

AGENDA ITEM SUMMARY
June 17, 2010

TO: Eugene City Council, Springfield City Council, and Lane County Board of Commissioners

FROM: Kurt Yeiter, Senior Transportation Planner, Eugene Public Works,
Greg Mott, Planning Manager, City of Springfield,
Celia Barry, Lane County Transportation Planning and Traffic Division Manager

ITEM TITLE: **Public Hearing for *TransPlan* and *Metro Plan* Amendments:
TransPlan Planning Period to Reflect Previously Adopted Coordinated
Population Forecasts and Removal of Completed Projects**
(Eugene file MA 09-1; Springfield file LRP2008-00014;
Lane County file PA 095108)

ISSUE STATEMENT:

On June 17, 2010, the Eugene City Council, Springfield City Council, and Lane County Board of Commissioners will hold a public hearing on ordinances that take the following action:

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 thereto are attached to this AIS as Attachment A. The Eugene and City Council may choose to take action immediately after the close of the hearing, but no action is necessary on this date. The County Board of Commissioners and Springfield City Council must wait for a second reading of the ordinance before taking action.

BACKGROUND:

On November 8, 2007, the Metropolitan Policy Committee (MPC) adopted an update to the federally-required Regional Transportation Plan (RTP). MPC's update extended the RTP's planning period to 2031, deleted projects that had been completed or un-funded, moved projects from the Illustrative Project List (beyond 20-years) to the Financially Constrained 20-Year Capital Investment Actions List, and made several other changes to proposed projects. MPC's adoption of the updated RTP triggered a state Transportation Planning Rule (TPR) requirement that Eugene, Springfield and Lane County do one of the following by November 8, 2008:

1. Make findings that *TransPlan* is consistent with the RTP; or
2. Update *TransPlan* to be consistent with the RTP; or
3. Get approved by the state Land Conservation and Development Commission

(LCDC) a work plan for making *TransPlan* consistent with the RTP.

Eugene, Springfield and Lane County concluded that they could not make a finding that *TransPlan* is consistent with the RTP, nor could they update *TransPlan* by November 7, 2008, to be consistent with the RTP. Accordingly, the three jurisdictions sought LCDC's approval of a work plan. On October 16, 2008, LCDC approved with conditions the Regional Transportation Work Plan ("Work Plan"). 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 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 item summary 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 process. The removal of the West Eugene Parkway will be considered during development of the Eugene Transportation System Plan at a later date. Thus, this public hearing considers only deletion of the completed projects and adjustment of *TransPlan*'s planning period.

The amendments to be considered during this hearing were considered by the three metro-area Planning Commissions in April, 2009. The three Planning Commissions recommended approval. When the amendment process started, the planning period adjustment utilized a population forecast based on the safe-harbor method. Following the completion of Lane County's coordinated population forecasts, on September 1, 2009, the three Planning Commissions recommend that the *TransPlan* planning period amendments recommended for adoption in April, 2009, be adjusted to reflect the coordinated population numbers. On September 22, 2009, the two City Councils and the County Board of Commissioners unanimously voted "to establish a process for proposed transportation planning horizon amendments that allows new evidence at the governing body joint hearing and allows the governing bodies' decision to be based on the new evidence as well as the evidentiary record created before the planning commissions." No letters of public testimony have been received as of the time this report was written. Any additional written comments received after the preparation of this staff report will be provided at the public hearing for inclusion into the public record.

DESCRIPTION OF PROPOSED AMENDMENTS:

1. Project List Amendments: As noted above, when the Metropolitan Policy Commission (MPC) updated the federally-required RTP in November, 2007, among other amendments made to the RTP, MPC deleted projects that have been built. These completed projects should now be deleted from *TransPlan*. Since the *Metro Plan* incorporates by reference *TransPlan*'s project lists, the *Metro Plan* must also be "amended" to acknowledge the changes to the project lists that are contained in *TransPlan*. It is the intent of these amendments to only remove projects that have been completed, not projects that can be removed for other policy reasons. The three Planning Commissions recommend that any projects completed after their deliberation, but prior to this hearing, also be deleted at this time. The proposed project list amendments are set forth in Exhibit A to the ordinance (Attachment A to the AIS).

2. *TransPlan* Text Amendments: The region covered by *TransPlan* is the "TransPlan Study Area." The TransPlan Study Area extends beyond the UGB and Metro Plan boundary and 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. Based on the Lane County coordinated population forecast adopted in 2009, it is now anticipated that the TransPlan Study Area's population will not reach 296,500 until year 2027. Since the transportation modeling for the TransPlan Study Area was based on a projected population of 296,500, *TransPlan* may be expected to guide regional and transportation system planning and development in the Transportation Study Area until year 2027. Accordingly, the proposed amendment updates *TransPlan*'s planning period to 2027.

The coordinated population projections apply to the area inside the current Eugene-Springfield urban growth boundary. The proposed adjustment to *TransPlan*'s planning period assumes that there will be negligible growth within that portion of the TransPlan Study Area that is located outside the current Eugene-Springfield urban growth boundary. This assumption is consistent with the assumptions made at the time of *TransPlan*'s adoption in 2001. The question of whether a different assumption for that area should be made is a matter that can be addressed during the upcoming comprehensive land use and transportation planning processes.

As noted above, LCDC's Regional Transportation Work Plan requires an adjustment to *TransPlan*'s planning period to more accurately reflect the year that the plan's study area will hit the projected population and to bring *TransPlan*'s planning period closer to the planning period of the federally-required RTP (2031). The proposed *TransPlan* amendments to reflect the year at which the planned population will be reached is an interim measure necessary to comply with the Work Plan and to more accurately reflect current conditions for the benefit of the agencies funding transportation projects. In accordance with the Work Plan, the jurisdictions are currently undertaking a comprehensive update to *TransPlan* to provide integrated land use and transportation strategies for a new 20-year planning period. The proposed amendments to *TransPlan* are set forth in Exhibit A to the Ordinance (Attachment A to this AIS).

3. Metro Plan Amendments: The goals and policies in *TransPlan* are contained in the *Metro Plan* Transportation Element and are part of the adopted *Metro Plan*. Also, *TransPlan*'s project lists and project maps are adopted by reference as part of the *Metro Plan*. Although the project lists are maintained in *TransPlan* and not physically contained in the *Metro Plan*, the *Metro Plan* needs to be amended to simultaneously incorporate changes to the project list resulting from the removal of completed projects. The amendments to *TransPlan*'s planning period require additional *Metro Plan* text amendments in order for the two documents to remain consistent. The proposed text amendments to the *Metro Plan* are set forth in Exhibit B to the Ordinance (Attachment A to this AIS).

RELATED POLICIES:

This matter is presented in response to a work plan approved by the Land Conservation and Development Commission.

APPLICABLE CRITERIA:

The Eugene and Springfield City Councils and the Lane County Board of Commissioners will address relevant approval criteria in reaching their decision on the proposed amendments. Criteria to be used to evaluate a *TransPlan* and *Metro Plan* text amendments are found in Springfield Development Code Chapter 5, Section 5.14-135(C)(1-2); Eugene Code Section 9.7730(3); and Lane County Code Section 12.225(2)(a) and (b) and 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.

Testimony and evidence of those testifying should be directed toward the applicable criteria of the code, as described above.

The final decision must be based on the required approval criteria. The decision will be to approve, approve with modifications, or deny the requested amendments. The decisions from all three Metro-area elected bodies must be the same in order for the amendments to become effective. The decisions can be made separately.

OPTIONS:

This is scheduled for a public hearing only. At the time of deliberations and action, the governing bodies may consider 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.

STAFF RECOMMENDATION:

Option 1: Adopt the proposed ordinance.

SUGGESTED MOTION:

No action is required at this meeting. The Eugene City Council could take action immediately after the close of the hearing, but the Springfield City Council and County Board of Commissioners must wait for a second reading of the ordinance before taking action. If action is desired, the recommended motion is:

“Move to adopt Ordinance No. ____, an ordinance 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:

Attachment 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

Attachment B: LCDC Work Plan

Attachment C: Calculations for *TransPlan* planning year

Attachment D: Agenda Item Summary for Planning Commissions’ public hearing (April 7, 2009)

Attachment E: Additional Information memorandum to Planning Commissions (April 7, 2009)

Attachment F: Minutes of Planning Commission meeting (April 7, 2009)

Attachment G: Memorandum to Planning Commissions (September 1, 2009)

Attachment H: Memorandum to Eugene and Springfield City Councils, Lane County Board of Commissioners (September 11, 2009)

Attachment I: Minutes of Planning Commission meeting (September 1, 2009)

FOR MORE INFORMATION:

If you have further questions or need additional information, please call Kurt Yeiter, Transportation Planner, City of Eugene, at 541-682-8379 or by email at kurt.m.yeiter@ci.eugene.or.us

Or

Greg Mott, Planning Manager, City of Springfield: 541-726-3774, gmott@ci.springfield.or.us

Or

Celia Barry, Lane County Transportation Planning Manager: 541-682-3958,
Celia.BARRY@CO.Lane.OR.US

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

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; AND ADOPTING A SEVERABILITY CLAUSE.

The City Council of the City of Springfield finds that:

WHEREAS, Chapter IV of the Eugene-Springfield Metropolitan Area General Plan (*Metro Plan*) sets forth procedures for amendment of the *Metro Plan*, which for Springfield are implemented by the provisions of Chapter 5 of the Springfield Development Code; and

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

WHEREAS, the *TransPlan* serves the goals, objectives and policies of the *Metro Plan* by addressing a variety of transportation issues and includes project lists and maps identifying financially constrained roadway projects and future roadway projects; and

WHEREAS, The City Council adopted *TransPlan* by Ordinance No. 5328, enacted on May 5, 1986, which was subsequently amended by Ordinance No. 5470, enacted on April 3, 1989, Ordinance No. 5655, enacted on September 21, 1992, Ordinance No. 5959, enacted on March 6, 2000, Ordinance No. 5990 enacted on September 17, 2001, Ordinance No. 6022 enacted on July 15, 2002, and Ordinance No. 6240 enacted on April 6, 2009, adopting a revised Transportation Element of the *Metro Plan* and adopting revisions to *TransPlan*.

WHEREAS, 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; and

WHEREAS, following a public hearing on April 7 2009, the Springfield Planning Commission recommended to the Springfield 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 Springfield Planning Commission recommended to the Springfield City Council that the previously-

recommended 2024 planning period be adjusted to reflect the newly adopted population numbers; and

WHEREAS, 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*; and

WHEREAS, substantial evidence exists within the record that the proposal meets the requirements of Chapter 5 of the Springfield Development Code and the requirements of applicable state and local law as described in the findings adopted in support of this Ordinance; and

WHEREAS, amendments of the project lists in *TransPlan* require simultaneous amendment of the same project lists in the *Metro Plan* as described by Policy F.9, Chapter III, of the *Metro Plan*; and

NOW, THEREFORE, the Common Council of the City of Springfield does ordain as follows:

Section 1. *TransPlan*, adopted by Ordinance No. 5328, enacted on May 5, 1986, which was subsequently amended by Ordinance No. 5470, enacted on April 3, 1989, Ordinance No. 5655, enacted on September 21, 1992, Ordinance No. 5959, enacted on March 6, 2000, Ordinance No. 5990 enacted on September 17, 2001, Ordinance No. 6022 enacted on July 15, 2002, and Ordinance No. 6240 enacted on April 6, 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 effective date of ordinances as provided by Section 2.110 of the Springfield Municipal Code 1997, this Ordinance shall become effective upon the date that all of the following have occurred: (a) the ordinance has been acknowledged as provided by ORS 197.625; (b) at least 30 days have passed since the date the ordinance was approved; and (c) both the Eugene City Council and the Lane County Board of Commissioners have adopted ordinances containing identical provisions to those described in Sections 1-3 of this Ordinance.

Adopted by the Common Council of the City of Springfield this _____ day of _____, 2010 by a vote of _____ in favor _____ against.

Approved by the Mayor of the City of Springfield this _____ day of _____, 2010.

Mayor

ATTEST:

City Recorder

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 Dancbo, full at grade signal controlled intersection of Beltline and Roosevelt (ODOT: W. 11th N. city limits stage 2)	ODOT	\$14,699,000	0	606
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
<i>Status Sub-Total</i>				<i>\$21,449,000</i>		

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 & Bellline Station	Vicinity of 11th Ave and Bellline Highway	Transfer station, possibly Park-and-Ride lot	\$1,000,000	1340
Gateway & Bellline Station	Vicinity of Gateway and Bellline 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 & Bellline Station	Vicinity of Barger Rd and Bellline Highway	Transfer station	\$1,000,000	1310
Churchill Station	Vicinity of 18th Avenue and Bailey Hill Road	Transfer station	\$1,000,000	1335
Coburg & Bellline Station	Vicinity of Coburg Rd and Bellline 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%	44.53%	5.9%
Mode Shares - All Trips	PM8f	Shared Ride (2 or more)	43.52%	42.52%	-2%	39.57%	-9.1%
	PM8g	Drive Alone	14.43%	13.18%	-9%	17.00%	17.8%
	PM8h	% Non-Auto Trips	1.59	1.61	2%	1.7	7.2%
	PM8i	Person Trips per Auto Trip	19.7	19.1	-3%	19.2	-2.5%
	PM8j	Average Fuel Efficiency (VMT/Gal.)	124.4	125.3	1%	111.1	-10.7%
Environmental	PM9	CO Emissions (Weekday Tons)				2,000	
	PM10	Acres of zoned nodal/development				23.30%	
	PM11	% of dwelling units built in nodes				45%	
Land Use	PM12	% of New "Total" Employment in Nodes					
	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	
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

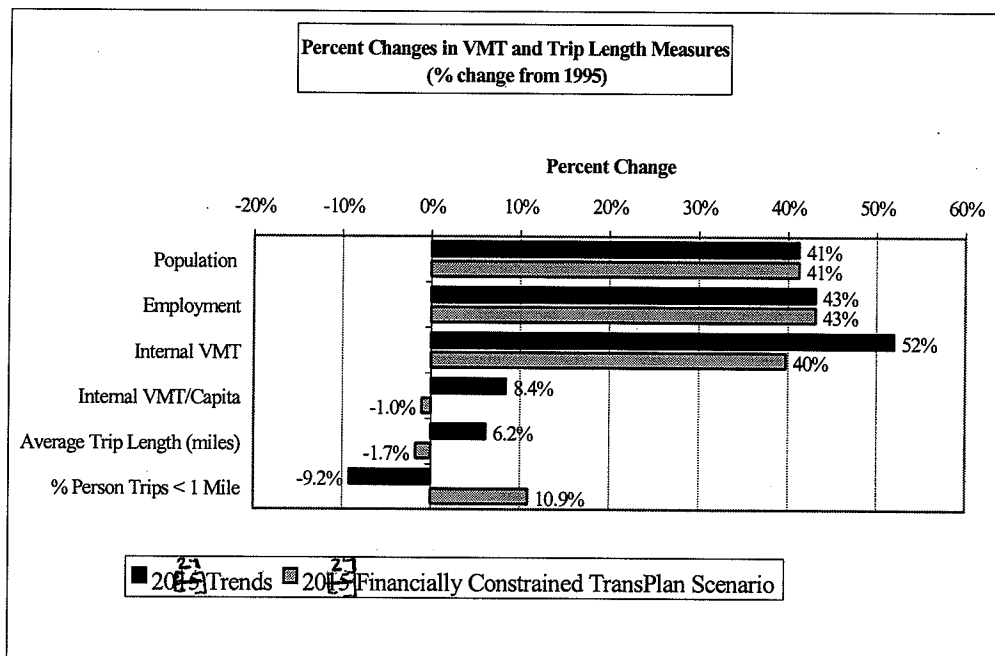
The % Transit Mode Share on Congested corridors is the ratio of transit person trips to total person trips on congested facilities during PM peak hour. An increase in this measure is a direct indication of reduced reliance on the automobile. Increasing transit mode share on the congested corridors by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

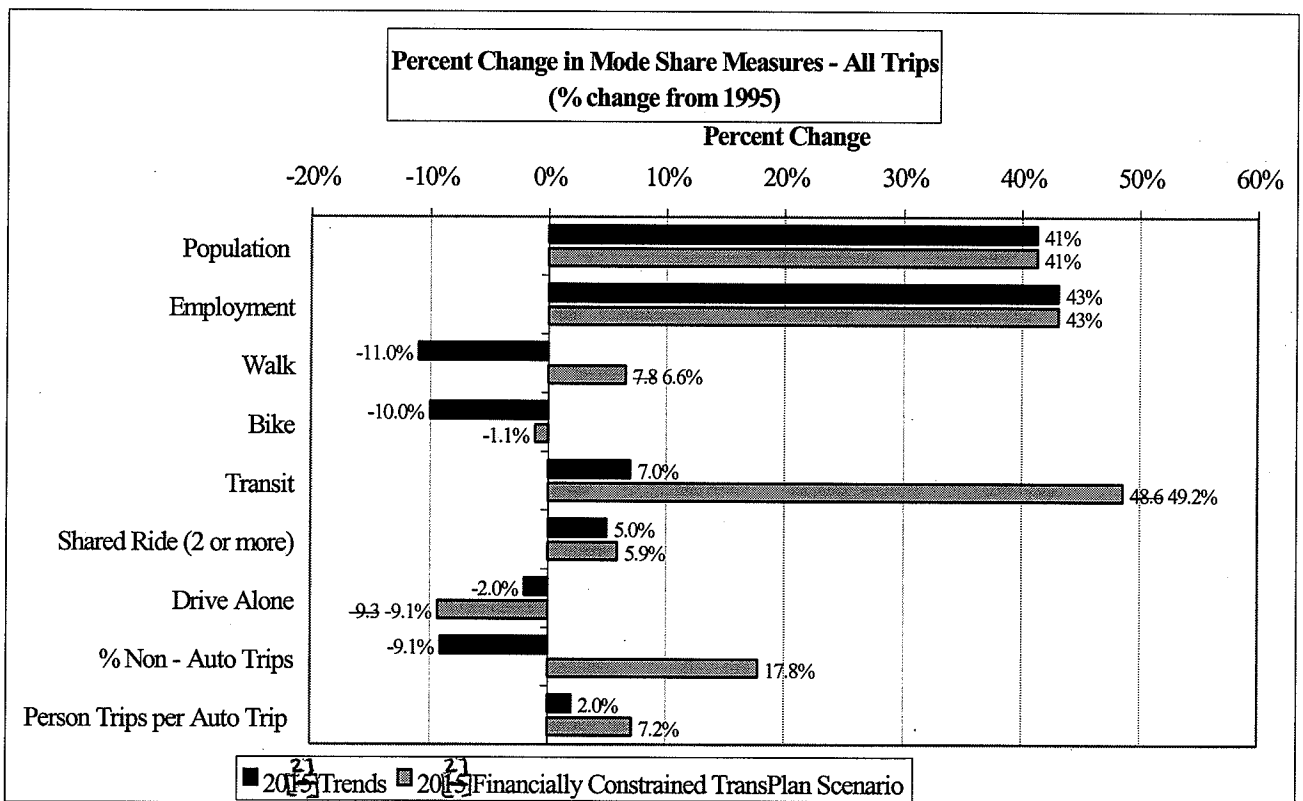
Mode Choice Measures

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*.



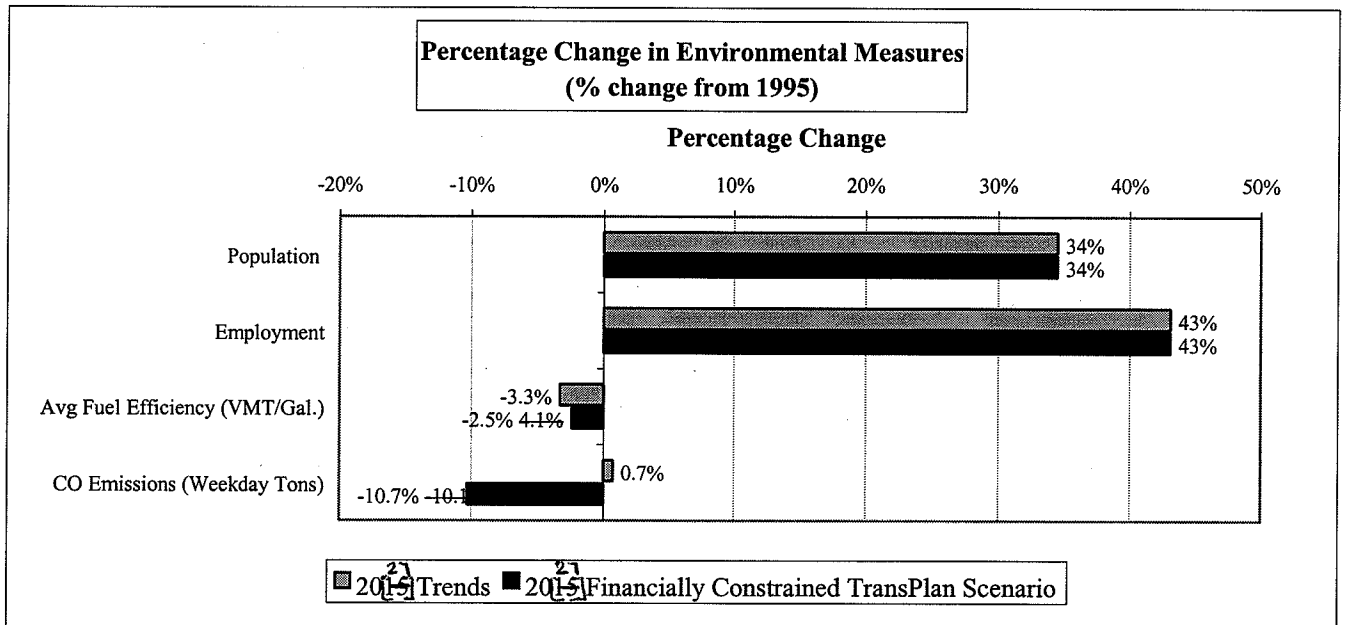
Environmental Measures

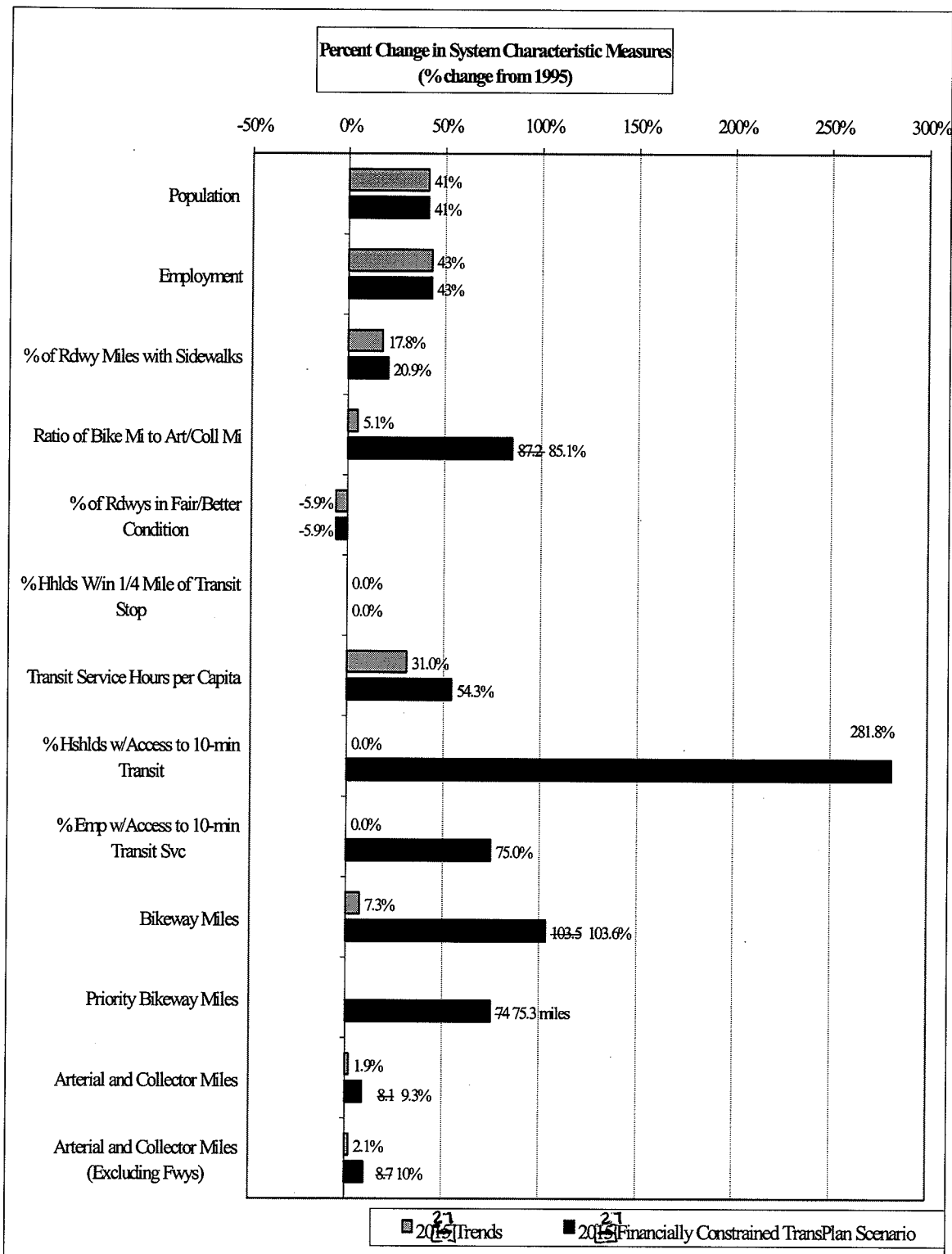
PM 9: Average Fuel Economy (Miles per Gallon)

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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00223286.DOC;1

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

ATTACHMENT C

**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.

AGENDA ITEM SUMMARY April 7, 2009

TO: Eugene, Springfield, and Lane County Planning Commissions

FROM: Kurt Yeiter, Senior Planner, Eugene Planning Division,
Greg Mott, Planning Manager, City of Springfield,
Stephanie Schulz, Planner, Lane County Land Management Division

ITEM TITLE: **Public Hearing for *TransPlan* and *Metro Plan* Amendments:
TransPlan Planning Period and Removal of Completed Projects**
(Eugene files MA 09-1; Springfield file LRP2008-00014; Lane County file no. PA 09-5108)

I. ACTION REQUESTED:

Hold a public hearing on the proposed *TransPlan* and *Metro Plan* amendments. The Planning Commissions could choose to take action after the close of the hearing. The Planning Commissions actions will consist of each Commission making a recommendation to its respective elected bodies.

II. BRIEFING STATEMENT:

On April 7, 2009, the Planning Commissions of Eugene, Springfield, and Lane County will hold a public hearing on the following:

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 2024 to project the average growth rate that has occurred since *TransPlan*'s adoption. (Attachment C)
2. Remove completed transportation projects from *TransPlan*'s project lists. (Attachment A)
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*. (Attachments C and D)

III. BACKGROUND:

On November 8, 2007, the Metropolitan Policy Committee (MPC) adopted an update to the federally-required Regional Transportation Plan (RTP). This update extended the RTP's planning period to 2031, deleted projects that had been completed or that were determined to be no longer needed, moved projects from the Illustrative Project List (beyond 20-years) to the Financially Constrained 20-Year Capital Investment Actions List and made several other changes to proposed projects. MPC's adoption of the updated RTP triggered a state Transportation Planning Rule (TPR) requirement that Eugene, Springfield and Lane County do one of the following by November 8, 2008:

1. Make findings that *TransPlan* is consistent with the RTP; or
2. Update *TransPlan* to be consistent with the RTP; or
3. Get approved by the state Land Conservation and Development Commission (LCDC) a work plan for making *TransPlan* consistent with the RTP.

Eugene, Springfield and Lane County concluded that it was unlikely that DLCD would support a finding that *TransPlan* is consistent with the RTP, nor could they update *TransPlan* by November 8, 2008, to be consistent with the RTP. Accordingly, the three jurisdictions sought LCDC's approval of a work plan. On October 16, 2008, LCDC approved (with conditions) the Regional Transportation Work Plan ("the Work Plan"). The Work Plan represents a logical, programmatic approach to aligning and updating the regional land use and transportation plans.

The Work Plan requires, as a first step, that the local jurisdictions amend *TransPlan* in the following manner: delete transportation projects that have been completed; delete the West Eugene Parkway (WEP); move four ODOT Highway projects from the Illustrative list to the Financially Constrained list; and, adjust *TransPlan's* planning period. A copy of the Work Plan is attached to this Agenda Item Summary (AIS) as Exhibit F. This public hearing is to consider two of these required amendments: deletion of the completed projects and adjustment to *TransPlan's* 20-year planning horizon. Separate hearings will be held at a later date to consider the other *TransPlan* amendments required by the Work Plan.

IV. DESCRIPTION OF PROPOSED AMENDMENTS:

1. Project List Amendments: As noted above, when the MPC updated the federally-required RTP in November, 2007, among other amendments made to the RTP, the MPC deleted the projects that have been built. These built/completed projects should now be deleted from *TransPlan*. Since the *Metro Plan* incorporates by reference *TransPlan's* project lists, the *Metro Plan* must also be "amended" to acknowledge the changes to the project lists that are contained in *TransPlan* and incorporated by reference in the *Metro Plan*.

2. *TransPlan* Text Amendments: 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 2024. 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 2024. Accordingly, the proposed amendment updates *TransPlan's* planning period to 2024.

As noted above, LCDC's Regional Transportation Work Plan requires 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 RTP. Additionally, as year 2015 approaches, ODOT, the agency that funds many of the significant regional transportation projects, has expressed concern that this region no longer has a sufficiently long-range transportation plan. The proposed *TransPlan* amendment to reflect the year at

which the planned population will be reached is an interim measure necessary to comply with the Work Plan and to more accurately reflect current conditions for the benefit of the agencies funding transportation projects. *TransPlan* and the *Metro Plan* will be revised again over the next few years to provide integrated land use and transportation strategies for a new 20-year planning period in accordance with the Work Plan.

3. Metro Plan Text Amendments: The goals and policies in *TransPlan* are contained in the *Metro Plan* Transportation Element and are part of the adopted *Metro Plan*. Also, as noted above, *TransPlan*'s project lists and project maps are adopted as part of the *Metro Plan*. Although the project lists are not physically maintained in the *Metro Plan*, but rather maintained in *TransPlan*, the *Metro Plan* needs to be amended to simultaneously incorporate changes to the project list resulting from the removal of completed projects. Further, amendments to *TransPlan*'s planning period require some text amendments to the *Metro Plan* in order for the two documents to remain consistent. The proposed text amendments to the *Metro Plan* are set forth in Attachment D.

V. APPLICATION, REFERRALS AND PUBLIC HEARING NOTICES:

In September 2008, the Eugene City Council, Springfield City Council, and Lane County Board of Commissioners approved and submitted to LCDC a work plan that included the task of making the proposed amendments. As noted above, LCDC approved the work plan on October 16, 2008. Notice of these two proposed amendments has been given to the Oregon Department of Land Conservation and Development on October 16, 2008, revised on January 29, 2009 to add the proposed removal of the completed projects and to clarify that *Metro Plan* amendments were also necessary. The DLCD notice was revised again on February 6, 2009. Notice of this public hearing was mailed to all interested parties requesting such notice and posted on March 6, 2009. Notice of this public hearing was published in the Register Guard newspaper on March 18, 2009.

The Planning Departments received no letters of public testimony at time of writing this Agenda Item Summary. Any additional written comments received after the preparation of this staff report will be provided to the Planning Commissions at the public hearing for inclusion into the public record.

VI. APPLICABLE CRITERIA:

The Eugene-Springfield Metropolitan Area Transportation Plan (*TransPlan*, this region's Transportation System Plan) guides regional transportation system planning and development in the Eugene-Springfield metropolitan area. *TransPlan* is a functional plan of the *Metro Plan*, thus, the amendment process for *TransPlan* is the same as that for the *Metro Plan*.

The Eugene, Springfield and Lane County Planning Commissions will address relevant approval criteria in making their recommendations on the requests to the Eugene and Springfield City Councils and the Lane County Board of County Commissioners. Criteria to be used to evaluate *TransPlan* and *Metro Plan* text amendments 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) and (b) and 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.**

Testimony and evidence of those testifying should be directed toward the applicable criteria of the code, as described above.

The Planning Commissions' recommendations must be based on evidence and testimony in the record that is responsive to the required approval criteria. The Planning Commissions may recommend approval, approval with modifications, or denial of the requested amendments. The requests will be heard before the elected officials in a separate joint public hearing at a date to be determined following Planning Commission action.

VII. RECOMMENDATION:

Based on the available information and materials in the record and the preliminary findings, included as Attachment E, staff recommends approval of the proposed *TransPlan* and *Metro Plan* amendments.

If the Planning Commissions would like to take action after the close of the public hearing, staff's recommended motion is: Move to recommend that, based on the findings of consistency set forth in Attachment E, and the evidence and testimony entered into the record which also supports the conclusion of consistency with the applicable criteria, the City Council/Board of Commissioners adopt the amendments to *TransPlan* and the *Metro Plan* as set forth in Exhibits A, C, and D.

VIII. ATTACHMENTS:

Attachment A: Proposed *TransPlan* Project List Amendments

Attachment B: Preliminary Calculations for *TransPlan* Planning Period

Attachment C: Proposed *TransPlan* Text Amendments

Attachment D: Proposed Text Amendments to the *Metro Plan*

Attachment E: Findings of Consistency

Attachment F: LCDC Work Plan

IX. FOR MORE INFORMATION:

Please contact Kurt Yeiter, Associate Planner, City of Eugene Planning Division, 99 W. 10th Avenue, Eugene, OR 97401, by telephone at 541-682-8379 or via email at kurt.m.yeiter@ci.eugene.or.us.

Or

Greg Mott, Planning Manager, City of Springfield: 541-726-3774, gmott@ci.springfield.or.us

Stephanie Schulz, Planner, Lane County: 541-682-3958, Stephanie.Schulz@co.lane.or.us

Attachment A

Completed Projects to be Removed from *TransPlan*

The projects checked and marked with the word “Delete” have been completed and are proposed to be removed from *TransPlan*.

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

Delete

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 Beltline 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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Delete

Name	Geographic Limits	Description	Jurisdiction	Estimated Cost	Length	Number
Pioneer Parkway Extension	Harlow Road to Bellline 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 Bellline 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 Bellline 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

Delete

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	✓
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
<i>Status Sub-Total</i>				<i>\$21,449,000</i>		

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
I-105	Washington/Jefferson	Extend third SB lane over Street Bridge	ODOT bridge to 6th Ave exit	\$1,505,000	0.25	151

Status Sub-Total **\$54,805,000**

Project Category Sub-Total **\$76,254,000**

Name	Geographic Limits	Description	Jurisdiction	Estimated Cost	Length	Number
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Project Category: Arterial Capacity Improvements

Status: Programmed

Delete
Delete

Bellline 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

Delete

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	✓
Bellline 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
Main Street	@ Mountaingate Drive	Traffic control improvements	Springfield	\$200,000		75
Q Street	@ Pioneer Parkway	Traffic control improvements	Springfield	\$200,000	0	774
S 42nd Street	@ Daisy Street	Signal improvement	ODOT, Springfield	\$200,000	0	951
Traffic Control Improvements	Various Locations	Traffic signals, intersection upgrades, turn pockets, etc.	Eugene	\$2,000,000	-	
<i>Status Sub-Total</i>				\$7,870,000		
<i>Project Category Sub-Total</i>				\$10,116,000		

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	\$929,000	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

Delete
Delete
Delete

✓
✓
✓

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

Status: Programmed

Delete	18th Avenue	Bertelsen Road to Willow Creek Road	Upgrade to 2-lane urban facility	Eugene, Lane County	\$1,065,000	0.71	303	✓
Delete	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	
Delete	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	1.19	625	✓
Delete	Delta Highway	Ayres Road to Beltline Road	Upgrade to 3-lane urban facility	Eugene	\$900,000	0.91	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	
Delete	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	
Delete	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	✓
Delete	Ivington Road	River Road to Prairie Road	Upgrade to 2 to 3-lane urban facility	Lane County	\$2,880,000	1.44	533	✓
Delete	Prairie Road	Carol Lane to Ivington 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	
Delete	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	
Delete	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

Delete



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

Delete

Delete

Delete

Delete

Delete

Name	Geographic Limits	Description	Jurisdiction	Estimated Cost	Length	Number
Yolanda Avenue	31st Street to 34th Street	Extend existing street as 2-lane collector	Springfield	\$540,000	0.2	783

Status Sub-Total **\$57,948,500**

Project Category Sub-Total **\$57,948,500**

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	\$210,000	0.14	469
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

Delete

Delete

Delete

Delete

Delete

Name	Geographic Limits	Description	Jurisdiction	Estimated Cost	Length	Number
Street Lighting	Various Locations	Add street lighting on Arterials/collectors	Eugene	\$1,000,000	—	
Thurston Road	72nd Street to UGB	Upgrade to 3-lane urban facility	Springfield	\$1,220,000	0.61	98
Van Duyn Road	Western Drive to Harlow Road	Reconstruct to 2-lane urban facility	Eugene	\$375,000	0.25	696
Wilkes Drive	River Road to River Loop 1	Upgrade to 3-lane urban facility	Lane County	\$1,365,000	0.91	554
Willow Creek Road	18th Avenue to UGB	Upgrade to 2-lane urban Facility	Eugene	\$1,590,000	1.06	342
Bailey Hill Road	Bertelsen to UGB	Upgrade to urban facility	Eugene	\$3,200,000	1.2	343
Dillard Road	Garnet to UGB	Upgrade to urban facility	Eugene	\$2,000,000	1.0	298
South Willamette	Spencer Crest to UGB	Upgrade to urban facility	Eugene	\$400,000	0.2	299
Summit Drive	Fairmont to Floral Hill Dr.	Upgrade to urban facility	Eugene	\$500,000	0.3	452
Glenwood Blvd	Franklin Blvd to I-5	Upgrade to urban facility	Springfield	\$800,000	0.5	836
Traffic Calming	Various Locations	Neighborhood traffic calming to address problems on residential streets, including collectors	Eugene	\$1,000,000	—	101
Services for New Development	Various Locations	New public streets and improvements to existing streets Initiated by private development and consistent with adopted CIP	Eugene	\$4,000,000	—	102

Status Sub-Total **\$61,920,000**

Project Category Sub-Total **\$84,601,000**

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

Status: Programmed

Delete

I-5 @ Beltline Study & Design	@ Interchange	Project development work	ODOT	\$3,375,000 --		606
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Status Sub-Total \$3,375,000

Status: Unprogrammed

Delete

Delete

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	139
South Bank Street Improvements	Mill Street to Hilyard Street	Develop refinement plan for street system	Eugene, ODOT	\$250,000	1	178
W 11th Avenue	Beltline 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
Beltline	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
Delete Expansion of Operating Base	Glenwood near Franklin Blvd	Expansion of existing operation and maintenance	\$5,000,000	1320
Project Category Sub-Total			\$46,155,000	

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

Project Type: General Stops and Stations

Delete

Delete

Delete

Delete

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

Delete

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

Delete
Delete
Delete

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

Delete

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

Delete

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

Delete

Delete

Delete

Delete

Delete

Delete

Delete

Delete

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
<i>Status: Unprogrammed</i>						
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

Delete

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

Delete

Delete
Delete

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

Delete

14th Street	S. A Street to G Street	Striped Lane	Springfield	\$0	0.55	803
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28th Street	Centennial Boulevard to Olympic Street	Striped Lane	Springfield	\$0	0.26	912
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Delete

58th Street	High Banks Road to Thurston Road	Striped Lane	Springfield	\$0	0.17	9
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7th Avenue	Bailey Hill Road to McKinley Street	Striped Lane or Route	Eugene	\$0	0.90	306
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Bailey Hill Road	5th Avenue to W. 11th Avenue	Striped Lane	Eugene	\$0	0.27	309
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Delete

Centennial Boulevard	5th Street to 28th Street	Striped Lane	Springfield	\$0	1.63	815
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McKinley Street	5th Avenue to 7th Avenue	Route	Eugene	\$0	0.19	163
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Delete

Mohawk Boulevard	G Street to Marcola Road	Striped Lane	Springfield	\$0	0.96	843
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Delete

Roosevelt Boulevard	Danebo Avenue to Terry Street	Striped Lane	Eugene	\$0	0.51	478
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Status Sub-Total

\$0

Status: Unprogrammed

10th Avenue	Lincoln Street to High Street	Striped Lane	Eugene	\$0	0.45	103
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11th Avenue	Chambers Street to Lincoln Street	Striped Lane	Eugene	\$30,000	1.04	106
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13th Avenue	Chambers Street to Lawrence Street	Striped Lane	Eugene	\$30,000	0.96	109
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Delete

18th Avenue	Alder Street to Agate Street	Striped Lane	Eugene	\$0	0.73	115
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1st Avenue	Bertelsen Road to Seneca Road	Striped Lane or Route	Eugene	\$0	1.12	491
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Delete

21st Street	Main Street to Olympic Street	Striped Lane	Springfield	\$0	0.92	906
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24th Avenue	Chambers Street to Jefferson Street	Striped Lane or Route	Eugene	\$60,000	0.82	121
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Delete

28th Avenue	Friendly Street to Tyler Street	Striped Lane	Eugene	\$0	0.70	203
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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
Delete 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
Delete Centennial Boulevard Overpass	Centennial boulevard @ I-5	Add sidewalk to bridge and approaches, modify 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
Delete 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
Delete 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

Delete

Name	Geographic Limits	Description	Jurisdiction	Estimated Cost	Length	Number
Game Farm South	Bellline 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

Delete

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

Delete

Delete

Delete

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

Delete

Delete

Status Sub-Total

\$4,455,500

Project Category Sub-Total

\$4,455,500

Total Capital Projects: Bicycle Projects

\$19,188,200

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

Status: Future

Bethel Connector	Rikhoff to Park Avenue	Multi-Use Path	Eugene	\$0	0.15	490
Broadway / Franklin Boulevard	Mill Street to East of I-5	Striped Lane	Eugene	\$0	1.91	182
Jefferson Street	13th Avenue to 18th Avenue	Striped Lane	Eugene	\$93,000	0.35	263
Jefferson Street	18th Avenue to 28th Avenue	Striped Lane	Eugene	\$238,000	0.89	157
Lorane Highway (A)	Bailey Hill Road to Chambers Street	Shoulder	Lane County	\$0	4.32	321
Portland Street / 27th Avenue	Willamette Street to 29th Avenue	Route	Eugene	\$89,000	0.89	275
Spyglass Drive	Cal Young Road to Oakway Road	Route, Accessway	Eugene	\$155,000	1.00	684
W. 11th Avenue	Chambers Street to Danebo Avenue	Striped Lane	Eugene, ODOT	\$0	3.00	334
Jefferson/ Washington	5 th to 13 th	Striped Lane	Eugene	\$100,000	0.53	

Delete

Status Sub-Total ***\$675,000***

Project Category Sub-Total ***\$675,000***

Total Capital Projects: Bicycle Projects ***\$14,299,000***

Attachment B

Preliminary Calculations for *TransPlan* Planning Period

Preliminary Calculations for *TransPlan* Horizon Year

1. Design Population for Eugene – Springfield Urban Growth Boundary: 286,000

2. 2008 Certified Populations (not including unincorporated areas in UGB):

Eugene	154,620
Springfield	58,005
Lane County	345,880

3. Estimated percentage of total County population (including city UGBs)¹:

Eugene	51.46%
Springfield	19.19%

4. Projected Lane County Total population:²

Year 2020	387,574
Year 2025	409,159
Year 2030	430,454

5. Projected Eugene-Springfield Populations (including all UGB):³

Eugene (51.46%)	
Year 2020	199,446
Year 2025	210,553
Year 2030	221,512
Springfield (19.19%)	
Year 2020	74,375
Year 2025	78,518
Year 2030	82,604
Total Eugene + Springfield	
Year 2020	273,821
Year 2025	289,071
Year 2030	304,116

6. Average annual Eugene-Springfield population increase 2020 – 2030¹: 1.11 %

7. Year Eugene-Springfield population including UGB reaches 286,000⁴: 2024

¹ As calculated for the Eugene and Springfield safe harbor amendment, May 2008, and attached to this memorandum.

² Prepared by the Oregon Office of Economic Opportunity and available at the following website:
http://www.oregon.gov/DAS/OEA/docs/demographic/pop_components.xls

³ Calculated by multiplying the percentage of each city of the total County population (line 3) against the OEA projected County population (line 4)

⁴ Calculated by increasing projected Eugene-Springfield total population (line 5) by average annual rate increase (line 6) beginning from year 2020.

**Safe Harbor Population Forecasts for Urban Growth Boundary Areas in Lane County
May, 2008**

	2007 City Certified Population	2004 UGB		2007 City And Outside City	2007% County	2030 Safe Harbor	2030 UGB		Growth Rates			
		Adopted Population	Outside City				Adopted Population	Proposed	15 Year Trend	5 Year Trend	Safe Harbor AAGR	
Eugene	153690		22,862	176,582	51.46%	221,515						
Springfield	57320		8,538	65,858	19.19%	82,618						
Eug/Spr	211,010	231,420	31,430	242,440	70.65%	394,130	314,700	314,700	1,270%	0.925%	1.11%	1.11%
Coburg	1070	1,050	0	1,070	0.31%	1,342	4,200	4,200	1.868%	1.839%	1.11%	1.11%
Cottage Grove	9345	9,450	440	9,785	2.85%	12,275	13,400	13,400	1.257%	1.150%	1.11%	1.11%
Creswell	4650	4,440	320	4,970	1.46%	6,235	8,000	8,000	2.394%	2.892%	1.11%	1.11%
Dunes City	1360	1,300	0	1,360	0.40%	1,708	2,000	2,000	0.738%	0.985%	1.11%	1.11%
Florence	8270	9,310	1,480	9,750	2.84%	12,231	17,200	17,200	1.862%	1.605%	1.11%	1.11%
Junction City	5135	6,000	1,090	6,225	1.81%	7,809	9,800	9,800	1.634%	0.869%	1.11%	1.11%
Lowell	995	900	0	995	0.28%	1,248	1,700	1,700	0.831%	1.600%	1.11%	1.11%
Oakridge	3700	3,780	100	3,800	1.11%	4,767	4,050	4,050	1.106%	0.068%	1.11%	1.11%
Veneta	4640	3,660	0	4,640	1.35%	5,821	5,600	5,600	1.545%	3.822%	1.11%	1.11%
Westfir	335	330	0	335	0.10%	420	410	410	1.115%	0.184%	1.11%	1.11%
Outside UGBs	92830	61,710	-34,860	67,770	16.84%	72,470	56,000	56,000				
Total Cities	250,510	271,640	34,860	285,370	83.16%	397,984	381,060	387,948				
Total Forecast	343,140	333,360		343,140	100.00%	430,454	437,060	443,948				
OEA Forecast							430,454	430,454				
High (+5%)							461,977	451,977				
Low (-5%)							408,931	408,931				
Notes												
1	Average Annual Growth Rate (AAGR) yields a higher rate than actual growth											
2	Eugene and Springfield unincorporated population is allocated based on certified city populations											

Attachment C

Proposed Text Amendments for *TransPlan*

(TransPlan, Page 2)

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 regions 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.

.....

(TransPlan, Page 5)

Participating Agencies and Geographic Area and Planning Period

TransPlan represents a coordinated effort

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 2024. 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 2024. Accordingly, *TransPlan*’s planning period has been updated to 2024. 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 to 2024, *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 of *TransPlan*. The local governments intend to meet the 2015 alternative performance measure goals regardless of population. Further, because *TransPlan* was originally adopted to serve as both the federally required RTP, Regional Transportation Plan for the Eugene-Springfield area and as the Transportation Function Plan for the *Eugene-Springfield Metropolitan 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, the forecasted regional land use allocations use the *Metro Plan's 2015* land uses as a basis. The 2015 planning horizon is used in connection with the Performance Measures contained in Chapter 4 that are a requirement of the Land Conservation and Development Commission's (LCDC) Transportation Planning Rule (TPR).

A 2021 planning horizon year has been development 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 2021 forecasts represent an extrapolation of 2015 population and employment. Revenue and Cost estimated used in *TransPlan* are for 2021.

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. 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 2.7 percent of total miles traveled to 10.6 percent, a 293 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 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.

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,
- ⇒ 9.3 percent fewer drive alone trips,
- ⇒ 29 percent more non-auto trips, and
- ⇒ 11 percent less carbon monoxide emissions.

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

1. 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) 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. ✓
2. 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.
3. 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.
4. 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.
5. 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.
6. 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.

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 2024

Zone/Plan Designation	1995		2015		2015 TPR Goal	
	Spaces	Capita	Spaces	Capita	Spaces	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 Trends**, shows system performance for 1995 conditions extended into the year 2015. This scenario shows projections of what is expected to happen by 2015 under *business as usual* trends.
- The second future scenario, **2015 Financially Constrained *TransPlan***, shows projected draft *TransPlan* performance for the year 2015 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 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 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.

2004

Table 6 - Summary of Key Performance Measures (1)

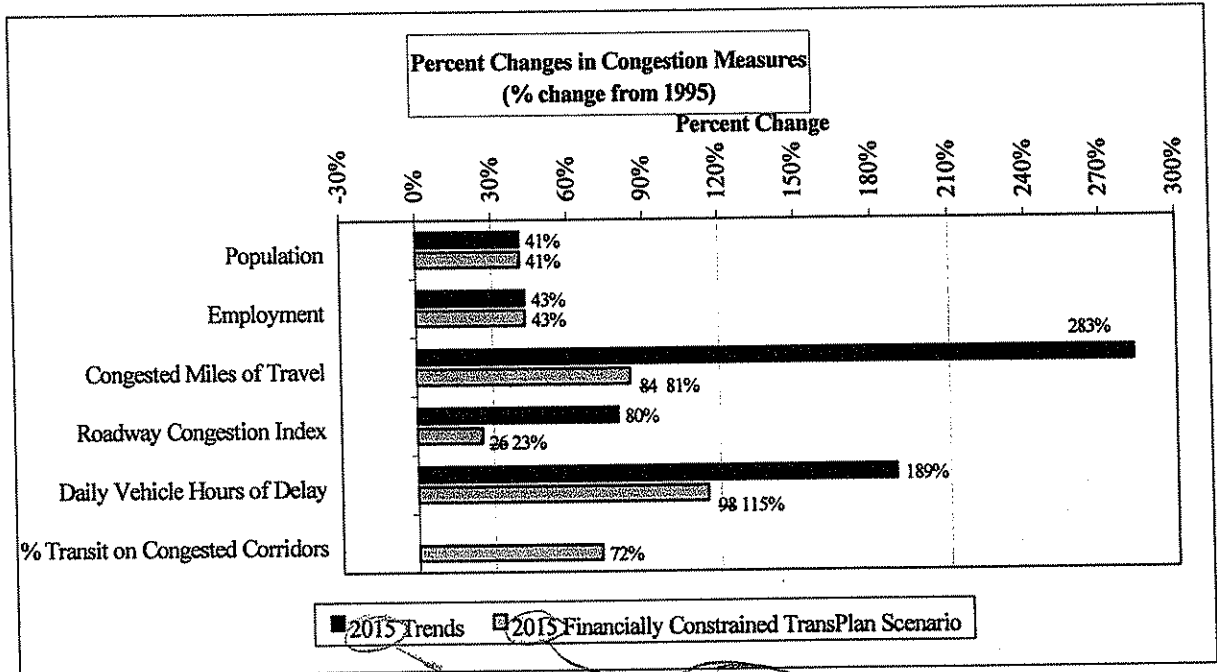
Category	Key	Description	1995 Existing Conditions		Trends		2015 Financially Constrained TransPlan Scenario (2)	
			Amount	% Change from 1995	Amount	% Change from 1995	Amount	% Change from 1995
Demographics		Population (TransPlan Study Area)	209,800		296,500	41.3%	296,500	41.3%
		Employment (TransPlan Study Area)	106,900		153,000	43.1%	153,000	43.1%
	PM1	Congested Miles of travel (percent of total VMT)	2.8%		10.6%	283.3%	5.0%	80.8%
Congestion	PM2	Roadway Congestion Index	0.78		1.40	79.5%	96%	23.1%
	PM3	Network Vehicle Hours of Delay (Daily)	9,818		28,407	189.3%	18,924	92.7%
	PM4	% Transit Mode Share on Congested Corridors (2)	5.8%		3,508,913	52%	10.0%	72.4%
Vehicle Miles Traveled and Trip Length	PM5a	Internal VMT (no commercial vehicles)	2,305,779		3,232,977	40%	3,232,977	40%
	PM5b	Internal VMT/Capita	10.99		11.83	8%	10.90	-1%
	PM6	Average Trip Length (miles)	3.7		3.9	6%	3.6	-1.7%
	PM7	% Person Trips Under 1 Mile	14.5%		13.2%	-9%	15.9%	9.6%
	PM8a	Walk	8.93%		7.92%	-11%	9.52%	6.6%
	PM8b	Bike	3.63%		3.32%	-10%	3.64%	-1.1%
	PM8c	Transit	1.83%		1.95%	7%	2.73%	49.2%
Mode Shares - All Trips	PM8d	Shared Ride (2 or more)	42.04%		44.30%	5%	44.53%	5.9%
	PM8e	Drive Alone	43.52%		42.52%	-2%	39.57%	-9.1%
	PM8f	% Non-Auto Trips	14.43%		13.18%	-9%	17.00%	17.8%
	PM8g	Person Trips per Auto Trip	1.59		1.61	2%	1.7	7.2%
	PM8h	Average Fuel Efficiency (VMT/Gal.)	18.7		19.1	3%	19.2	2.5%
Environmental	PM9	CO Emissions (Weekday Tons)	124.4		125.3	1%	111.1	-10.7%
	PM10	Acres of zoned nodal development					2,000	
	PM11	% of dwelling units built in nodes					23.30%	
Land Use	PM12	% of New "Total" Employment in Nodes					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	
Arterial and Collector Miles	PM22	Arterial and Collector Miles	325.6		331.8	2%	355.8	9.3%
	PM23	Arterial and Collector Miles	290.5		296.7	2%	319.6	10.0%
	PM24	Arterial and Collector Miles (excluding fwy's)						

(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.

The data presented in this chapter stem from extensive computer modeling analyses of different combinations of land use, TDM, and TSI programs and capital investments. The analysis draws on recent surveys of transportation patterns and behavior in the Eugene-Springfield region. Readers should interpret the data as indicating the magnitude and general direction of change, and should not attach great significance to the apparent precision of the figures.

Traffic Congestion Measures



PM 1: Congested Miles of Travel

This measure represents congested miles of travel as a percentage of total vehicle miles traveled. High levels of congested miles of travel can indicate that the system is not operating efficiently. The evaluation of future plan alternatives shows that, regardless of the strategies employed, congestion will increase significantly over existing conditions. One objective of the planning effort is to minimize the increase in congested miles of travel. Under the Financially Constrained *TransPlan*, congested miles of travel is 5.0 percent of total miles traveled, an increase of 81 percent over 1995 conditions.

PM 2: Roadway Congestion Index

The Roadway Congestion Index (RCI) is a measure of congestion on the region's freeways and arterials. This measure is based on a method developed to estimate relative regional congestion for urbanized areas in the U.S. It is a measure of the regional system of freeways and arterials that does not account for specific bottlenecks. An index value greater than 1 indicates generally congested conditions area-wide. A value less than one means that, while congestion may occur during certain periods on specific facilities, on average, the freeways and arterials are relatively

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 RCI is below Portland's 1994 value of 1.11. ✓

2015 RCI

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

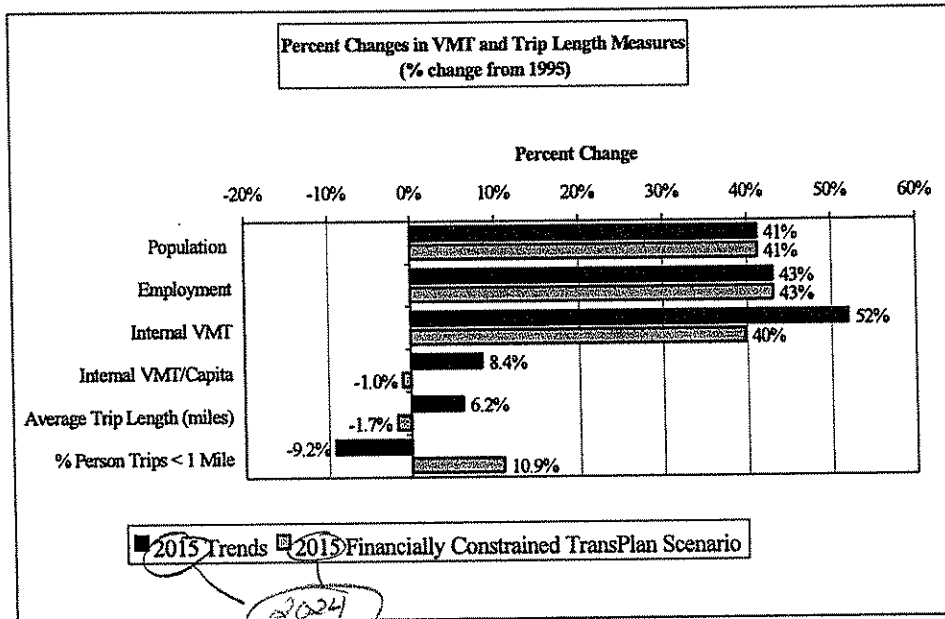
The % Transit Mode Share on Congested corridors is the ratio of transit person trips to total person trips on congested facilities during PM peak hour. An increase in this measure is a direct indication of reduced reliance on the automobile. Increasing transit mode share on the congested corridors by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

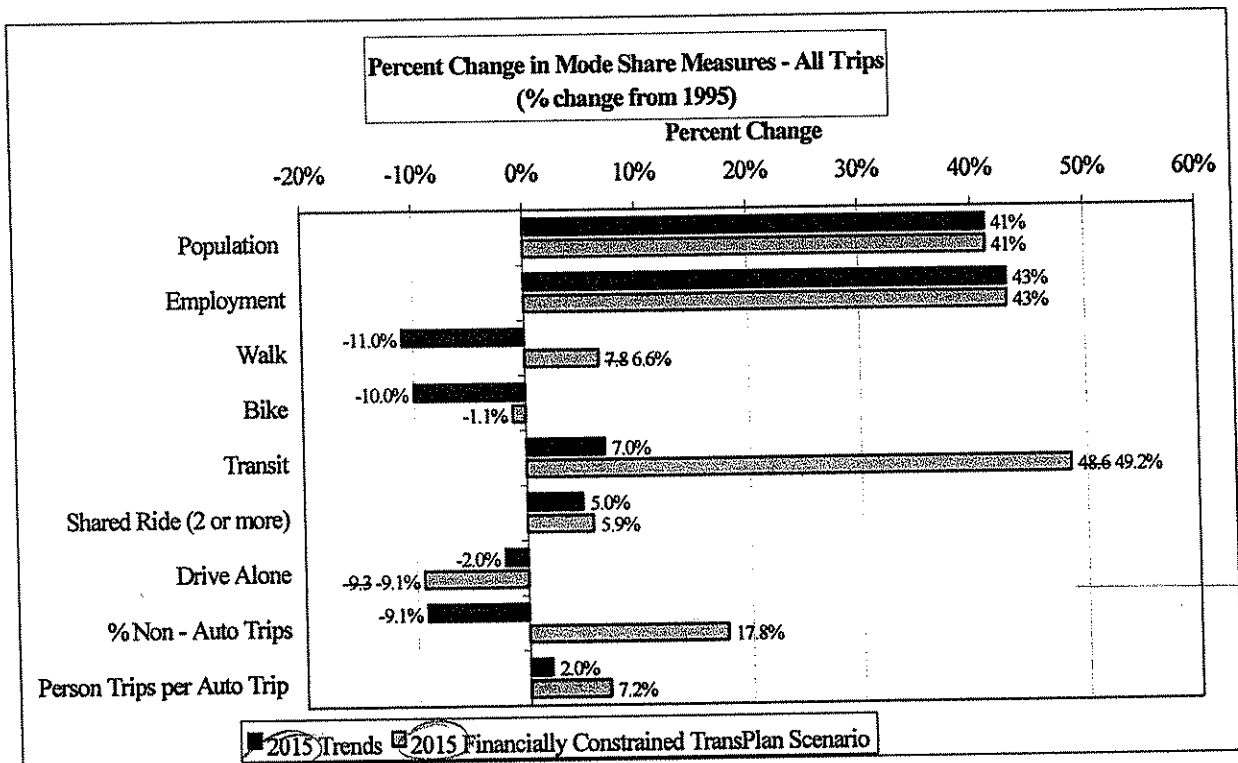
Mode Choice Measures

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*.



2024

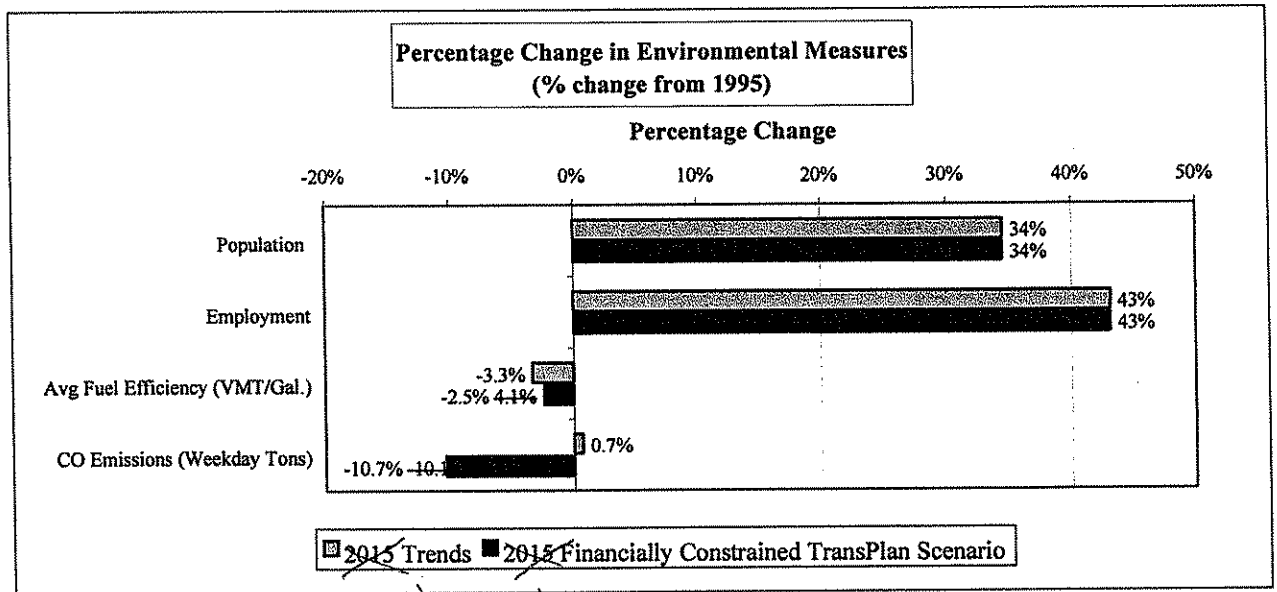
Environmental Measures

PM 9: Average Fuel Economy (Miles per Gallon)

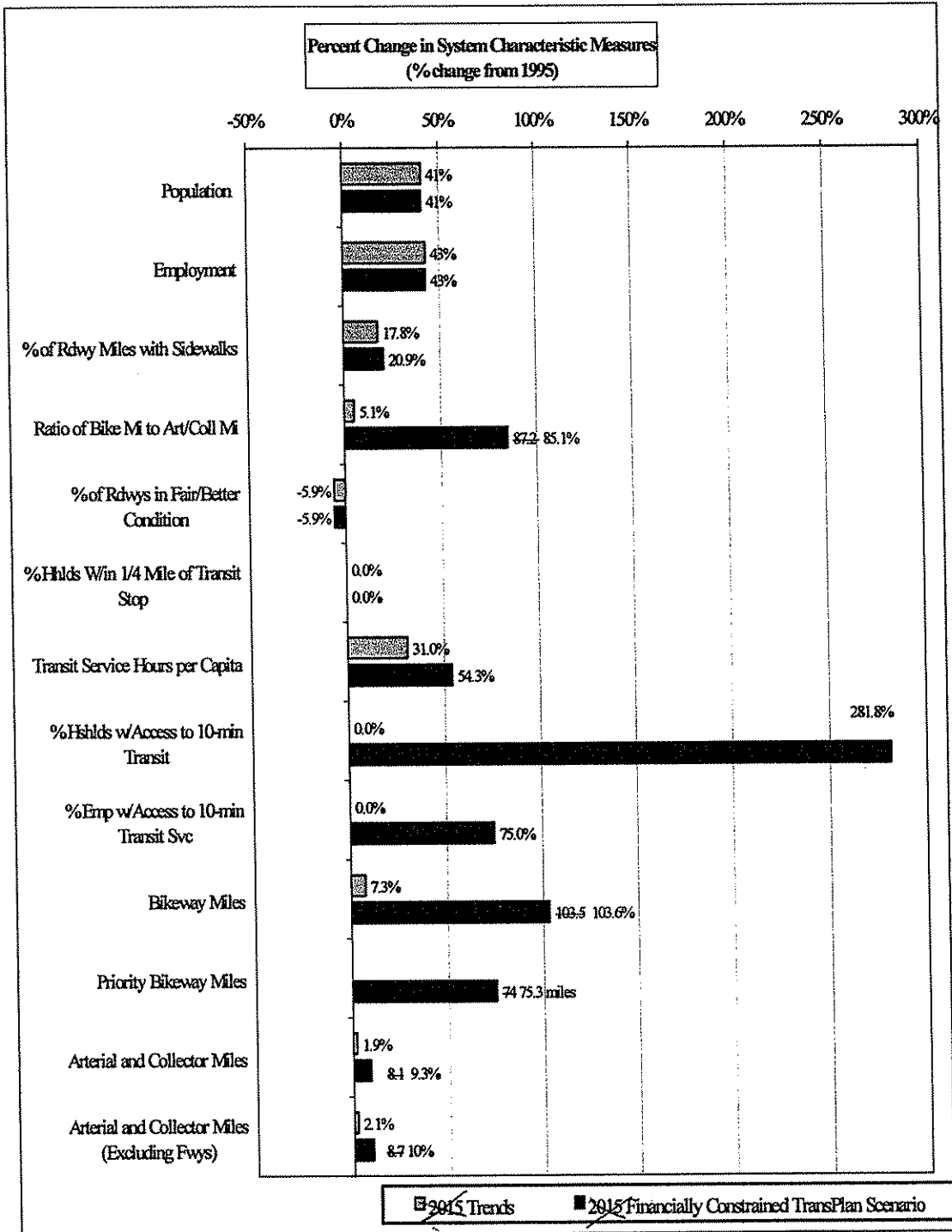
This measure provides an estimate of fuel use under the three scenarios. The objective is to increase fuel economy. Fuel economy is directly related to levels of congestion. Higher levels of congestion result in more fuel use and lower fuel economy. The Financially Constrained *TransPlan's* lower fuel 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.



2024



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. 2024 ✓

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 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). 2024 ✓

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 under the Financially Constrained *TransPlan*. This represents an increase of approximately 282 percent. 2024 ✓

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

5024

employment with access to ten-minute service frequencies from 52 percent under existing conditions to 91 percent in 2015 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

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 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 corridors by 72 percent over the 1995 base is a significant shift in reliance on the automobile. The fact that this target specifically calls for reduced reliance on the automobile in the areas of greatest congestion is also of significance. By doing so, the measure targets reduced reliance on the automobile in those areas where the impact will be the greatest.

Attachment C

Proposed Text Amendments for *TransPlan*

(TransPlan, Page 2)

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 regions 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.

.....

(TransPlan, Page 5)

Participating Agencies and Geographic Area and Planning Period

TransPlan represents a coordinated effort

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 2024. 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 2024. Accordingly, TransPlan’s planning period has been updated to 2024. 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 to 2024, *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 of *TransPlan*. The local governments intend to meet the 2015 alternative performance measure goals regardless of population. Further, because *TransPlan* was originally adopted to serve as both the federally required RTP, Regional Transportation Plan for the Eugene-Springfield area and as the Transportation Function Plan for the *Eugene-Springfield Metropolitan 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, the forecasted regional land use allocations use the *Metro Plan's 2015* land uses as a basis. The 2015 planning horizon is used in connection with the Performance Measures contained in Chapter 4 that are a requirement of the Land Conservation and Development Commission's (LCDC) Transportation Planning Rule (TPR).

A 2021 planning horizon year has been development 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 2021 forecasts represent an extrapolation of 2015 population and employment. Revenue and Cost estimated used in *TransPlan* are for 2021.

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. 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 2.7 percent of total miles traveled to 10.6 percent, a 293 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 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.

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,
- ⇒ 9.3 percent fewer drive alone trips,
- ⇒ 29 percent more non-auto trips, and
- ⇒ 11 percent less carbon monoxide emissions.

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

1. 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) 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. ✓
2. 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 Peak 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.
3. 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.
4. 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.
5. 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.
6. 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.

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 2024

Zone/Plan Designation	1995		2015		2015 TPR Goal	
	Spaces	Capita	Spaces	Capita	Spaces	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 Trends**, shows system performance for 1995 conditions extended into the year 2015. This scenario shows projections of what is expected to happen by 2015 under *business as usual* trends.
- The second future scenario, **2015 Financially Constrained *TransPlan***, shows projected draft *TransPlan* performance for the year 2015 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 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 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.

2004

Table 6 - Summary of Key Performance Measures (1)

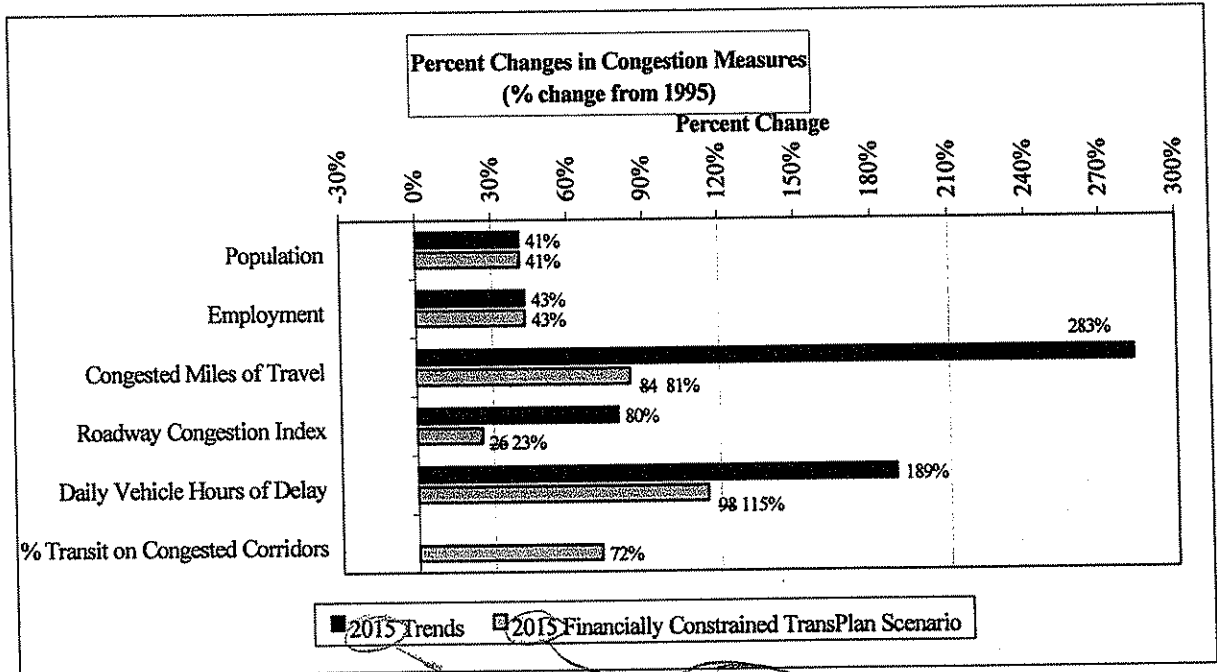
Category	Key	Description	1995 Existing Conditions		Trends		2015 Financially Constrained TransPlan Scenario (2)	
			Amount	% Change from 1995	Amount	% Change from 1995	Amount	% Change from 1995
Demographics		Population (TransPlan Study Area)	209,800		296,500	41.3%	296,500	41.3%
		Employment (TransPlan Study Area)	106,900		153,000	43.1%	153,000	43.1%
	PM1	Congested Miles of travel (percent of total VMT)	2.8%		10.6%	283.3%	5.0%	80.8%
Congestion	PM2	Roadway Congestion Index	0.78		1.40	79.5%	96%	23.1%
	PM3	Network Vehicle Hours of Delay (Daily)	9,818		28,407	189.3%	18,924	92.7%
	PM4	% Transit Mode Share on Congested Corridors (1)	5.8%		3,508,913	52%	10.0%	72.4%
Vehicle Miles Traveled and Trip Length	PM5a	Internal VMT (no commercial vehicles)	2,305,779		3,232,977	40%	3,232,977	40%
	PM5b	Internal VMT/Capita	10.99		11.83	8%	10.90	-1%
	PM6	Average Trip Length (miles)	3.7		3.9	6%	3.6	-1.7%
	PM7	% Person Trips Under 1 Mile	14.5%		13.2%	-9%	15.9%	9.6%
	PM8a	Walk	8.93%		7.92%	-11%	9.52%	6.6%
	PM8b	Bike	3.63%		3.32%	-10%	3.64%	-1.1%
	PM8c	Transit	1.83%		1.95%	7%	2.73%	49.2%
Mode Shares - All Trips	PM8d	Shared Ride (2 or more)	42.04%		44.30%	5%	44.53%	5.9%
	PM8e	Drive Alone	43.52%		42.52%	-2%	39.57%	-9.1%
	PM8f	% Non-Auto Trips	14.43%		13.18%	-9%	17.00%	17.8%
	PM8g	Person Trips per Auto Trip	1.59		1.61	2%	1.7	7.2%
	PM8h	Average Fuel Efficiency (VMT/Gal.)	18.7		19.1	3%	19.2	2.5%
Environmental	PM9	CO Emissions (Weekday Tons)	124.4		125.3	1%	111.1	-10.7%
	PM10	Acres of zoned nodal development					2,000	
	PM11	% of dwelling units built in nodes					23.30%	
Land Use	PM12	% of New "Total" Employment in Nodes					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	
Arterial and Collector Miles	PM22	Arterial and Collector Miles	325.6		331.8	2%	355.8	9.3%
	PM23	Arterial and Collector Miles	290.5		296.7	2%	319.6	10.0%
	PM24	Arterial and Collector Miles (excluding fwy's)						

(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.

The data presented in this chapter stem from extensive computer modeling analyses of different combinations of land use, TDM, and TSI programs and capital investments. The analysis draws on recent surveys of transportation patterns and behavior in the Eugene-Springfield region. Readers should interpret the data as indicating the magnitude and general direction of change, and should not attach great significance to the apparent precision of the figures.

Traffic Congestion Measures



PM 1: Congested Miles of Travel

This measure represents congested miles of travel as a percentage of total vehicle miles traveled. High levels of congested miles of travel can indicate that the system is not operating efficiently. The evaluation of future plan alternatives shows that, regardless of the strategies employed, congestion will increase significantly over existing conditions. One objective of the planning effort is to minimize the increase in congested miles of travel. Under the Financially Constrained *TransPlan*, congested miles of travel is 5.0 percent of total miles traveled, an increase of 81 percent over 1995 conditions.

PM 2: Roadway Congestion Index

The Roadway Congestion Index (RCI) is a measure of congestion on the region's freeways and arterials. This measure is based on a method developed to estimate relative regional congestion for urbanized areas in the U.S. It is a measure of the regional system of freeways and arterials that does not account for specific bottlenecks. An index value greater than 1 indicates generally congested conditions area-wide. A value less than one means that, while congestion may occur during certain periods on specific facilities, on average, the freeways and arterials are relatively

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 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

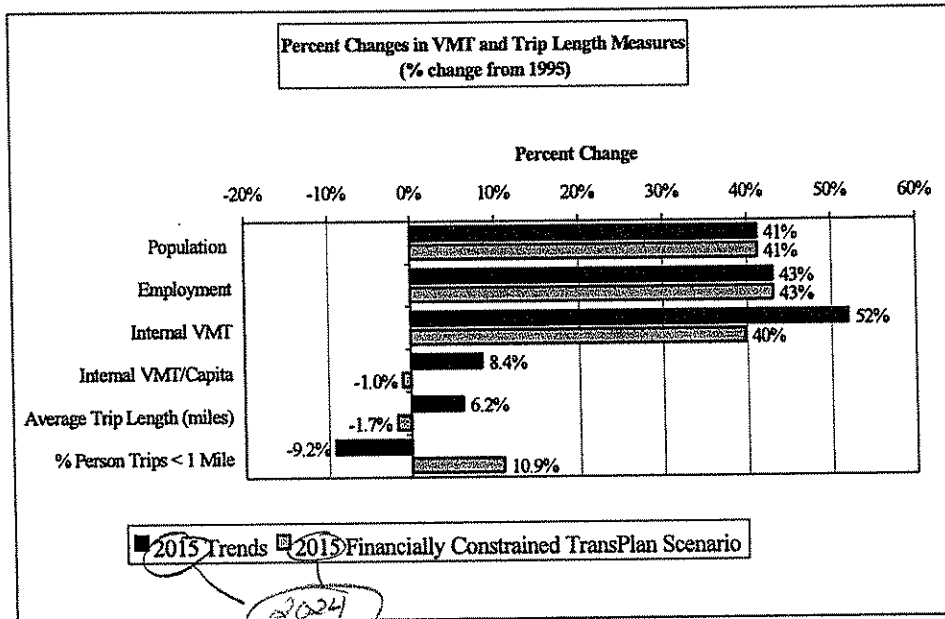
The % Transit Mode Share on Congested corridors is the ratio of transit person trips to total person trips on congested facilities during PM peak hour. An increase in this measure is a direct indication of reduced reliance on the automobile. Increasing transit mode share on the congested corridors by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

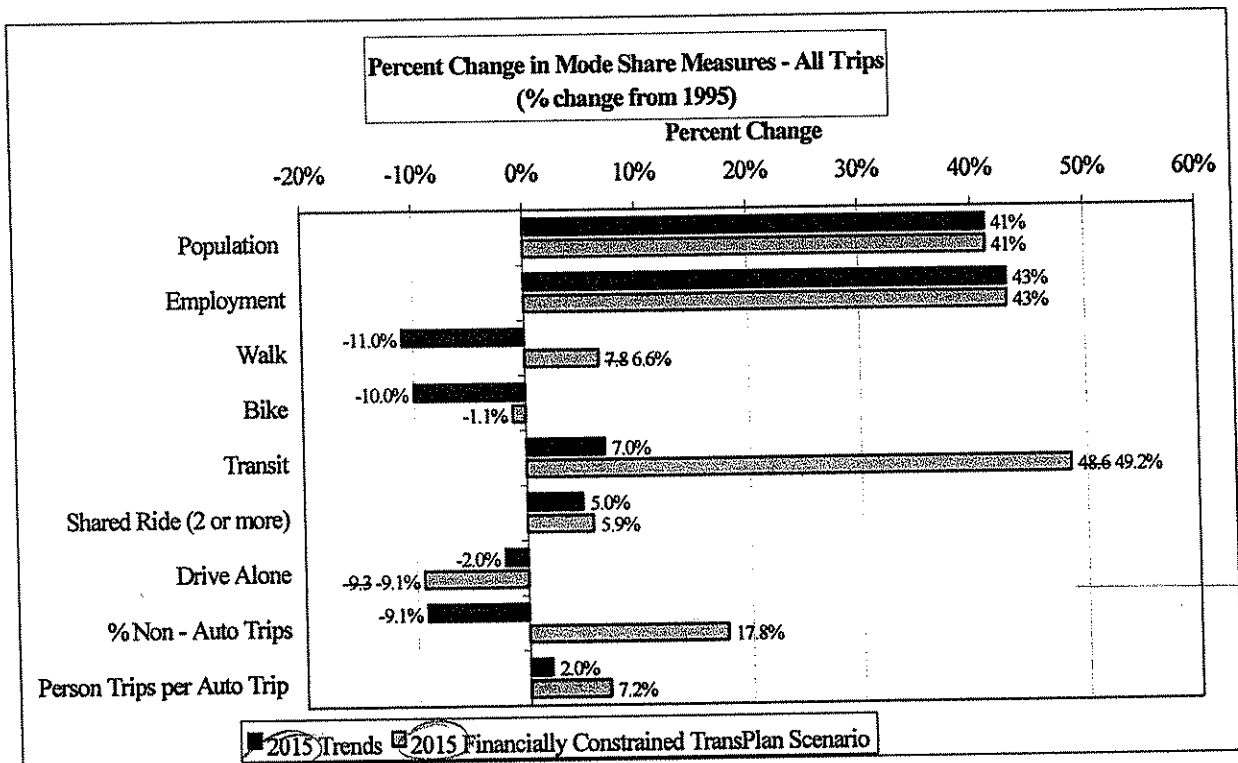
Mode Choice Measures

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*.



2024

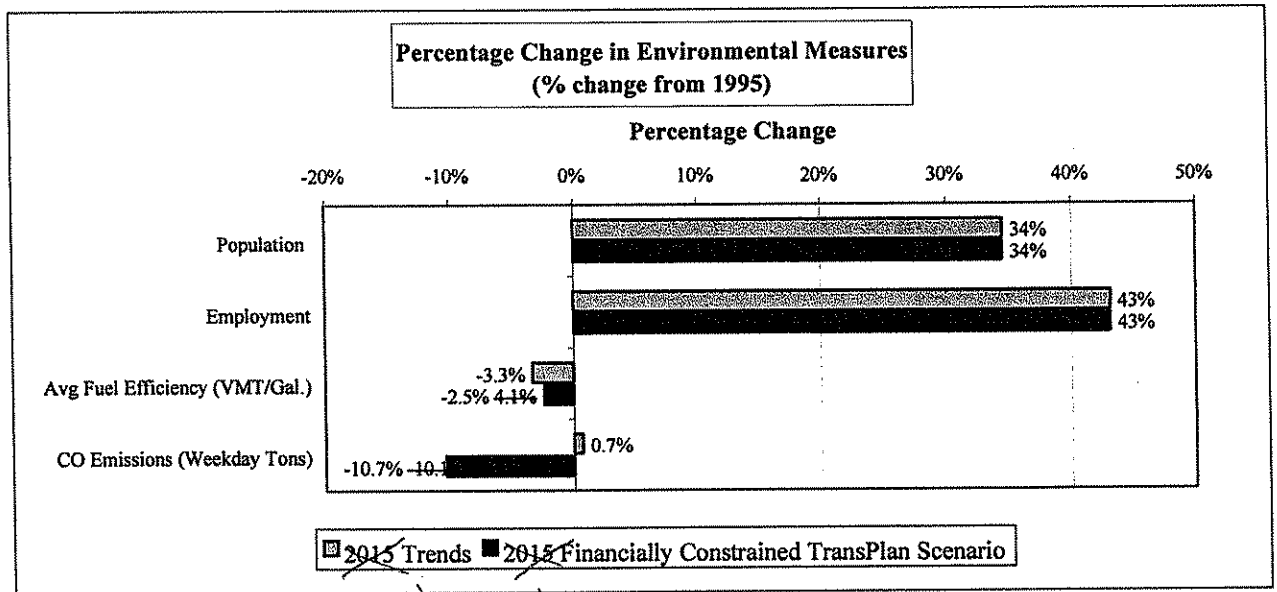
Environmental Measures

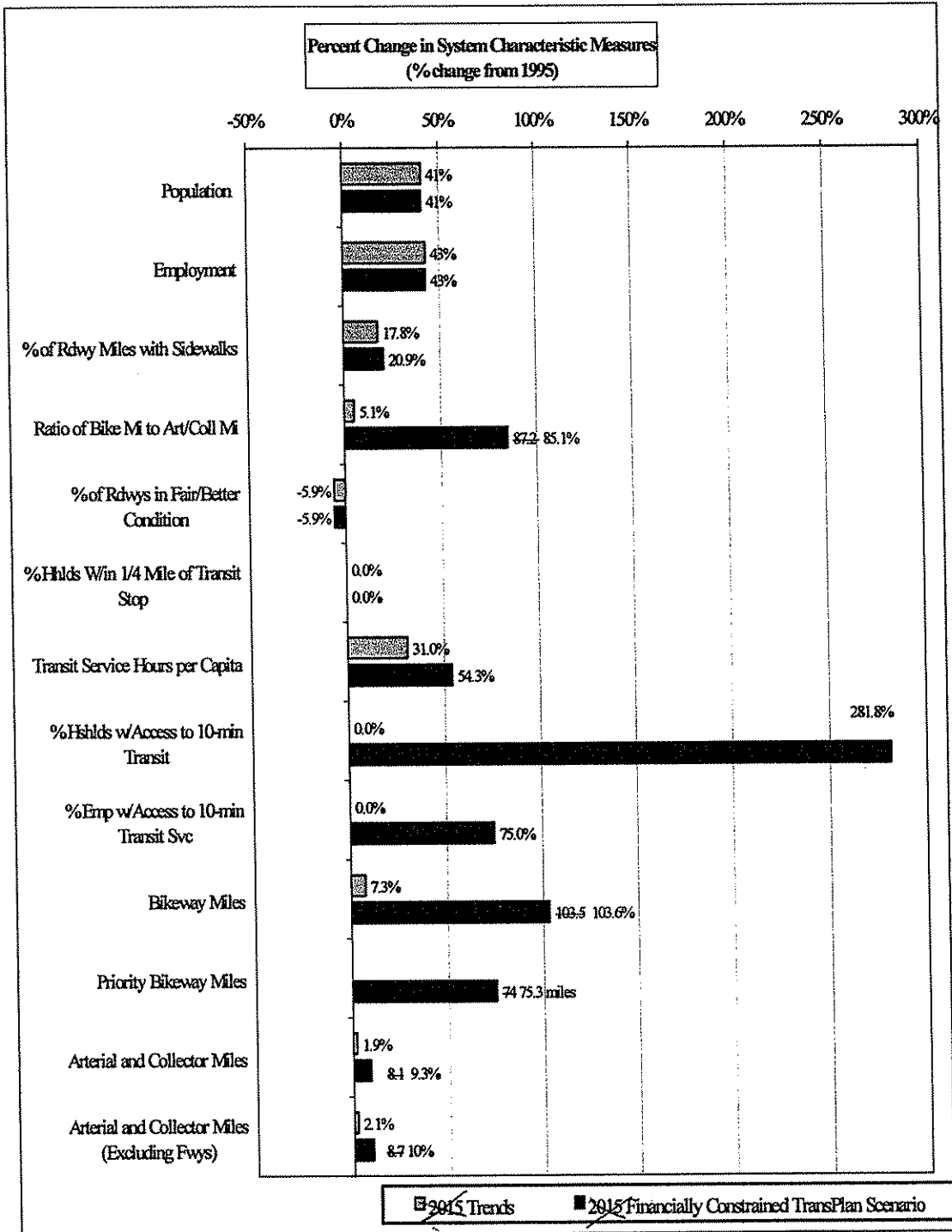
PM 9: Average Fuel Economy (Miles per Gallon)

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. 2024 ✓

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 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). 2024 ✓

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 under the Financially Constrained *TransPlan*. This represents an increase of approximately 282 percent. 2024 ✓

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

2024

employment with access to ten-minute service frequencies from 52 percent under existing conditions to 91 percent in 2015 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

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 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 corridors by 72 percent over the 1995 base is a significant shift in reliance on the automobile. The fact that this target specifically calls for reduced reliance on the automobile in the areas of greatest congestion is also of significance. By doing so, the measure targets reduced reliance on the automobile in those areas where the impact will be the greatest.

Attachment D

Proposed Text Amendments to the *Metro Plan*

(Metro Plan, page III-F-1)

F. Transportation Element

.....

TransPlan guides regional transportation system planning in the metropolitan area to serve for a 20-year period and serves the transportation needs of the a projected population of 296,500 in the TransPlan Study Area (fn 11). 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*.

~~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 10,500 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 percent projected increase from 1995 to ~~2015~~2024) 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 2024. 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 2024.

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



MEMORANDUM

Date: April 7, 2009

To: Springfield Planning Commission
Eugene Planning Commission
Lane County Planning Commission

From: Kurt Yeiter, Senior Planner
City of Eugene

Subject: Additional Information for Proposed *TransPlan* and *Metro Plan* Amendments

In response to questions received prior to this evening's public hearing, the following information is offered.

Q1: *The dates used for the planning period are proposed to extend from 2015 to 2024. The Agenda Item summary also states that the adopted RTP planning period is 2031. The work plan goal stated that appropriate jurisdictions would make amendments to the MetroPlan/TransPlan to achieve RTP/TSP "consistency". While 2024 is closer to 2031 than 2015, the dates are not, in my view, "consistent". Is this intentional or an oversight?*

The amendment proposed at this time is an interim step that reduces the inconsistency between the state-required Regional Transportation System Plan and the federally-required Regional Transportation Plan without need of future population projections or adjustments to land use designations. 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 even though the planning periods do not exactly align. A more robust calibration will occur towards the end of the multi-year 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 (the work plan is Attachment F of the Agenda Item Summary).

Q2: *Attachment B provides calculations for horizon years 2025 and 2030, not 2024. Was 2024 extrapolated from the 2025 figure?*

Yes, the year 2024 was calculated as when the target population would most likely be reached by extrapolating/interpolating from the 2025 and 2030 figures, using simple math.

Q3: *Regarding the issue of deleting projects that have been completed, I believe that several completed projects are not listed. Has the list been thoroughly reviewed?*

Staff is reviewing the list more thoroughly and found that there may be additional projects that can be removed from the Regional Transportation System Plan, including projects that were completed after the federally-required 2031 Regional Transportation Plan was adopted in November 2007. For example, the following additional projects in Eugene can be removed from the project lists:

- Terry Street, p. 14
- I-105, p. 17
- Glenwood Boulevard Extension, p. 21
- River Avenue, p. 25
- River Avenue bike lane, p. 45
- 10th Avenue bike lane, p. 46
- Friendly Street bike lane/route, p. 47
- Monroe Street bike lane/route, p. 48

It is the intent of these amendments to only remove projects that have been completed, not projects that can be removed for other policy reasons.

Staff recommends that the Planning Commissions recommend to their respective elected officials that the Regional Transportation System Plan project lists be updated to delete all projects completed by the time of the elected officials' hearing on this matter.

Q4: *The West Eugene Parkway project is still listed, though the work plan suggests they are to be deleted.*

The West Eugene Parkway was removed by the Metropolitan Policy Committee (MPC) from the 2031 Regional Transportation Plan and, therefore, must also be removed eventually from the Regional Transportation System Plan. Removing the West Eugene Parkway requires co-adoption by Eugene and Lane County and will be processed separately. The amendments currently proposed only remove projects that have been completed.

MINUTES

JOINT PUBLIC HEARING OF
EUGENE, SPRINGFIELD AND LANE COUNTY PLANNING COMMISSIONS
Springfield Library Meeting Room
225 Fifth Street—Springfield

April 7, 2009
5:30 p.m.

EUGENE PLANNING COMMISSIONERS PRESENT: Phillip Carroll, Chair; Ann Kneeland, Vice Chair; Heidi Beierle, Rick Duncan, Randy Hledik, Jeffery Mills.

SPRINGFIELD PLANNING COMMISSIONERS PRESENT: Frank Cross, Chair; Johnny Kirschenmann, Vice Chair; Lee Beyer, Steve Moe, Sean VanGordon, Sheri Moore, Eric Smith.

LANE COUNTY PLANNING COMMISSIONERS PRESENT: Lisa Arkin, Chair; Robert Noble, Vice Chair; Steve Dignam, Todd Johnston, Tony McCown, Nancy Nichols, Joseph Siekiel-Zdzienicki, John Sullivan.

I. CONVENE

Mr. Carroll convened the meeting.

II. CALL TO ORDER—FOUR GOVERNING BODIES

Mr. Carroll called the Eugene Planning Commission to order.

Mr. Cross called the Springfield Planning Commission to order.

Ms. Arkin called the Lane County Planning Commission to order.

Planning Commissioners introduced themselves.

Mr. Duncan arrived at 5:33 p.m.

III. WORK SESSION

TransPlan Horizon Year and Removal of Completed Projects

Eugene Files MA 09-1
Springfield File LRP2008-00014
Lane County File PA 095108

Proposal: Non-site specific text amendments to the Eugene-Springfield Regional Transportation System Plan (TransPlan) to adjust the planning period from year 2015 to year 2024 to reflect actual growth rates since plan adoption and to remove completed transportation projects from TransPlan’s project lists. Amendments to the Eugene-Springfield Metropolitan Area General Plan (Metro Plan) are also proposed to maintain consistency between TransPlan and the Metro Plan.

Lead Staff: Kurt Yeiter, Senior Planner, City of Eugene, 682-8379
Greg Mott, Planning Manager, City of Springfield, 726-3774
Stephanie Schulz, Senior Planner, Lane County, 682-3958

Mr. Yeiter offered the staff report. He directed Commissioners to two documents at their seats, a decoder sheet of acronyms and a memorandum dated April 7, 2009 to the Springfield, Eugene and Lane County Planning Commissions from Kurt Yeiter, Subject: Additional Information for Proposed *TransPlan* and *Metro Plan* Amendments. He reviewed the list of acronyms.

Mr. Shapiro arrived at 5:40 p.m.

Mr. Yeiter said the Commissions would hold a public hearing on the following:

- Non-site specific text amendments to the Eugene-Springfield Regional Transportation System Plan (TransPlan) to adjust the planning period from year 2015 to year 2024 to project the average growth rate that had occurred since TransPlan’s adoption.
- Remove completed transportation projects from TransPlan’s project lists.
- 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.

Mr. Yeiter said based on the available information and materials in the record and the preliminary findings staff recommended approval of the proposed TransPlan and Metro Plan amendments.

Responding to Mr. Siekiel-Zdzienicki, Mr. Yeiter said cities were mandated by HB 3337 to know how the current buildable lands supply compared with the demand by the end of 2009, but there was no timeline for mandating when the urban growth boundary (UGB) would be divided. The Land Conservation and Development Commission (LCDC) work plan called for establishing separate UGBs by 2013.

Responding to a question from Mr. Noble, Celia Barry, Lane County Transportation Planning and Traffic Manager, said Lane County needed to demonstrate progress to LCDC annually on the regional transportation plan (RTP).

City of Eugene City Attorney Kathryn Brotherton said the West Eugene Parkway (WEP) was different than other projects on the list and was not being removed as a completed project. Because the WEP is not a completed project, the impacts on the transportation system as a whole had to be identified. Rejection of the project by the Eugene City Council and removal from the federal plan triggered TransPlan and Metro Plan amendment processes and full Transportation Plan Rule (TPR) analysis of those impacts. This analysis would occur over several years.

Mr. Beyer arrived at 6:00 p.m.

Mr. Yeiter stated other than questions from Commissioners were addressed in the April 7, 2009 memorandum. No other questions had been received from the public.

Mr. Carroll opened the Eugene Planning Commission public hearing.

Mr. Cross opened the Springfield Planning Commission public hearing.

Ms. Arkin opened the Lane County Planning Commission public hearing.

Mr. Carroll called for public testimony. There was no one who wished to offer public testimony.

Mr. Carroll closed the Eugene Planning Commission public hearing and closed the record.

Mr. Cross closed the Springfield Planning Commission public hearing and closed the record.

Ms. Arkin closed the Lane County Planning Commission public hearing and closed the record.

Responding to a question from Ms. Moore, Tom Boyatt, City of Springfield Public Works Transportation, said the I-5 and Beltline Road intersection project was a \$180 million project delivered over 15 to 20 years, elements of which would be built outside of the 2025 year planning horizon when the environmental assessment for the project was completed. Projects would be reprioritized when TransPlan was updated. He added the I-5 bridge project was a replacement project rather than a capacity adding project.

Commissioners offered corrections to scribes' errors which were recorded by staff.

Mr. Hledik, seconded by Mr. Duncan, moved that the Eugene Planning Commission recommend to the Eugene City Council that based on the findings of consistency set forth in Attachment E, and the evidence and testimony entered into the record, which also supported the conclusions of consistency with the applicable criteria, the Eugene City Council adopt the amendments to TransPlan and the Metro Plan as set forth in Exhibits A, C, and D; and that the Regional Transportation System Plan project lists be updated to delete all projects completed by the time of the elected officials' hearing on this matter. The motion passed unanimously, 5:0.

Mr. Kirschenmann, seconded by Mr. Cross, moved that the Springfield Planning Commission recommend to the Springfield City Council that based on the findings of consistency set forth in Attachment E, and the evidence and testimony entered into the record, which also supported the conclusions of consistency with the applicable criteria, the Springfield City Council adopt the amendments to TransPlan and the Metro Plan as set forth in Exhibits A, C, and D; and that the Regional Transportation System Plan project lists be updated to delete all projects completed by the time of the elected officials' hearing on this matter. The motion passed unanimously, 7:0.

Mr. Noble, seconded by Ms. Nichols, moved that the Lane County Planning Commission recommend to the Lane County Board of Commissioners rebased on the findings of consistency set forth in Attachment E, and the evidence and testimony entered into the record, which also supported the conclusions of consistency with the applicable criteria, the Lane County Board of Commissioners

adopt the amendments to TransPlan and the Metro Plan as set forth in Exhibits A, C, and D; and that the Regional Transportation System Plan project lists be updated to delete all projects completed by the time of the elected officials' hearing on this matter. The motion passed unanimously, 8:0.

Mr. Carroll adjourned the Eugene Planning Commission at 6:40 p.m.

Mr. Cross adjourned the Springfield Planning Commission at 6:40 p.m.

Ms. Arkin adjourned the Lane County Planning Commission at 6:40 p.m.

(Recorded by Linda Henry)

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Memorandum

Date: September 1, 2009

To: City of Springfield, Eugene, and Lane County Planning Commissions

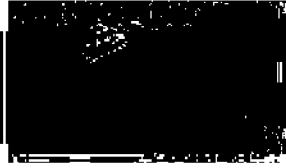
From: Greg Mott, Springfield Planning Manager
Kent Howe, Lane County Planning Director
Carolyn Weiss, Eugene Metro Planning Manager

Subject: TransPlan Horizon Year

On April 7, 2009, the Joint Planning Commissions held a public hearing on proposed amendments to the Eugene-Springfield Regional Transportation System Plan (TransPlan) and the Eugene-Springfield Metropolitan Area General Plan (Metro Plan), including an amendment to TransPlan that extended its planning horizon from 2015 to 2024 to reflect actual growth rates since the plan's adoption. Following the public hearing, the Joint Planning Commissions unanimously recommended that the elected officials adopt the proposed TransPlan and Metro Plan amendments, including the TransPlan planning horizon amendment.

The region covered by TransPlan is the "TransPlan Study Area", which is an area extending beyond the UGB and the Metro Plan boundary that is used for transportation modeling purposes. In April, 2009, the Cities of Eugene and Springfield were pursuing a population forecast based on the Safe Harbor methodology. Accordingly, the Safe Harbor methodology was utilized to project the year that the Transportation Study Area would reach the population that TransPlan was designed/modeled to serve. Based on the Safe Harbor methodology that year was approximately 2024.

Anticipating that the Joint Planning Commissions will recommend adoption of the Lane County coordinated population forecast, amendments to TransPlan must be based on the coordinated population forecast, not the safe harbor numbers. Based on the Lane County coordinated population forecast, it is estimated that the TransPlan Study Area will not reach the population that TransPlan was designed/modeled to serve until 2027.



Memorandum

Date: September 11, 2009

To: City of Springfield City Council, City of Eugene City Council, and
Lane County Board of Commissioners

From: Greg Mott, Springfield Planning Manager
Kent Howe, Lane County Planning Director
Lisa Gardner, Eugene Planning Director

Subject: TransPlan Horizon Year

Requested Action: Allow new evidence at the governing bodies' upcoming joint public hearing on proposed amendments to TransPlan and the Metro Plan.

Background: In October 2008 the Land Conservation and Development Commission approved a work plan for updating the Eugene-Springfield Transportation System Plan (TransPlan). The approved work plan requires the cities of Eugene and Springfield and Lane County to adjust TransPlan's planning horizon to be more consistent with the year that the TransPlan Study Area will actually reach the population for which TransPlan is modeled and designed to serve. (The region covered by TransPlan is the "TransPlan Study Area", which is an area extending beyond the Urban Growth Boundary and the Metro Plan boundary that is used for transportation modeling purposes.)

On April 7, 2009, the three Metro Area Planning Commissions held a joint hearing on proposed amendments to TransPlan and the Metro Plan, including an amendment to TransPlan that extended its planning horizon from 2015 to 2024 to reflect actual growth rates since the plan's adoption. Following the public hearing, the three Planning Commissions unanimously recommended that the governing bodies adopt the proposed TransPlan and Metro Plan amendments, including the TransPlan planning horizon amendment. At the time that the Planning Commissions acted, the Cities of Eugene and Springfield were pursuing population forecasts based on the Safe Harbor methodology. Accordingly, the Safe Harbor methodology was utilized to project the year that the Transportation Study Area would reach the population that TransPlan was designed to serve. Based on the Safe Harbor methodology that year was approximately 2024.

On September 1, 2009, the three Planning Commissions considered and recommended approval of a Metro Plan amendment to incorporate population projections for each city and the Metro urban areas east and west of I-5 based on a coordinated population forecast recently adopted by the Lane County Board of Commissioners. The County's forecast was developed separately from, and using a more rigorous methodology than, the cities' safe harbor process. The Planning Commissions agreed that their previous recommendation regarding the TransPlan planning horizon amendment should be adjusted to reflect the newer County coordinated population forecast. To that end, the Planning Commissions unanimously moved to "recommend that, based on the Planning Commission's recommended population forecasts, the amendments to TransPlan and the Metro Plan recommended to the [elected officials] on April 7, 2009, be adjusted to reflect the new population numbers."

The rules governing typical TransPlan and Metro Plan amendments state that "*the governing bodies of Eugene, Springfield and Lane County shall hold a joint public hearing on the plan amendment. The governing bodies' decision shall be based solely on the evidentiary record created before the planning commissions. No new evidence shall be allowed at the governing body joint hearing.*" However, the rules also authorize the three governing bodies to establish a "*different process, time line, or both, than the processes and time lines specified [in the local ordinances].*" To ensure that the amendments to TransPlan's planning horizon are consistent with the recently recommended coordinated population forecast, staff from the three jurisdictions recommend that the governing bodies pass a motion allowing additional evidence (e.g., the coordinated County forecast and projected changes to TransPlan based on those forecasts) at their public hearing regarding the TransPlan planning horizon. The hearing will occur at a later date yet to be set.

Related Policies: None.

Recommended Motion: Move to establish a process for the pending proposed transportation planning horizon amendments that allows new evidence at the governing body joint hearing and allows the governing bodies' decision to be based on the new evidence as well as the evidentiary record created before the planning commissions.

MINUTES

JOINT PUBLIC HEARING OF
EUGENE, SPRINGFIELD AND LANE COUNTY PLANNING COMMISSIONS
Springfield Library Meeting Room
225 Fifth Street—Springfield

September 1, 2009
5:30 p.m.

EUGENE PLANNING COMMISSIONERS PRESENT: Phillip Carroll, Chair; Rick Duncan, Randy Hledik, John Lawless.

SPRINGFIELD PLANNING COMMISSIONERS PRESENT: Frank Cross, Chair; Johnny Kirschenmann, Vice Chair; Steve Moe, Sean VanGordon, Sheri Moore.

LANE COUNTY PLANNING COMMISSIONERS PRESENT: Lisa Arkin, Chair; Robert Noble, Vice Chair; Nancy Nichols, Joseph Siekiel-Zdzienicki, John Sullivan.

Mr. Cross convened the meeting and explained the joint public hearing process.

Mr. Cross called the Springfield Planning Commission to order.

Ms. Arkin called the Lane County Planning Commission to order.

Mr. Carroll called the Eugene Planning Commission to order.

I. BUSINESS FROM THE AUDIENCE

There was no business from the audience.

II. LEGISLTATIVE PUBLIC HEARINGS

A. Eugene-Springfield Metropolitan Area General Plan (Metro Plan) Text Amendment and Exception to Statewide Planning Goal 15 Willamette River Greenway for Construction of a Bicycle/Pedestrian Viaduct Beneath the Willamette River I-5 Bridge

Mr. Cross opened testimony for the Springfield Planning Commission and called for conflicts of interests or *ex parte* contacts. There were none declared.

Ms. Arkin opened the public hearing for the Lane County Planning Commission and called for conflicts of interest or *ex parte* contacts. There were none declared.

Mr. Carroll opened the public hearing for the Eugene Planning Commission to order and called for conflicts of interest or *ex parte* contacts. Mr. Hledik had a potential conflict of interest with agenda item II. A. Eugene-Springfield Metropolitan Area General Plan (Metro Plan) Text Amendment and Exception

to Statewide Planning Goal 15 Willamette River Greenway for Construction of a Bicycle/Pedestrian Viaduct Beneath the Willamette River I-5 Bridge. He was employed by a construction company that could potentially bid on the project.

Mark Metzger, City of Springfield staff, explained there had been an error in the meeting location in the original public meeting announcement for tonight's meeting. The error had been corrected by sending out new written notices and e-mail notices and hand deliveries to interested parties. Additionally, a advertisement had been placed in the Register Guard with corrected information. A sign was posted at Harris Hall, the site originally published, indicating the location time and location change. This matter would be addressed by the Joint Elected Officials (JOE) on approximately September 22, 2009, and any member of the public could address the JOE at that time. He noted there were only two occupied businesses or residences within the 300 foot notice area. There was a longer list of contacts who received information.

Mr. Metzger explained this was a quasi-judicial hearing, and asked that those testifying focus on the criteria for approval of Metro Plan text amendments. He said an exception to Planning Goal 15 was under consideration. Goal 15 dealt with the Willamette Greenway. He referred to a chart on the wall that explained the process for exceptions to Statewide Planning Goal 15.

Mr. Metzger provided the staff report as outlined in the agenda packet. The Eugene-Springfield area had one of the largest networks of riverfront bicycle and pedestrian facilities in the state. The current connection between Eugene and Springfield was limited to the north side of the Willamette River. The extensive south bank Willamette River path system in Eugene ended at Interstate 5 (I-5) because of the physical barriers created by both the existing I-5 bridges and the proximity of Franklin Boulevard (OR 126B) to the Willamette River. Users traveling between the two cities along the south side of the Willamette River must cross to the north side of the river near the I-5 bridge or divert to the shoulders of Franklin Boulevard (OR 126B), a high speed arterial street.

Many planning documents, including the Central Lane MPO Regional Transportation Plan, TransPlan, the Glenwood Refinement Plan and Willamalane Park and Recreation District comprehensive Plan, call for the continuation of the Willamette River "South Bank Path" from Eugene through Glenwood to Springfield. Construction of the South Bank Viaduct is essential to the continuation and development of the South Bank Path. Combined, the viaduct and path will provide safer, more pleasant opportunities for recreational and commuter bicyclists and pedestrians traveling between Eugene and Springfield.

The proposed South Bank Viaduct would be about 16 feet wide and 1,100 feet in length. It would connect to the South Bank Path at the point where it currently diverted away from the river. The viaduct would elevate the bike/pedestrian path and move it away from the steep bank near the I-5 bridge, and return to the riverbank at a point where the South Bank Path could continue. The proposed viaduct structure would hug the shoreline, minimizing its impact on the river. Some fill or supporting columns may be placed in the river to support the viaduct as it bypassed the slope barrier. The final design for the viaduct structure was still being completed.

An ODOT Transportation Enhancement Grant of approximately \$1 million, along with \$250,000 in Oregon Transportation Investment Act (OTIA) funds and approximately \$140,000 in donated materials would be used to fund the South Bank Viaduct project. The timing of the project would allow reuse of multiple concrete box beams from the Willamette River detour bridge on the viaduct project. As the I-5 replacement bridges were completed, and the detour bridge was removed, the South Bank Viaduct would be constructed.

Approval of this proposed Metro Plan amendment did not negate environmental review of the project. The South Bank Viaduct would undergo NEPA review to assess potential environmental impacts of the final viaduct design and to secure the needed approval for construction of the structure.

Ms. Moore commended staff for seeing the opportunity to move forward with the project and take advantage of the opportunities to reuse materials from the Willamette River detour bridge.

Mr. Kirschenmann concurred with Ms. Moore, seeing the reuse as recycling at its best.

Mr. Cross called for public testimony.

Jan Wostmann, 2645 Riverview Street, identified himself as the chair of the Laurelhill Valley Citizens Association. He said the neighborhood supported the projects and urged the commissions make the necessary exception to the statewide planning goals. However, he pointed out a deficiency of the proposal. The South Bank bike trail did not connect to the adjacent Laurelhill Valley neighborhood. The association requested that the commissions take the necessary action to connect to the viaduct and the South Bank bike trail to the Laurelhill Valley neighborhood. It was a long overdue connection and would provide a great opportunity to remedy this deficiency.

Responding to questions from Planning Commissioners, Mr. Metzger referred to a map posted on the wall entitled *Proposed South Bank Viaduct*. He noted the mission tonight was to focus on the Metro Plan amendments. While the Metro Plan amendments before the commissions neither supported nor opposed the connection proposed by Mr. Wostmann, the project was not within the purview of the issues before the commissions tonight. He opined Mr. Wostmann's request for a safe connection for the neighborhood was not unreasonable.

Ms. Jerome, City Attorney for the City of Eugene, raised a point of order. It appeared the commissions had moved into deliberations from the public hearing process. She encouraged the commissions to conclude the public hearing and bring questions to staff during deliberations.

Mr. Cross called for additional testimony. There was no one wishing to offer additional testimony.

Mr. Cross closed the testimony and the record for the Springfield Planning Commission.

Mr. Carroll closed the public hearing and the record for the Eugene Planning Commission.

Ms. Arkin closed the public hearing and the record for the Lane County Planning Commission.

In response to a question from Mr. Carroll, Mr. Metzger explained the proposed amendment language had been reviewed by legal counsel from the three jurisdictions.

Ms. Arkin hoped staff would be able to assist the citizens of Laurelhill Valley to find similar special funding to improve public safety for the residents.

Mr. Hledik found the findings well written and more than adequately addressed the criteria.

Mr. Hledik, seconded by Mr. Lawless, moved that the Eugene Planning Commission recommend to the City Council a text amendment to the Eugene-Springfield

Metropolitan Area General Plan that added the following language: An exception to Statewide Planning Goal 15 Willamette River Greenway was approved by the cities of Eugene and Springfield and by Lane County authorizing construction of a bike path viaduct beneath the I-5 bridges, along the south bank of the Willamette River. The exception authorizes construction of the bike path viaduct including the fill and removal of fill necessary to build the structure. This exception satisfies the criteria of Oregon Administrative Rules (OAR) 660-004-0022(6) Willamette Greenway and the exception requirements of OAR 660-004-0015, this exception is hereby adopted as an amendment to the Metro Plan text, Policy D. II. Chapter III, Section D. The motion passed unanimously, 4:0.

Mr. Noble, seconded by Mr. Siekiel-Zdzienicki, moved that the Lane County Planning Commission recommend to the Lane County Board of County Commissioners (BCC) a text amendment to the Eugene-Springfield Metropolitan Area General Plan that added the following language: An exception to Statewide Planning Goal 15 Willamette River Greenway was approved by the cities of Eugene and Springfield and by Lane County authorizing construction of a bike path viaduct beneath the I-5 bridges, along the south bank of the Willamette River. The exception authorizes construction of the bike path viaduct including the fill and removal of fill necessary to build the structure. This exception satisfies the criteria of Oregon Administrative Rules (OAR) 660-004-0022(6) Willamette Greenway and the exception requirements of OAR 660-004-0015, this exception is hereby adopted as an amendment to the Metro Plan text, Policy D. II. Chapter III, Section D. The motion passed unanimously, 5:0.

Mr. Kirschenmann, seconded by Ms. Moore, moved that the City of Springfield Planning Commission recommend to the Springfield City Council approval of File No. LRP 2009-00005, the proposed Metro Plan text amendment adding a Goal 15 exception to policy D.11 of Chapter III, Section D. for the purpose of allowing fill to be placed within the Willamette Greenway for the construction of the South Bank Viaduct. The motion passed unanimously, 5:0.

Mr. Cross announced this concluded the public hearing for the Willamette Greenway.

B. Metro Plan Text Amendments: New Population Forecasts for Eugene and Springfield

Mr. Cross opened testimony for the Springfield Planning Commission.

Ms. Arkin opened the public hearing for the Lane County Planning Commission.

Mr. Carroll opened the public hearing for the Eugene Planning Commission.

Greg Mott, Planning Director for the City of Springfield, offered the staff report. He introduced Jason Dedrick, City of Eugene Planning Department and Kent Howe, Lane County Planning Director.

Mr. Mott distributed and reviewed the following handouts:

- Chronology of key population forecast events.
- Existing Proposed Plan Text.

- Memorandum dated September 1, 2009 to City of Springfield, Eugene, and Lane County Planning Commissions from Greg Mott, Kent Howe, and Carolyn Weiss, subject TransPlan Horizon Year.

The City of Eugene, City of Springfield and Lane County were proposing amending the Metro Plan by adding separate population forecasts for each city and their urban growth area. The forecasts were prepared by Lane County pursuant to the provisions of Oregon Revised Statutes (ORS) 195.036 and were recently adopted into the Lane County Rural Comprehensive Plan. The proposed Metro Plan text amendments implemented stated population forecasting and land use planning statutes by providing separate coordinated population forecasts for the Eugene and Springfield jurisdictional areas of the Eugene-Springfield Metropolitan Area General Plan.

Mr. Mott entered into the record the Portland State University (PSU) study. He noted the staff report was part of the record and included the findings adopted by the BCC in support of their amendment to the rural comprehensive plan.

Mr. Cross called for public testimony.

Michael Farthing, P.O. Box 10166, Eugene, represented Gordon Webb, who owned about 600 acres on the southeast edge of Springfield. Mr. Webb and Mr. Farthing were involved in the urban growth boundary (UGB) process and the population forecast was essential to the UGB process. He asked what would happen if the December 31 for House Bill (H.B.) 3337 compliance deadline was not met. He asked for a copy of the complete findings. He noted in the text of the plan amendment, the term “urban transition area” was used. He was not familiar with the term and asked for clarification. He also requested clarification of the language in the text which read: “In the event that either city needs to provide a forecast for a planning period that begins after 2010, that city shall determine the 20 year forecast by adding 20 percent of the 2030-2035 total population increment for each year beyond 2030.” He did not understand why there was a 2030 figure and 2035 figure, and thought it was a 20 year period from 2010. He was struck by the precision of the population forecast, asserting “nothing could be that precise.” He wished the figures were “fuzzier.” He added that the numbers in the 2030 column, 211,783 and 81,608, did not add up to the existing forecast in the Metro Plan of 286,000 by 2015, and questioned the consistency of the figures in the current Metro Plan and the PSU study. He assumed the PSU study and what the planning commissions were being asked to adopt was an amendment to the Metro Plan and the 286,000 figure was invalid and inaccurate and would go away. Mr. Farthing generally agreed with the findings on Attachment 1-8, Urbanization, Goal 14, but he thought the population forecast was directly related to Goal 14. He asserted the finding language that said “the proposed amendment to page I-1 is consistent with these statutes and with OAR 660.024” was a conclusion and not findings. He looked forward to following the process as it wound its way through the various governing bodies.

Mr. Sullivan expressed concern that Mr. Farthing had a number of questions and Mr. Sullivan did not know whether they were all germane to the discussion. He asked if staff could respond to those questions during deliberation.

Noting there were no other members of the public wishing to speak, Mr. Cross closed the public testimony for the City of Springfield.

Ms. Arkin closed the public hearing for Lane County.

Mr. Carroll closed the public hearing for the City of Eugene. He asked if there was a reason to keep the record open.

Mr. Mott saw no legal reason to keep the record open if commissioners needed no additional information.

Mr. Mott addressed the concerns raised by Mr. Farthing.

Question: What happened if the cities of Eugene and Springfield did not complete the requirement for H.B. 3337?

Answer: Ms. Jerome responded the statute did not specify a remedy so it would be the standard remedy under the law, which staff believed would be for someone to file a writ in Circuit Court to make the cities comply. She added that everyone was on track to complete the work and staff had every reason to believe both jurisdictions would comply with H.B. 3337 within the timeframe.

Question: What did the term “urban transition area” mean?

Answer: Referring to the handout entitled *Existing Proposed Plan Text*, Mr. Mott explained staff was “recommending the tables included in the handout with figures for each of the years between 2030 and 2035 to facilitate the completion of these projects without need to make additional amendments to the Metro Plan text”, as noted on the handout. He noted the term *Metro Urban Area* was used on the handout rather than *Urban Transition Area*. Metro Urban Area referred to the area between a land area between the city limits and the UGB. PSU had developed population figures for the Metro Urban Areas. Staff was proposing that the term Urban Transition Area be replaced with the term Metro Urban Area.

Mr. Howe explained that there was a TransPlan RTP requirement that would be off by five years. Thus, the contract with PSU covered an additional five years.

Question: What did “In the event that either city needs to provide a forecast for a planning period that begins after 2010, that city shall determine the 20 year forecast by adding 20 percent of the 2030-2035 total population increment for each year beyond 2030” refer to?

Answer: Mr. Mott explained the 20 percent solution referred to in the text “In the event that either city needs to provide a forecast for a planning period that begins after 2010, that city shall determine the 20 year forecast by adding 20 percent of the 2030-2035 total population increment for each year beyond 2030” referred to the mathematical formula representing five years, and allocating 20 percent to each of the years. Although PSU would have addressed the mathematics differently, the 20 percent solution proposed by staff was reasonable.

Question: What caused the change in the Metro Plan population figure of 286,000?

Answer: Mr. Mott said the 286,000 figure did go away. That population forecast was used during periodic review in 1995 for a 20 year plan. The planning horizon was changing beyond 2015, and new projections were being used.

Question: Related to Goal 14 findings.

Answer: Mr. Mott said the findings were perfected through the public hearing process. Hearings were not static and subject to change based upon additional information. The JEOs would adopt the findings although it was the job of the planning commissions to make recommendations to the JEOs based on findings and public testimony they receive. He added the rule was unequivocal. The inventory could not be validated for a 20 year period without a population forecast.

In response to a question from Mr. Noble, Mr. Mott said the findings which Mr. Farthing thought were incomplete were those adopted by the BCC in the PSU report and coordinated figures.

Ms. Jerome added said the findings were a matter of public record and had been adopted by Lane County. A more complete version would be provided to the elected officials.

Ms. Brotherton explained the information before the commissioners was intended to be heads up and provide an opportunity for the commissioners to add clarification if they so choose. She noted in April 2009, the joint planning commissions held a public hearing and recommended to elected officials that they adopt some amendments to TransPlan and the Metro Plan as part of the work plan approved by the Land Conservation and Development Commission (LCDC). The work plan required that the planning horizon of TransPlan be adjusted to get in more in line with what it actually planned for. It planned for a population for the transportation study area. She displayed a map which illustrated the transportation study area.

Responding to a question from Mr. Hledik, Ms. Jerome explained on Goal 8 that the City of Eugene PROS comprehensive plan had not yet been adopted and therefore there was intentionally not referenced in the current process. The Goal 11 findings could be updated based on commissioners' comments from this meeting before the issue went to the City Council. She added there would be further discussions on Goal 11 through the Eugene Comprehensive Lands (ECLA) process.

Responding to questions from Mr. VanGordon, Mr. Mott explained that the variation between the five year increments was irrelevant. Mr. Mott added that the term "safe harbor", as referred to by the Division of Land Conservation and Development (DLCD) director, was the "presumed, constant portionality". He noted DLCD staff thought the safe harbor method did not adequately track the changes that occurred in population movements due to aging and other factors. Mr. Mott added relying on portionality of 72 percent for Eugene and 28 percent for Springfield was a simplistic approach that the state was willing to accept in the circumstances where cities were in crisis and had to have a population forecast and the counties were not acting as needed. Safe harbor was premised on the existing OEA population forecast for Lane County in 2030 to be 434,000. PSU and OEA agreed that was no longer accurate, asserting the Lane County population would be 420,000 in 2030. The original premise of attempting to calculate the constant portionality had been ratcheted down. If the 420,000 figure had been used, the safe harbor numbers would have been even smaller.

Mr. Duncan, seconded by Mr. Hledik, moved to recommend that the elected officials approve the Metro Plan amendment shown on page 1 of the staff memorandum, with the amendments recommended in the provided hand-out (specifically, the amendments adding the break-out for years 2031, 2032, 2033, and 2034; and replacing the term "Urban Transition Area" with the term "Metro Urban Area") but deleting the last sentence from the amendments recommended in the provided hand-out (beginning with: "In the event. . ."). The motion passed unanimously, 4:0.

Mr. Noble, seconded by Ms. Nichols, moved to recommend that the elected officials approve the Metro Plan amendment shown on page 1 of the staff memorandum, with the amendments recommended in the provided hand-out (specifically, the amendments adding the break-out for years 2031, 2032, 2033, and 2034; and replacing the term “Urban Transition Area” with the term “Metro Urban Area”) but deleting the last sentence from the amendments recommended in the provided hand-out (beginning with: “In the event. . .”).

Ms. Arkin said she would support the motion but found the term Metro Urban Area confusing. She wished to have it further clarified when it was brought forward to elected officials.

The motion passed unanimously, 5:0.

Ms. Moore, seconded by Mr. Kirschenmann, moved to recommend that the elected officials approve the Metro Plan amendment shown on page 1 of the staff memorandum, with the amendments recommended in the provided hand-out (specifically, the amendments adding the break-out for years 2031, 2032, 2033, and 2034; and replacing the term “Urban Transition Area” with the term “Metro Urban Area”) but deleting the last sentence from the amendments recommended in the provided hand-out (beginning with: “In the event. . .”). The motion passed unanimously, 5:0.

Mr. Noble, seconded by Ms. Nichols, moved that the Lane County Planning Commission close the record. The motion passed unanimously, 5:0.

Mr. Duncan, seconded by Mr. Lawless, moved that the Eugene Planning Commission close the record. The motion passed unanimously, 4:0.

Mr. Kirschenmann, seconded by Mr. VanGordon, moved that the Springfield Planning Commission close the record. The motion passed unanimously, 5:0.

Mr. Carroll, moved to recommend, that based on the Planning Commission’s recommended population forecasts, the amendments to TransPlan and the Metro Plan recommended to the Eugene City Council/Board of County Commissioners on April 7, 2009, be adjusted to reflect the new population numbers. There was no second to the motion.

Following a brief discussion, Mr. Hledik concluded that he was comfortable moving forward with the motion without holding an additional public hearing.

Mr. Siekiel-Zdzienicki concurred an additional public hearing was not needed.

Mr. Hledik called the question.

Mr. Lawless, seconded by Mr. Hledik, moved to recommend, that based on the Planning Commission’s recommended population forecasts, the amendments to TransPlan and the Metro Plan recommended to the Eugene City Council on April 7, 2009, be adjusted to reflect the new population numbers. The motion passed unanimously, 4:0.

Mr. Siekiel-Zdzienicki, seconded by Mr. Noble, moved to recommend, that based on the Planning Commission's recommended population forecasts, the amendments to TransPlan and the Metro Plan recommended to the Board of County Commissioners on April 7, 2009, be adjusted to reflect the new population numbers. The motion passed unanimously, 5:0.

Mr. Kirschenmann, seconded by Mr. VanGordon, moved to recommend, that based on the Planning Commission's recommended population forecasts, the amendments to TransPlan and the Metro Plan recommended to the Springfield City Council on April 7, 2009, be adjusted to reflect the new population numbers. The motion passed unanimously, 5:0.

Mr. Cross adjourned the meeting at 7:55 p.m.

(Recorded by Linda Henry)

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