Eugene and Lane County would be participants as well. The DLCD notice was revised again on February 6, 2009, to provide specific proposed text amendments and to provide the new (postponed) date for the first evidentiary hearing.

Notice of the first evidentiary hearing was mailed to all persons who had requested such notice on March 6, 2009, thirty (30) days prior to the first hearing. Notice was published in the Register Guard, the area's general circulation newspaper, on March 18, 2009, twenty (20) days before the first hearing. The proposed amendments were available for inspection at the Eugene, Springfield, and Lane County planning offices. The process leading up to the adoption of the amendments provided numerous opportunities for public involvement.

We find that the process for adopting these amendments complies with Statewide Planning Goal 1 since it complies with, and surpasses, the requirements of the State's citizen involvement provisions.

GOAL 2 - LAND USE PLANNING: *To establish a land use planning process and policy framework as a basis for all decisions and actions related to the use of land and to assure an adequate factual base for such decisions and actions.*

The Eugene-Springfield Metropolitan Area General Plan (*Metro Plan*) is the policy tool that provides a basis for decision-making in this area. The *Metro Plan* was acknowledged by the State in 1982 to be in compliance with statewide planning goals. The Eugene-Springfield Metropolitan Area Transportation Plan (*TransPlan*) is a function plan of the *Metro Plan*, which forms the basis for the Transportation Element of the *Metro Plan* and guides surface transportation improvements in the metropolitan area. *TranPlan* was acknowledged by the State to be in compliance with statewide planning goal.

These findings and the record show that there is an adequate factual base for City's decision concerning the amendments. Goal 2 requires that plans be coordinated with the plans of affected governmental units and that opportunities be provided for review and comment by affected governmental units. The Goal 2 coordination requirement is met when the adopting governmental bodies engage in an exchange, or invite such an exchange, between the adopting bodies and any affected governmental unit and when the adopting bodies use the information obtained in the exchange to balance the needs of the citizens. To comply with the Goal 2 coordination requirement, the three jurisdictions coordinated the review of these amendments with all affected governmental units. Notice of the proposed amendments and information about where the materials would be available for review was mailed to all parties that had requested such notice.

There are no Goal 2 exceptions required for the amendments. Therefore, the amendments are consistent with Statewide Planning Goal 2.

GOAL 3 - AGRICULTURAL LANDS: *To preserve and maintain agricultural lands.*

The amendments will not change or conflict with the policies of the *Metro Plan* or *TransPlan* regarding agricultural lands since these amendments continue to reflect the growth planned for and accommodated by the existing, acknowledged *Metro Plan* and *TransPlan*. Goal 3 is not relevant and the amendments do not affect the area's compliance with Statewide Planning Goal 3.

GOAL 4 - FOREST LAND: *To conserve forest lands for forest use.*

The amendments will not change any policies or plan diagram designations of the *Metro Plan* or *TransPlan*, nor do the amendments impact any forest lands. Goal 4 is not relevant and the amendments do not affect the area's compliance with Statewide Planning Goal 4. Therefore, the amendments comply with Goal 4.

GOAL 5 - OPEN SPACE, SCENIC AND HISTORIC AREAS, NATURAL RESOURCES: *To conserve open space and protect natural and scenic resources.*

The following administrative rule (OAR 660-023-0250) is applicable to this post-acknowledgement plan amendment (PAPA) request:

- (3) *Local governments are not required to apply Goal 5 in consideration of a PAPA unless the PAPA affects a Goal 5 resource. For purposes of this section, a PAPA would affect a Goal 5 resource only if:*
- (a) *The PAPA creates or amends a resource list or a portion of an acknowledged plan or land use regulation adopted in order to protect a significant Goal 5 resource or to address specific requirements of Goal 5;*
 - (b) *The PAPA allows new uses that could be conflicting uses with a particular significant Goal 5 resource site on an acknowledged resource list; or*
 - (c) *The PAPA amends an acknowledged UGB and factual information is submitted demonstrating that a resource site, or the impact areas of such a site, is included in the amended UGB area.*

The amendments do not affect a Goal 5 resource. Specifically, the amendments do not create or amend a list of Goal 5 resources, do not amend a plan or code provision adopted in order to protect a significant Goal 5 resource or to address specific requirements of Goal 5, do not allow new uses that could be conflicting uses with a particular Goal 5 resource site, and do not amend the acknowledged Urban Growth Boundary. Therefore, Goal 5 does not apply to these plan amendments.

GOAL 6 - AIR, WATER, AND LAND RESOURCES QUALITY: *To maintain and improve the quality of the air, water and land resources of the state.*

Goal 6 addresses waste and process discharges from development, and is aimed at protecting air, water and land from impacts of those discharges. *TransPlan* currently contains policies related to nodal development, transportation demand management and the encouragement of additional alternative modes of transportation, including transit, bicycles and pedestrian use. These policies are related to the need to maintain and improve the air quality in the metropolitan area. The amendments will not impact any of these policies and no new projects are proposed; the project list amendments consist only of deleting completed projects. Projects already identified in *TransPlan* will be designed

and constructed in accordance with applicable federal, state, and local regulations. Therefore, the amendments are consistent with Goal 6.

GOAL 7 - AREAS SUBJECT TO NATURAL HAZARDS: *To protect life and property from natural disasters and hazards.*

Goal 7 requires that local government planning programs include provisions to protect people and property from natural hazards such as land slides. The amendments do not address potential natural disasters. Further, the amendments do not affect the current restrictions on development in areas subject to natural hazards, nor allow for new development that could result in a natural hazard. Therefore, the amendments are consistent with Goal 7.

GOAL 8 - RECREATIONAL NEEDS: *To satisfy the recreational needs of the citizens of the state and visitors and, where appropriate, to provide for the siting of necessary recreational facilities including destinations resorts.*

Goal 8 ensures the provision of recreation facilities to Oregon citizens and is primarily concerned with the provisions of those facilities in non-urban areas of the State. The amendments do not affect the current provisions for recreation areas, facilities or recreational opportunities, nor will the amendments affect access to existing or future recreational facilities. Further, the amendments do not change the *Metro Plan* and *TranPlan* policies that support access to recreational facilities with the Metropolitan area and to recreations opportunities outside the area or delete any planned transportation projects that would make recreational facilities more available. Therefore, the amendments are consistent with Goal 8.

GOAL 9 - ECONOMY OF THE STATE: *To provide adequate opportunities throughout the state for a variety of economic activities vital to the health, welfare, and prosperity of Oregon's citizens.*

The amendments will not impact the supply of industrial or commercial lands and will not change or conflict with the economic policies of *Metro Plan*. The amendments do not change the *TransPlan* and *Metro Plan* policies directed toward enhancing the economic opportunity available within the Eugene-Springfield area by assuring adequate public facilities and infrastructure to provide a transportation system that is efficient, safe, interconnected and economically viable and fiscally stable. Additionally, the amendments do not change the *TransPlan* and *Metro Plan* policies related to the movement of goods; those policies adopted to further the goal of using the public facilities infrastructure to support responsible economic development. The Oregon Transportation Plan recognizes that goods movement of all types makes a significant contribution to the region's economy and wealth and contributes to residents' quality of life. Therefore, the amendments are consistent with Goal 9.

GOAL 10 – HOUSING: *To provide for the housing needs of the citizens of the state.*

The amendments will not impact the supply or residential lands and will not result in any change or conflict with the housing policies of the *Metro Plan*. Additionally, the amendments will not change any of the policies in *TransPlan* and the *Metro Plan* related to nodal development and transit-supportive land use patterns and development; those policies adopted to expand housing opportunities for the region's citizens. Therefore, the amendments are consistent with Goal 10.

GOAL 11 - PUBLIC FACILITIES AND SERVICES: *To plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development.*

The Eugene-Springfield metropolitan area has an acknowledged Public Facilities and Services Plan (PFSP). The amendments will not result in any change or conflict with the PFSP.

GOAL 12 – TRANSPORTATION: *To provide and encourage a safe, convenient and economic transportation system.*

Goal 12 is implemented through the Transportation Planning Rule (TPR), as defined in Oregon Administrative Rule OAR 660-012-0000, et seq. The proposed amendments are consistent with all applicable provisions of OAR 660-012-0016. Further, the amendments are consistent with, and required by, the Regional Transportation Work Plan approved pursuant to OAR 660-012-0016(2)(b) by the Land Conservation and Development Commission on October 16, 2008.

The TPR states that when amendments to a functional plan would significantly affect an existing or planned transportation facility the local government shall put in place measures to assure that the allowed land uses are consistent with the identified function, capacity and performance standards (level of service, volume to capacity ratio, etc.) of the facility. Adoption of the amendments will not significantly affect an existing or planned transportation facility.

Therefore, the amendments are consistent with Goal 12.

GOAL 13 - ENERGY CONSERVATION: *To conserve energy.*

The Energy Goal is a general planning goal that calls for land and uses developed on the land to be managed and controlled so as to maximize the conservation of all forms of energy, based upon sound economic principles. The proposed amendments will not change the *Metro Plan* or *TransPlan* provisions related to promoting more compact development, encouraging the use of alternate modes of transportation and providing a transportation system design to increase the efficiency of travel wherever possible. Therefore, the amendments are consistent with Goal 13.

GOAL 14 – URBANIZATION: *To provide for an orderly and efficient transition from rural to urban land use.*

The amendments will not change the *TransPlan* and *Metro Plan* provisions adopted to preserve the distinction between urban and rural uses through the development of policies and programs that provide for more efficient urban uses within the UGB, thus preserving rural lands for rural uses. Accordingly, the amendments comply with Goal 14.

GOAL 15 - WILLAMETTE RIVER GREENWAY: *To protect, conserve, enhance and maintain the natural, scenic, historical, agricultural, economic and recreational qualities of lands along the Willamette River as the Willamette River Greenway.*

The Willamette River Greenway area with the Urban Growth Boundary is governed by existing local provisions that have been acknowledged as complying with Goal 15. Those provisions will be unchanged

by the amendments. The amendments will not change *TransPlan*'s and the *Metro Plan*'s provisions related to the protection and maintenance of the scenic, historical, economic and recreational qualities of lands along the Willamette River. Further, the amendments will not affect *TransPlan*'s and the *Metro Plan*'s compliance with Goal 15. Therefore, the amendments comply with Goal 15.

GOALS 16-19 – COASTAL GOALS: (Estuarine Resources, Coastal Shorelines, Beaches and Dunes, and Ocean Resources)

There are no estuarine resources, shorelines, beaches, dunes, or ocean resources located within the *Metro Plan* or *TransPlan* boundary. Accordingly, Goals 16, 17, 18, and 19 are not applicable.

Criterion B. Adoption of the amendment must not make the *Metro Plan* internally inconsistent.

TransPlan guides regional transportation system planning and development in the Eugene-Springfield metropolitan area. The region covered by *TransPlan* is the “TransPlan Study Area”, which is an area extending beyond the UGB and *Metro Plan* boundary that is used for transportation modeling purposes. *TransPlan* includes provisions for meeting the transportation demand of a projected population of 296,500 in the TransPlan Study Area. When *TransPlan* was updated in 2001, it was anticipated that the TransPlan Study Area’s population would reach 296,500 in 2015. It is now anticipated that the TransPlan Study Area’s population will not reach 296,500 until approximately 2027. Since the transportation modeling for the TransPlan Study Area was based on a projected population of 296,500, *TransPlan* guides regional and transportation system planning and development in the Transportation Study Area until 2027.

The proposed amendments to the *Metro Plan* and *TransPlan* will not make the *Metro Plan* internally inconsistent. While the proposed *TransPlan* amendments necessitate that the text of the *Metro Plan*'s Transportation Element be amended to ensure internal consistency of the *Metro Plan*; these needed *Metro Plan* text amendments are proposed along with the *TransPlan* amendments. Together, the proposed amendments to the *Metro Plan* and to *TransPlan* are consistent with each other and the other provisions of the *Metro Plan*. Additionally, the amendments are consistent with applicable *Metro Plan* findings and policies; specific findings and policies being discussed below.

B. Economic Element

B.18 Encourage the development of transportation facilities which would improve access to industrial and commercial areas and improve freight movement capabilities by implementing the policies and projects in the *Eugene-Springfield Metropolitan Area Transportation Plan (TransPlan)* and the *Eugene Airport Master Plan*.

The amendments to *TransPlan*'s project lists, which delete transportation projects that have been constructed, demonstrate consistency with Policy B.18. Specifically, the deletions from *TransPlan*'s project lists identify the following transportations projects as having been completed: Jasper Road Extension, Project No. 66 (Construct 4-lane arterial); Pioneer Parkway Extension, Project No. 768 (Construct 4-5 lane minor arterial); Beltline Highway, Project No. 409 (Widening to 4 lanes, construction of Roosevelt extension).

F. Transportation Element

F.4 Require improvements that encourage transit, bicycles, and pedestrians in new commercial, public, mixed use, and multi-unit residential development.

The amendments to *TransPlan's* project lists, which delete transportation projects that have been constructed, demonstrate consistency with Policy F.4. Specifically, the deletions from *TransPlan's* project lists identify the following transit, pedestrian and bicycle projects as having been completed: Expansion of Glenwood [Bus] Operating Base, Project 1320 (expansion of existing operation and maintenance); Autzen Stadium, Project No. 1140 (construction of transfer station and park-and-ride lot); LCC Station Expansion, Project No. 1125 (expansion of LCC station); 11th and Beltline Station, Project No. 1340 (construction of transfer station); Gateway and Beltline Station, Project No. 1350 (construction of transfer station); Springfield Station, Project No. 1355 (construction of new transit station); 42nd Street Pathway, Project No. 795 (multi-use path); East Bank Trail, Project No. 641 (multi-use path); Fern Ridge Path #2, Project No. 423 (multi-use path); Garden Way/Knickerbocker Bridge Connector, Project No. 660 (multi-use path); Oakway Road to Coburg Road, Project No. 678 (route, multi-use path).

F.9 Adopt by reference, as part of the *Metro Plan*, the 20-Year Capital Investment Actions project lists contained in *TransPlan*. Project timing and estimated costs are not adopted as policy.

The proposed amendments to the project lists contained in *TransPlan* will be adopted by reference into the *Metro Plan*, demonstrating consistency with this policy.

F.18 Improve transit service and facilities to increase the system's accessibility, attractiveness, and convenience for all users, include the transportation disadvantaged population.

The amendments to *TransPlan's* project lists, which delete transportation projects that have been constructed, demonstrate consistency with Policy F.18. Specifically, the deletions from *TransPlan's* project lists identify the following transit projects as having been completed: Expansion of Glenwood Operating Base, Project 1320 (expansion of existing operation and maintenance); Autzen Stadium, Project No. 1140 (construction of transfer station and park-and-ride lot); LCC Station Expansion, Project No. 1125 (expansion of LCC station); 11th and Beltline Station, Project No. 1340 (construction of transfer station); Gateway and Beltline Station, Project No. 1350 (construction of transfer station); Springfield Station, Project No. 1355 (construction of new transit station)

F.21 Expand the Park-and-Ride system within the metropolitan area and nearby communities.

The amendments to *TransPlan's* project lists, which delete transportation projects that have been constructed, demonstrate consistency with Policy F.21. Specifically, the deletions from *TransPlan's* project lists identify the following park-and-ride project as having been completed: Autzen Stadium, Project No. 1140 (construction of transfer station and park-and-ride lot).

F.22 Construct and improve the region's bikeway system and provide bicycle system support facilities for both new development and redevelopment/expansion.

The amendments to *TransPlan's* project lists, which delete transportation projects that have been constructed, demonstrate consistency with Policy F.22. Specifically, the deletions from *TransPlan's* project lists identify the following bicycle projects as having been completed: 42nd Street Pathway, Project No. 795 (multi-use path); East Bank Trail, Project No. 641 (multi-use path); Fern Ridge Path #2,

Project No. 423 (multi-use path); Garden Way/Knickerbocker Bridge Connector, Project No. 660 (multi-use path); Oakway Road to Coburg Road, Project No. 678 (route, multi-use path).

F.26 Provide for a pedestrian environment that is well integrated with adjacent land uses and is designed to enhance the safety, comfort, and convenience of walking.

The amendments to *TransPlan's* project lists, which delete transportation projects that have been constructed, demonstrate consistency with Policy F.26. Specifically, the deletions from *TransPlan's* project lists identify the following pedestrian and bicycle projects as having been completed: 42nd Street Pathway, Project No. 795 (multi-use path); East Bank Trail, Project No. 641 (multi-use path); Fern Ridge Path #2, Project No. 423 (multi-use path); Garden Way/Knickerbocker Bridge Connector, Project No. 660 (multi-use path); Oakway Road to Coburg Road, Project No. 678 (route, multi-use path).

F.27 Provide for a continuous pedestrian network with reasonably direct travel routes between destination points.

The amendments to *TransPlan's* project lists, which delete transportation projects that have been constructed, demonstrate consistency with Policy F.27. Specifically, the deletions from *TransPlan's* project lists identify the following pedestrian projects as having been completed: 42nd Street Pathway, Project No. 795 (multi-use path); East Bank Trail, Project No. 641 (multi-use path); Fern Ridge Path #2, Project No. 423 (multi-use path); Garden Way/Knickerbocker Bridge Connector, Project No. 660 (multi-use path); Oakway Road to Coburg Road, Project No. 678 (route, multi-use path).

CONCLUSION

The proposed amendments meet all applicable standards and criteria in the Eugene Land Use Code OR Springfield Development Code OR Lane County Code. The proposed amendments are consistent with the applicable *Metro Plan* policies as discussed in these findings.

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Regional Transportation Work Plan

4th QUARTER 2008

Transportation Work Plan

- October 1: Submit draft to LCDC
- October 16: LCDC Meeting

Post-Acknowledgement Plan Amendment (PAPA)

- Finalize schedule and responsible parties for initiation/participation/co-adoption, including:
 - Remove completed projects
 - Remove West Eugene Parkway
 - Move ODOT projects from Illustrative to Financially Constrained list for consistency with RTP
 - Adjust plan horizon

Regional Transportation System Plan (RTSP)

- Continue RTSP framework discussion
- Create definition of regional system
- Agree on geographic boundary
- Determine relationship to or method of incorporation within other plans

Public Involvement

- Develop multi-agency public involvement plan
- Determine public outreach components
- Identify public outreach schedule relative to work schedule

1ST QUARTER 2009

PAPA Adoption(s)

- Appropriate jurisdictions to amend TransPlan to achieve RTP-TSP consistency
 - Remove completed projects
 - Remove West Eugene Parkway
 - Move ODOT projects from Illustrative to Financially Constrained list for consistency with November 2007 RTP project list
 - Adjust plan horizon

Performance Measures

- Assess existing performance measures in TransPlan
- Estimate Vehicle Miles Traveled (VMT)/capita for 2004, 2015 and 2031
- Confirm vehicle trip reduction requirements and determine relationship between RTSP and TSPs in meeting the requirements
- Undertake additional performance measure assessment and reporting at city level

- Complete reporting on TransPlan benchmarks for 2005, including qualitative discussion about nodal implementation

2nd QUARTER 2009

Performance Measures

- Begin development of Performance Measure position paper
- Identify potential additional actions/procedures for successful performance measure implementation

3rd QUARTER 2009

Regional Transportation System Plan (RTSP)

- Draft RTSP structural and policy framework based upon elected official discussions and public input
- Begin developing RTSP policy language

Public Involvement

- Publish transportation work outcomes to date for public comment as appropriate
- Seek public comment on regional transportation framework

4th QUARTER 2009

Performance Measures

- Consider and develop adjustments to performance and/or implementation measures to achieve benchmarks
- Consider modified benchmarks and performance measures for the extended planning period

1ST QUARTER 2010 THROUGH 3RD QUARTER 2011

[Regional transportation planning progressing in coordination with long-range land use planning efforts]

4TH QUARTER 2011

Regional Transportation System Plan (RTSP)

- Policy develop based upon multi-jurisdictional elected official direction
- Components drafted for public comment
- Public outreach on RTSP framework

2013

Regional Transportation System Plan (RTSP)

- Take Action to meet RTSP requirements including multi-jurisdictional co-adoption actions
- Take action as necessary to eliminate TransPlan, including multi-jurisdictional co-adoption plans

**Preliminary Calculations for TransPlan Horizon Year
Based on Lane County Coordinated Population Forecast**

Coordinated Population Forecasts for Lane County and its Urban Areas

Eugene- Springfield Metro Area	Forecast Period:	2010	2015	2020	2025	2030	2035
	Eugene (City only)	156,844	166,609	176,124	185,422	194,314	202,565
	Springfield (city only)	58,891	62,276	66, 577	70,691	74,814	78,413
	Eugene Urban Area	20,931	20,380	19,209	18,521	17,469	16,494
	Springfield Urban Area	8,140	7,926	7,470	7,202	6,794	6,415
	Total Eugene	177,775	186,989	195,333	203,943	211,783	219,059
	Total Springfield	67,031	70,202	74,047	77,893	81,608	84,828
	Total Eugene- Springfield Metro Area	244,806	257,191	269,380	281,836	293,391	303,887

(Source: Lane County Ordinance 1255)

1. Design Population for Eugene – Springfield Urban Growth Boundary: 286,000
2. Average Annual Growth Between 2025 and 2030: 2,311
3. Year That Design Population for Eugene – Springfield
Urban Growth Boundary is Reached 2027

Note: This calculation assumes negligible growth outside the Urban Growth Boundary within the TransPlan plan area.

**NAME OF MEETING: Joint Elected Officials—Eugene, Springfield, Lane County
MINUTE S EXCERPT**

Joint Elected Officials
Eugene and Springfield City Councils, Lane Board of County Commissioners
Bascom-Tykeson—Eugene Public Library
Eugene, Oregon

June 17, 2010
Noon

PRESENT:

Eugene City Council: Mayor Kitty Piercy, Betty Taylor, George Poling, Andrea Ortiz, Chris Pryor, Alan Zelenka, George Brown, members.

Springfield City Council: Mayor Sid Leiken, Hillary Wylie, Dave Ralston, Christine Lundberg, Terri Leezer, Joe Pishioneri, Fred Simmons, members.

Board of County Commissioners: Bill Fleenor, Peter Sorenson, Faye Stewart, Rob Handy.

ABSENT:

Eugene City Council: Jennifer Solomon, member.

Board of County Commissioners: Bill Dwyer, member.

Also present were County Administrator Jeff Spartz, Eugene City Manager Jon Ruiz, Springfield City Manager Gino Grimaldi, Tom Boyatt, Springfield, Lane County Counsel Steven Vorhees, Lane County Planning Director Kent Howe, Lane County Planner Celia Barry, Marsha Miller, Lane County; Kurt Yeiter, Katheryn Brotherton, Mike Sullivan, Lisa Gardner, Beth Forrest, Kris Bloch, City of Eugene; Jamon Kent, Ann Mortenson, Lane Council of Governments.

Mayor Leiken called the meeting of the Springfield City Council to order. Mayor Kitty Piercy called the meeting of the Eugene City Council to order. As Board Chair Bill Fleenor had not yet arrived, Board Vice Chair Rob Handy convened the meeting of the Lane Board of County Commissioners and reviewed the Lane County file numbers for the items under consideration.

1. PUBLIC HEARING:

Mayor Piercy opened the public hearing on behalf of Eugene.

Mayor Leiken opened the public hearing on behalf of Springfield.

Mr. Handy opened the public hearing on behalf of Lane County.

Mr. Yeiter provided the staff report. He recalled that in 2007, the Metropolitan Policy Committee (MPC) adopted a new federally required Regional Transportation Plan (RTP), which triggered State transportation planning rules that the area adopt findings of consistency between TransPlan and the RTP, or amend TransPlan to become consistent with the RTP. The MPC chose to amend TransPlan.

City of Eugene Planner Kurt Yeiter reported that staff presented a multi-year work program to the Land Conservation and Development Commission, which adopted the work plan in 2008. The work plan was attached to the packet as Attachment B.

Mr. Yeiter said one of the first amendments requested was to remove completed projects from the project list so it would better matched the RTP, and to update the planning horizon year to 2027 to reflect the reality of slower growth than anticipated. The ordinance before the elected officials include an amendment to extend the planning horizon, an amendment to amend the project list by removing completed projects, and an amendment to the Eugene-Springfield Metropolitan Area General Plan (Metro Plan) so it reflected the same information as TransPlan.

Mr. Yeiter recalled that the Joint Elected Officials (JEO) agreed to open up the process to allow new evidence in the form of the County's coordinated population estimate to be brought into the record. He invited questions, and indicated no action was expected at that time.

Mayor Piercy noted no one had signed up to speak for the public hearing. She solicited questions from the Eugene council.

Mr. Zelenka said the West Eugene Parkway project kept appearing in the document and he was concerned that it was still in TransPlan, particularly since it had been removed from the RTP. He said it made no sense to include it in TransPlan, and had asked if it could be removed in this process as well. However, he had encountered numerous legal hoops in that endeavor. He had learned that the elected officials could amend the description to indicate it had been removed from the RTP and all the funding for construction had been deleted from the Metropolitan Transportation Improvement Program and there was no funding for construction.

There being no objection, Mayor Piercy closed the record and public hearing on behalf of Eugene. Mayor Leiken closed the record and public hearing on behalf of Springfield.

Mr. Handy solicited comments or questions from the Board of County Commissioners. There were none.

Mr. Handy referred to the work plan, and suggested it was the blueprint guiding staff efforts and the decisions of elected officials. He believed that it was clear, but progress toward completing the enumerated tasks was less so. He did not think the staff-provided materials clarified what work plan tasks had been completed, which were partially complete and the percentage completed, what remained to be accomplished, and the timeline for doing so, if different from the stated deadline.

Continuing, Mr. Handy said the Land Conservation and Development Commission (LCDC) conditions associated with the work plan had not been provided to the JEO. There seemed to be no analysis or consideration of actual on-the-ground progress in the packet of proposed TransPlan and Metro Plan amendments, and the area did not seem to be on schedule, according to the work plan.

As an example of the lack of analysis or consideration of on-the-ground progress, Mr. Handy said the amendments failed to speak to what, if any, progress had been made toward benchmarks and the LCDC-approved Alternative Performance Measures as a result of implementation of planned projects and development patterns. Instead, the planning goals identified for 2015 were merely pushed out 12 years to 2027. He said if the projects and development patterns realized over the past 15 years had not gotten the community where it wanted to be, there should be analysis of that.

Mr. Handy said that projects removed from the financially-constrained lists were not accounted for in the bottom line financial constraint of each project's category. He asked why the information provided did not include the adjusted subtotals and totals and the adjustments to the completed project costs that differed from projected project costs. He asked that those differences be accounted for throughout the document.

Mr. Handy asked if by leaving out an analysis of financial constraint for the year 2027, staff was implying that the reasonable expectation for funding for highway, local road, transit, pedestrian, and bike projects through 2027 would be the same as originally expected for the year 2015. If not, why was there no analysis of financial constraint out to the year 2027?

Mr. Handy then spoke to TransPlan, Exhibit A, Ordinance 1272, saying that the only work that appeared to have been done on the TransPlan update was editing, such as changing the plan horizon year from 2015 to 2027, some text revisions to recognize the change to two separate urban growth boundaries, and new text noting consistency between TransPlan and the Regional Transportation Plan (RTP). He questioned how the trends expected for the year 2015, in a plan adopted in 1995, could remain unchanged out to 2027, and asked for the analysis to support that assumption.

Mayor Piercy raised a process question about the fact that Mr. Handy's remarks had occurred following action to close the record by Eugene and Springfield.

Ms. Brotherton said that given the fact the record had been closed by Eugene and Springfield, there would be two separate and different records. Mr. Yeiter suggested the elected officials could proceed with the amendments, and staff could address the questions raised by Mr. Handy in a later phase of the process. Ms. Brotherton said the staff responses to those questions could not be a basis for the elected officials' decision on the ordinance in question.

Mr. Zelenka, seconded by Mr. Brown, moved to reopen the record on behalf of Eugene; the motion passed, 4:3; Mr. Clark, Mr. Poling, and Mr. Pryor voting no.

Ms. Leezer, seconded by Mr. Pishioneri, moved to reopen the record on behalf of Springfield. The motion passed, 4:2; Mr. Ralston and Mr. Simmons voting no.

Continuing, Mr. Handy spoke to the Department of Land Conservation and Development-approved (DLCD) Alternative Performance Measures Per Work plan (Attachment B), recalling that the first, second, and fourth quarters of 2009, were expected to address the DLCD-approved Alternative Performance Measures. He did not recollect that work had been completed, adding that if it was, or was in progress, staff should provide the JEO with a hard-copy report on the status of the Alternative Performance Measures. He asked if the measures needed to be adjusted and, if so, why? He asked if the metropolitan area was going to be able to meet the benchmarks and wondered where the analysis of that question was. He wanted to know what the area would do differently between now and 2027 if it was not on track.

Mr. Handy said that performance measures were tied to project implementation, and many of the projects scheduled to be completed by 2015 had been completed, so he questioned how future trends projected for 2015 could be the same as expectations for 2027, 12 years beyond that date. Mr. Handy did not think that Lane Transit District (LTD) bus route status changes had been considered, nor had implementation of bus rapid transit in Springfield or between Eugene and Springfield. He requested an explanation.

Mr. Handy questioned the lack of a staff report regarding the impact of mixed-use centers on the plan's performance thus far. He asked what the cities were doing, if they needed to do better, and if there had been any progress toward addressing the TransPlan Alternative Performance Measures and TransPlan goals. He asked "Where is the full analysis of all of this?"

Mr. Handy indicated he would submit his written remarks into the record.

Mr. Handy closed the hearing on behalf of Lane County.

Mayor Piercy closed the hearing on behalf of the City of Eugene.

Mayor Leiken closed the hearing on behalf of the City of Springfield.

Mr. Clark, seconded by Mr. Zelenka, moved that the Eugene City Council record be held open to accept the staff responses to Mr. Handy's questions.

Ms. Ortiz determined from Mr. Yeiter that Lane County staff would respond to Mr. Handy's questions.

The motion passed unanimously, 7:0.

Mr. Simmons, seconded by Ms. Wylie, moved that the Springfield City Council record be held open to accept the staff responses to Mr. Handy's questions. The motion passed unanimously 6:0.

Mr. Fleenor arrived and assumed the chairmanship of the Board of County Commissioners.

Mr. Fleenor read the ordinance for the first time.

Mr. Stewart, seconded by Mr. Handy, moved the first reading, setting the second reading for July 7, 2010, for Ordinance PA 1272, leaving the record open until July 7. The motion passed, 4:0.

Mayor Piercy adjourned the meeting at 1:40 p.m.

Respectfully submitted,

Jon Ruiz,
City Manager

(Recorded by Kimberly Young)



Lane County

Public Works Department / Transportation Planning Division
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Phone: 541-682-6936/ fax: 541-682-8554

ATTACHMENT E

June 28, 2010

Supplementary Memo 1 for July 7, 2010 Work Session

First Reading and Public Hearing: June 17, 2010

Second Reading: July 7, 2010

TO: Board of County Commissioners

DEPARTMENT: Public Works

PRESENTED BY: Celia Barry, Transportation Planning Division

AGENDA ITEM TITLE: Ordinance PA 1272/In the Matter of Amending the Eugene-Springfield Metropolitan Area Transportation Plan (TransPlan) to Adjust the Planning Period from Year 2015 to Year 2027, to Remove Completed Projects from the Project Lists, to make Related Amendments to the Eugene-Springfield Metropolitan Area General Plan, and Adopting a Severability Clause.

On June 17, 2010 the Eugene-Springfield Metropolitan Area Joint Elected Officials held a public hearing on the above matter. Commissioner Handy submitted comments into the public hearing record, after which the public hearing was closed and the record was left open for staff responses. The Board of Commissioners moved to approve a second reading on July 7, 2010.

Responses to Commissioner Handy's Comments and Questions at the June 17, 2010 Joint Elected Officials Public Hearing are as follows:

Comment 1:

Starting with the workplan - it is the blueprint for the staff efforts and elected officials decisions down the road. The work plan is clear, but the progress towards completing the enumerated tasks is less so.

The staff materials, including the 2 page work program (Attachment B), do not clarify which work plan tasks are complete, which are partially complete (what % complete), what remains to be done and the actual timeline (if different from the stated timeline) for doing so. The LCDC conditions associated with the work plan are not provided. The packet of proposed TransPlan and Metro Plan amendments are seemingly without any analysis or consideration of actual on the ground progress thus far, nor do we appear to be 'on schedule' according to the work plan.

Response 1: The purpose of this agenda item is to remove completed projects from *Transplan*, and adjust the plan horizon. Work plan progress reporting is not the purpose of

this agenda item, although progress is briefly discussed on page 5 of 6 of the Board Agenda Cover Memo, as follows:

Work Plan Progress

The Work Plan requires as early, interim steps in the overall update process that the local jurisdictions amend TransPlan in the following ways: (1) delete transportation projects that have been completed; (2) delete the West Eugene Parkway; (3) move four ODOT projects from the Future list to the Financially Constrained list; and, (4) adjust TransPlan's planning period to be better reflective of actual population. A copy of the Work Plan is attached to this Agenda Cover Memo as Attachment B. The shift of four ODOT projects from the Future projects list to the Financially Constrained list has been accomplished through a separate land use process. The removal of the West Eugene Parkway will be considered during development of the Eugene Transportation System Plan at a later date because it will require additional analysis and findings, as yet uncompleted, with regard to the transportation needs the WEP was to address. It is county staff's understanding that this analysis is being done as part of the city's comprehensive land use and transportation planning effort, currently underway.

Attached is a draft, updated time line of Eugene and Springfield long range transportation system planning. Other related transportation planning efforts are also shown. This updated time line was distributed as part of item 5.d. for the June 10, 2010 Metropolitan Policy Committee meeting.

The City of Springfield is scheduled to join the Board of County Commissioners at a County work session on July 6 at 1:30. The City can update the Board on its progress on Long Range Transportation System Planning at that meeting.

Comment 2:

Examples of Lack of analysis or consideration of on the ground progress:

. 15 years of TransPlan have passed, highway, road, ped/bike and neighborhood projects have been built, development patterns have changed (or not) - yet the proposed amendments say nothing about what, if any, progress has been realized toward benchmarks and LCDC-approved Alternative Performance Measures through implementation of planned projects and development patterns ; rather, where we were 'planned to be' in 2015 is merely pushed out 12 years to 2027. Even if perhaps the projects and development patterns realized over the past 15 years haven't been getting us to where we said we wanted to be. Where is the analysis of all of this?

Response 2: Please see Attachment E of the Joint Elected Officials materials for the June 17, 2010 public hearing. It is an April 7, 2009 Memorandum responding to Planning Commission comments. In the staff reponse to Question 1, the following information is provided:

. . . The current amendment reflects the actual growth rate of recent years and the growth rate projection prepared for Eugene and Springfield using "safe harbor" methodology. This methodology is satisfactory to ODOT and DLCD at this juncture . . . A more robust calibration will occur towards the end of the multiyear work plan, when a new Regional Transportation System Plan is adopted, one that will incorporate information from the two cities' buildable lands assessments now underway. . . [Note, staff adjusted the horizon year for TransPlan and the Metro Plan to 2027 from 2024, based upon Lane County's adopted coordinated population

forecast. The Planning Commissions unanimously recommended adoption of the adjusted horizon year.]

Comment 3:

. Projects removed from the financially constrained lists aren't accounted for in the bottom line financial constraint of each projects category. Where are the adjusted subtotals and totals? Where are the adjustments to the completed project costs, that are different from the projected project costs? These finished projects generally come in higher or lower than the estimated costs. Please account for this throughout the document.

Response 3: The Regional Transportation Plan adopted by the Metropolitan Policy Committee in November 2007 contains the official, federally required Financially Constrained Project list. The request to adjust project costs is beyond the scope of this LCDC and Joint Elected Official-approved work program item. This item is an interim step toward comprehensive long range planning efforts currently underway and is not, nor is it meant to be, a comprehensive planning undertaking. A financially constrained list is not required by the state Transportation Planning Rule. When the cities of Eugene and Springfield adopt separate Transportation System Plans, this artifact is likely to be deleted entirely from their respective documents.

Comment 4:

By leaving out an analysis of financial constraint for the year 2027, is staff implying that the reasonable expectation for funding for highway/local road/transit/ped and bike projects through 2027 will be the same as originally expected for the year 2015? If not, why is there no analysis of financial constraint out to the year 2027?

Response 4: No. The financially constrained list in the Regional Transportation Plan adopted by the Metropolitan Policy Committee in November 2007 is the official, federally required financially constrained list. Updating it is not required as part of this interim step.

Comment 5:

TRANSPLAN (EXHIBIT A- ORDINANCE 1272)
The only work that appears to have been done on the TransPlan update is editing - changing the plan horizon year from 2015 to 2027, some language edits to recognize the change to 2 separate Urban Growth Boundaries (UGB), new language noting consistency between TransPlan and the Regional Transportation Plan (RTP). I do not understand how, or believe that, trends expected for the year 2015 when the plan was adopted in 1995 will remain unchanged out to 2027. Where is the analysis to support this huge assumption?

Response 5: It is correct that this amendment is, and is intended to be, largely an interim housekeeping action. Analysis of trends is being done as part of the comprehensive planning updates underway in Eugene and Springfield. Emerging trends and issues are being addressed in those processes.

Comment 6:

DLCD-approved Alternative Performance Measures Per Work plan (Attachment B) , the 1st , 2nd and 4th quarters of 2009 were expected to address the DLCD-approved Alternative Performance Measures. I don't recall that this work has been completed.

If it has, or is in progress, staff should provide us with a hard copy report on the status of the Alternative Performance Measures.

Do they need to be adjusted? If so, why? Are we on track towards meeting the benchmarks? And where is the analysis of the question? And what are going to do differently between now and 2027 if we are not on track?

Response 6: Local jurisdictions from the Eugene-Springfield Metropolitan area are scheduled to report to the Land Conservation and Development Commission at the LCDC July 21-23, 2010 meeting in Salem. Staff are in the process of finalizing the Alternative Performance Measures report in cooperation with the Department of Land Conservation and Development.

Comment 7:

. Performance measures are tied to project implementation - i.e: projects scheduled to be completed by 2015 (originally); quite a few of them (large and small) have been completed, so how can future trends projected for 2015 be the same as expectations for 2027, 12 years beyond 2015? Please explain?

. LTD bus route status changes have not been considered - nor has implementation of BRT in Springfield, or between Eugene and Springfield. Please explain?

. Where is the staff report regarding impact of nodal development (mixed-use centers) on the plan's performance thus far considering the plan horizon (original plan horizon) was 2015? - only 5 years out; do the cities need to do better? What are the cities doing? Has there been any progress toward addressing the TransPlan Alternative Performance Measures and TransPlan goals? Where is the full analysis of all of this?

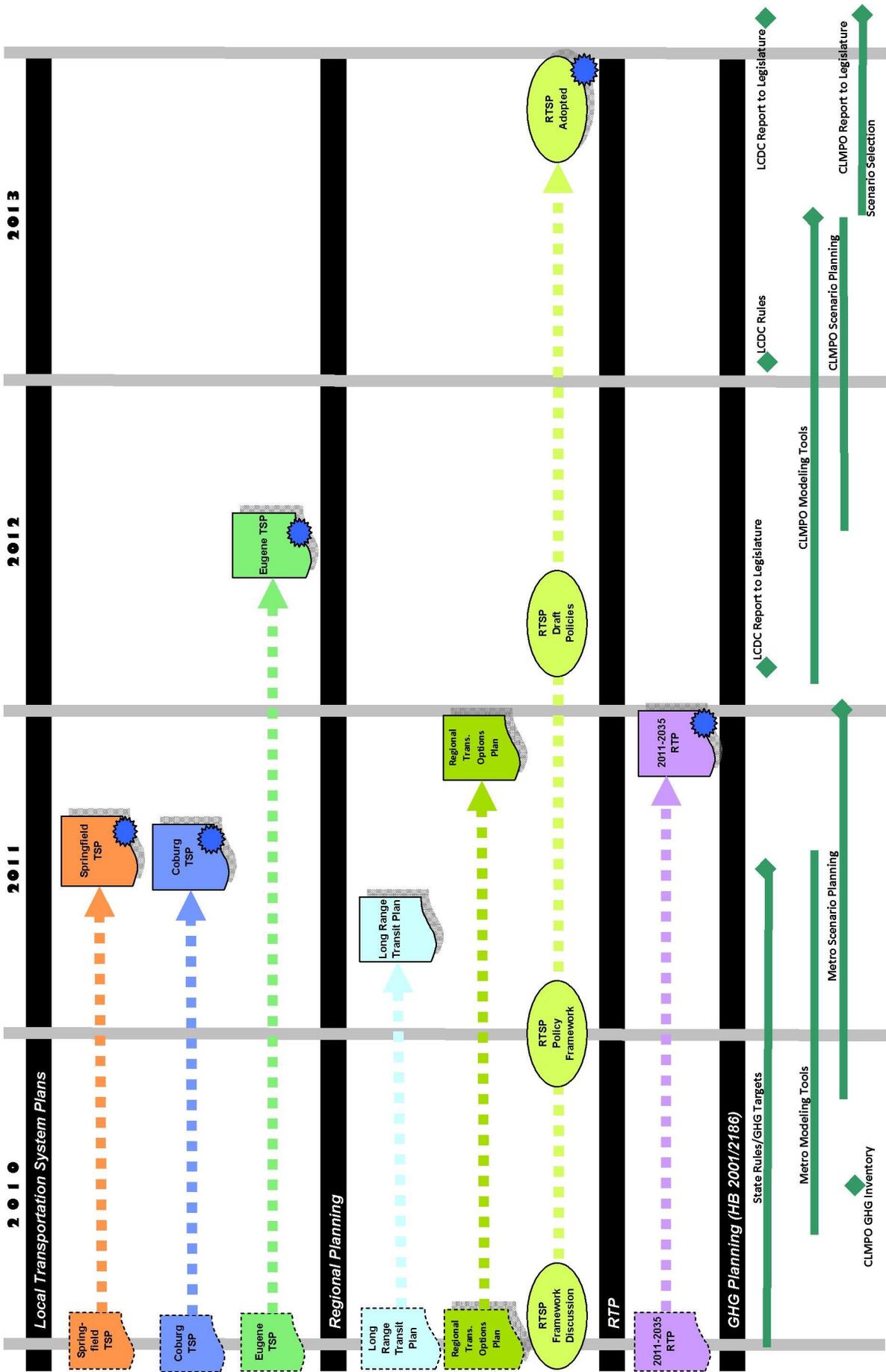
Response 7: The above requested information is beyond the scope of this item. In addition, please see Response 6 above regarding Alternative Performance Measures.

Attachment

Regional Transportation Work Plan and GHG Planning Calendar

DRAFT

Regional Transportation Work Plan and GHG Planning



5/27/2010