

***TransPlan* Chapter 3: Plan Implementation**

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Chapter Overview

Chapter Three is comprised of actions that implement the regional transportation policy framework set forth in Chapter Two and elements related to plan implementation that are required by federal and state legislation.

- ♦ **Part One: Capital Investment Actions** presents transportation system improvement (TSI) projects for motor vehicles, transit, bicycles, pedestrians, goods movement, and other modes that require significant capital investment.
 - ⇒ **The *TransPlan* Financially Constrained 20-Year Capital Investment Action project lists will be adopted and incorporated by amendment into the *Metro Plan*.**
- ♦ **Part Two: Financial Plan** describes total Capital Investment Action project costs, anticipated revenues from existing sources, the expected gap in revenues, potential yields from new revenue sources, factors to consider in determining project priorities, and the Financially Constrained *TransPlan*.
- ♦ **Part Three: Air Quality Conformity** follows the Financial Plan. This section summarizes the air quality conformity analysis required by federal legislation.
- ♦ **Part Four: Planning and Program Actions** presents a range of regionally significant planning, administrative, and support actions that might be used to implement *TransPlan* policies. The Planning and Program Actions are not adopted, meaning they are not binding or limiting to any implementing jurisdiction.
- ♦ **Part Five: Parking Management Plan** presents parking management strategies and demonstrates how the region will achieve the state requirement to reduce parking spaces per capita by 10 percent.

Part One: Capital Investment Actions

Capital Investment Actions are TSI projects for motor vehicles, transit, bicycles, pedestrians, goods movement, and other modes that require significant capital investment. *TransPlan Chapter Two TSI System-Wide Policy #1 Transportation Infrastructure Protection and Management* calls for "... the protection and management of transportation facilities for all modes...in a way that sustains their long-term capacity and function." This policy is combined with *TransPlan* policies and implementation actions for transportation demand management (TDM), land use, and transit. Its purpose is to guide the management of existing and future transportation infrastructure in ways that will reduce the need to construct new roadway capacity improvements. The effects of these management policies and implementation actions on travel demand have been included in the *TransPlan* technical analysis that was conducted to identify existing and future transportation system needs. As a result, the Capital Investment Actions Project Lists reflect *TransPlan*'s balanced approach to long-range transportation planning. The projects selected for inclusion as Financially Constrained 20-Year Capital Investment Actions establish a network of facilities that meet overall transportation needs for the 20-year planning period.

Summary of *TransPlan* Needs Analysis

Transportation needs for the Eugene-Springfield area were assessed using standard methods typically employed in regional transportation planning. Appendix C outlines the overall update process, including a description of the development and evaluation of alternative plan concepts.

The analysis of needs was based on population and employment growth forecasts consistent with the *Eugene-Springfield Metropolitan Area General Plan (MetroPlan)* and state-wide forecasts. The population and employment forecasts were used to establish overall demand for transportation.

As described in more detail in Appendix C, a wide range of strategies were identified to address this demand, including land use, TDM, and TSI strategies. Different combinations of these strategies were formulated as alternative plan concepts and tested using a computer-based travel-forecasting model. The alternative plan concepts ranged from a Base Case consisting of trends to an alternative designed to meet the vehicle miles traveled reduction targets of the Transportation Planning Rule.

The alternatives development and evaluation included consideration of state and local needs consistent with the Oregon Transportation Plan, *Metro Plan*, and state and local improvement programs. Surveys were conducted to provide data on travel behavior and input on a wide range of alternative strategies. *TransPlan* stakeholders and the region's planning commissioners reviewed the results of this analysis with final direction coming from the region's elected bodies. This direction established the framework for development of the February 1998 Draft *TransPlan*.

Transportation needs associated with the movement of goods and services were identified as part of the technical analysis and public involvement process during the *TransPlan* update.

Commercial vehicle movements on the regional transportation network were estimated using the regional travel-forecasting model. The segments of the national highway system within the Eugene-Springfield area were used as part of this analysis. A focus group of local transportation providers was conducted to obtain input on the alternative strategies being considered for *TransPlan*.

The needs of the transportation disadvantaged are assessed under a separate planning process leading to the development of the Metro-Area Paratransit Plan. This plan has been adopted by Lane Council of Governments, the Eugene-Springfield Metropolitan Planning Organization (MPO), and Lane Transit District (LTD). Strategies and recommendations in this plan are consistent with the *TransPlan* update. Implementation of this plan is carried out in coordination with implementation of *TransPlan* through the regional Transportation Improvement Program (TIP). The Paratransit plan is currently being updated. It will provide strategies for improvements to the existing RideSource service. Amendments to *TransPlan* will be made as necessary to maintain consistency between the two planning efforts.

Capital Investment Action Implementation Process

The Financially Constrained 20-Year Capital Investment Action project lists will be adopted, making them legislatively binding. However, the specific timing, design, and financing provisions of *TransPlan*'s recommended projects are not formally adopted. The project lists are not intended to serve as an exclusive long-range programming document in the manner of the regional TIP, nor do they formally approve or commit any funding. Maps that illustrate the regional roadway, transit, and bicycle projects are included in Appendix A. The maps are illustrative and are not adopted.

After a project has been identified as a Capital Investment Action in *TransPlan*, the responsible agency begins the process of project refinement and programming. Programming refers to development of local agency capital improvement programs (CIPs), the Eugene-Springfield Area TIP at the regional level, and the Oregon Department of Transportation's (ODOT) Six-Year Statewide Transportation Improvement Program (STIP). Projects that use federal funds or that are regionally significant for air quality purposes must be included in the TIP and the STIP. Some funding sources in *TransPlan* are beyond immediate local control, such as state and federal funding. Local input into state and federal funding programs is advisory, and, therefore, the availability of funds for particular projects may not necessarily coincide with *TransPlan*.

The CIP's are approved by local and appointed officials on an annual basis. Public hearings are held prior to adoption to allow the public to comment on the proposed expenditures. Media advertisements, press releases, and notifying interested parties are used to inform the public about the CIP public hearings.

Over the past 3 to 5 years ODOT and the Oregon Transportation Commission have endeavored to place a higher degree of decision-making on state projects and policies at the local level. Local policy advice has been facilitated through the formation of Area Commissions on Transportation (ACT). These area commissions are chartered by the Oregon Transportation

Commission and are meant to provide a more direct communication link between local communities and the OTC.

Local policy makers have discussed the formation of an ACT in Lane County, however, it was felt that much of the function of an ACT overlaps with existing processes used in Lane County for regional discussions. The process currently in place for prioritizing projects on a countywide basis, including projects adopted as part of TransPlan is as follows:

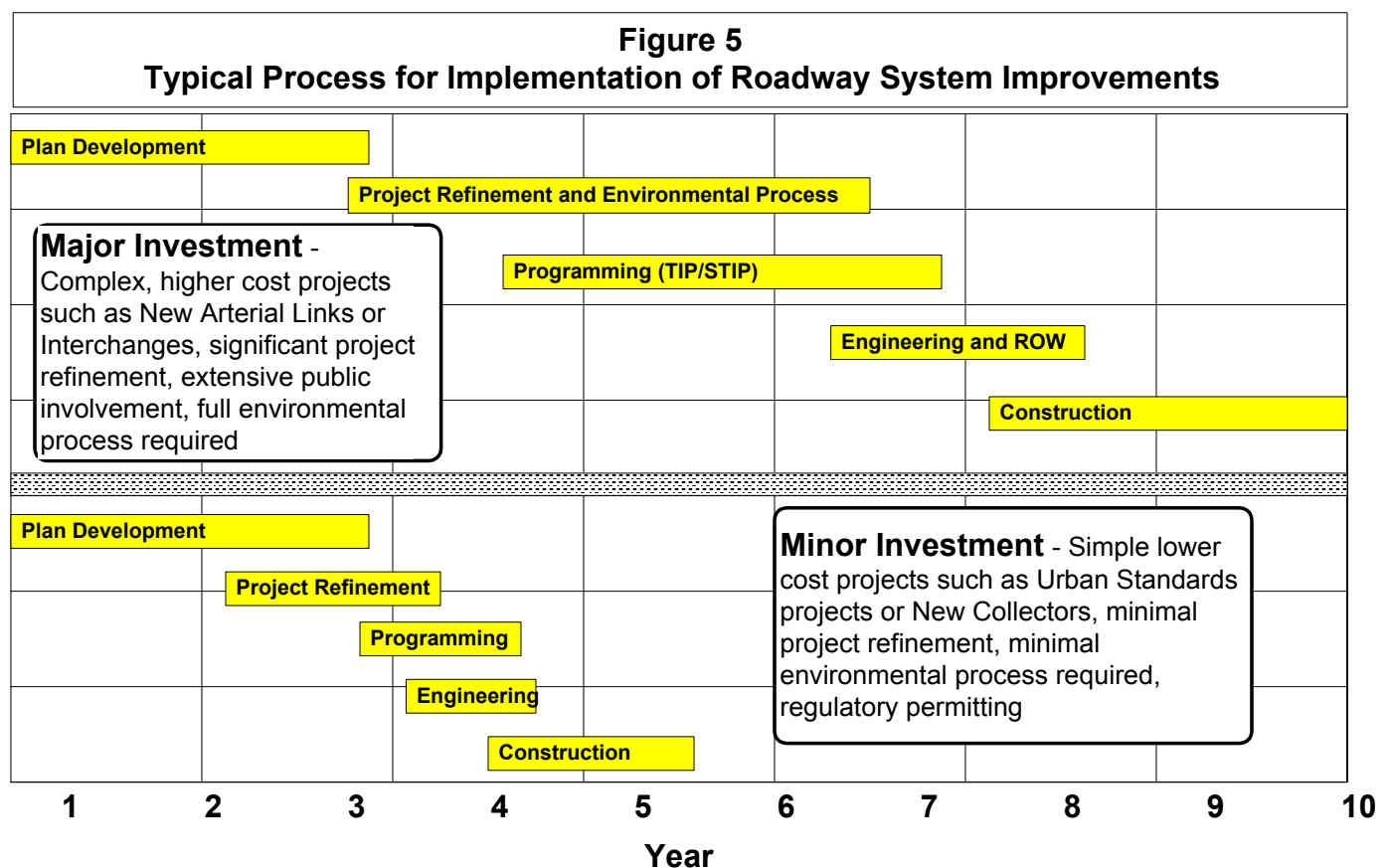
1. MPC adopts Eugene- Springfield metro area priorities based on TPC recommendation (prior to this meeting, MPC members optionally get direction on project priorities from their respective Boards and Councils).
2. MPC forwards metro priority list to Board of County Commissioners with the understanding that the Board of County Commissioners will not reorder the metro priorities, only blend rural priorities into the list.
3. Lane County Public Works, on behalf of the Board of County Commissioners, sends notice to small cities, ports or other organizations explaining that the County will be assembling a county-wide ODOT STIP priority list and requesting input.
4. Small cities, etc. send project priorities to Lane County Public Works.
5. The Transportation Planning Committee (TPC) develops a “blended” rural and metro list for review. Lane County Public Works staff or small city administrators would represent the non-metro jurisdictions.
6. Lane County representatives take countywide priority list to MPC for review and discussion (prior to this meeting, MPC members optionally get direction on the countywide project priorities from their respective Boards and Councils).
7. The Board of County Commissioners adopts blended county-wide priority list.
8. One County Commissioner serves as the Lane County area representative at the ODOT Region 2 roundtable priority setting meeting. This representative may be one of the two Lane County representatives to MPC.

TIP projects are prioritized by the Metropolitan Policy Committee following the process outlined above and adopted into the STIP. Federal public involvement guidelines state that there must be reasonable opportunity for public comment prior to approval. Media advertisements, press releases, and notifying interested parties are used to inform the public about the TIP public hearings. ODOT conducts a public meeting in the Eugene-Springfield area to provide information and gather comments from the public prior to adoption of the STIP by the Oregon Transportation Commission (OTC). The public is invited to make comments directly to the OTC prior to adoption.

Project refinement and programming can vary depending on the complexity of the project. Depending upon the scope of the project, environmental analyses and public hearings may be needed. Engineering requirements and right-of-way needs vary depending on the type of project. After right-of-way is acquired and final plans and contract documents are prepared, construction can begin. Figure 5 describes the typical process taken between the time a transportation need is identified and when project construction is complete. **Major projects** (complex, higher cost projects such as many Added Freeway Lanes or New Arterial Links or

Interchanges that require significant project refinement and a full environmental process), can take as long as ten years to complete (more if there are several project phases). **Minor projects** (simple, lower-cost projects such as many Urban Standards projects, New Collectors, or Studies that require little project refinement and minimal environmental process) may be completed within two to five years.

While local jurisdictions vary in their public involvement process, each agency has developed a program for involving the citizens affected by transportation projects and provide opportunity for public input on project alternatives and design decisions. Depending on the size or impact of the project, the citizen involvement process for project implementation may include advisory committees, neighborhood meetings, open houses, mailings to affected property owners and interested parties, or public hearings.



Overview of Capital Investment Action Project Lists

The Capital Investment Actions are presented in five tables/lists:

- 1a. Financially Constrained 20-Year Capital Investment Actions: Roadway Projects
- 1b. Future (Beyond 20 Years) 20-Year Capital Investment Actions: Roadway Projects
2. Financially Constrained 20-Year Capital Investment Actions: Transit Projects
- 3a. Financially Constrained 20-Year Capital Investment Actions: Bicycle Projects
- 3b. Future (Beyond 20 Years) Capital Investment Actions: Bicycle Projects

Project Implementation Phases

The Roadway and Bicycle project lists are subdivided into Financially Constrained and Future implementation phases. The Financially Constrained project lists include **Programmed** and **Unprogrammed** projects:

- ♦ **Programmed** (0-5 years) projects have been identified in a local agency's CIP, the regional TIP or the STIP. These projects have funding sources identified that will enable them to proceed to project construction.
- ♦ **Unprogrammed** (6-20 years) projects may not have specific funding sources identified, but are expected to be funded with reasonable assumptions about expected revenues.

Future (beyond 20 years) projects are not planned for construction during the 20-year planning period. These projects are not part of the financially constrained plan. However, these projects could be implemented earlier if additional funding is identified.

As described in the Capital Investment Action Implementation Process on page 4, in all cases, inclusion of a project in a particular phase does not represent a commitment to complete the project during that phase. It is expected that some projects may be accelerated and others postponed due to changing conditions, funding availability, public input, or more detailed study performed during programming and budgeting processes.

The columns/fields of information common to each table are defined below.

Column 1: Name

The name of the Capital Investment Action helps to identify the location of the project. Most Capital Investment Actions are named after the roadway on which the project is located.

Column 2: Geographic Limits

The geographic limits define the geographic beginning and ending points of the project.

Column 3: Description

The description field provides a summary overview of each Capital Investment Action.

Column 4: Jurisdiction

Project jurisdictions shown in *TransPlan* identify the agency or agencies that presently have responsibility for the street, highway, or bicycle facility; have indicated a commitment to assist in a project; or have an intergovernmental agreement to assume some responsibility for a road during the planning period.

In some cases, multiple jurisdictions are indicated because different sections of a project are the responsibility of different agencies. In other cases, multiple jurisdictions are shown because changes in jurisdictional responsibility are expected or because more than one agency may participate in the project's funding. Because project timing and financing is not binding, the jurisdictional listing does not represent a commitment by a particular agency to construct that project.

LTD is the lead agency in all transit projects and thus the Jurisdiction field is not provided on the Transit Projects lists.

Column 5: Estimated Cost

This field provides a determination of planning cost estimates. The estimated costs are not precise engineering estimates, but are used as planning estimates to assist in determining the financial impacts. Cost estimates are provided in 1997 dollars, consistent with revenue estimates used in the plan.

Column 6: Length

The project length is calculated in miles for roadway and bicycle projects. The project length is one of the factors used in determining the estimated cost. This field is not provided on the Transit Projects lists.

Column 7: Number

The project number uniquely identifies each project. For roadway and bicycle projects, the project number facilitates locating the project on the maps for roadways and bicycles in Appendix A. The project numbers are based on ten geographic districts:

- ♦ Projects 100-199 are located in District 1 (Central Eugene).
- ♦ Projects 200-299 are located in District 2 (Southeast Eugene).
- ♦ Projects 300-399 are located in District 3 (Southwest Eugene).
- ♦ Projects 400-499 are located in District 4 (Northwest Eugene-Bethel/Danebo).
- ♦ Projects 500-599 are located in District 5 (River Road/Santa Clara).
- ♦ Projects 600-699 are located in District 6 (Northeast Eugene-Willakenzie/Ferry Street Bridge).

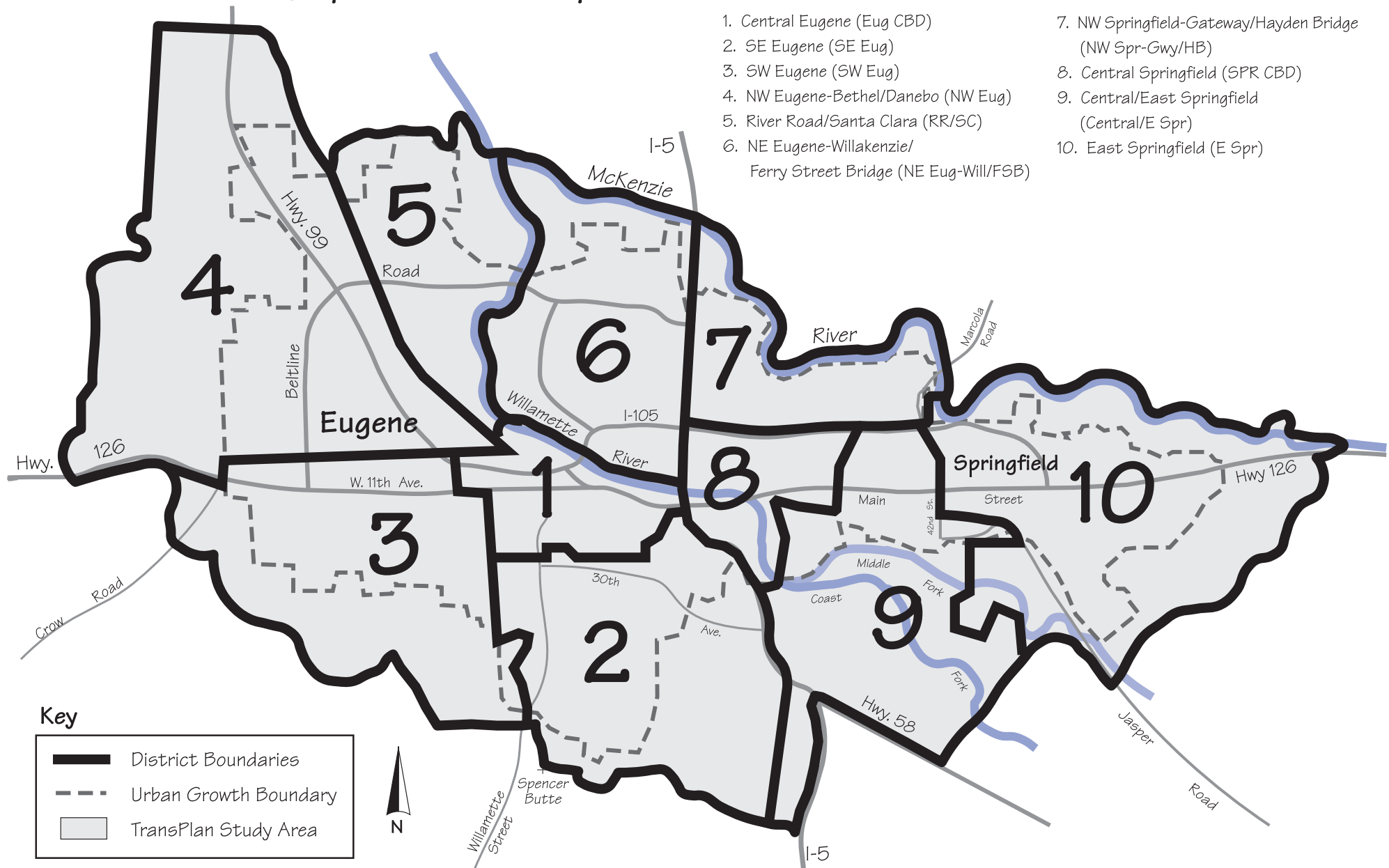
- ♦ Projects 700-799 are located in District 7 (Northwest Springfield-Gateway/Hayden Bridge).
- ♦ Projects 800-899 are located in District 8 (Central Springfield).
- ♦ Projects 900-999 are located in District 9 (Central/East Springfield).
- ♦ Projects 0-99 are located in District 10 (East Springfield).

In some instances, a roadway project is coordinated with an on-street bicycle project. Where the roadway project and the bicycle project are contiguous, the project numbers are identical.

The following map of Geographic Districts is useful for determining the geographic location of roadway and bicycle projects.

Figure 6

Eugene-Springfield Metropolitan Area Geographic Districts Map



Capital Investment Actions: Roadway Projects

The following project categories are included in the Capital Investment Action Roadway Projects list:

1. **New Arterial Link or Interchange** – These projects add new links or interchanges to the arterial or freeway systems in the region. Projects typically consist of any required right-of-way acquisition, general roadway construction, and addition of pedestrian and bicycle facilities either adjacent or parallel to the roadway.
2. **Added Freeway Lanes or Major Interchange Improvements** – These projects add capacity to existing freeways or freeway interchanges in the region. Projects typically consist of added freeway lanes or interchange reconstruction and expansion.
3. **Arterial Capacity Improvements** – These projects add capacity to existing arterials in the region. Projects typically consist of improvements to traffic control, the safety of the corridor, additional turn lanes, or reconstruction, including additional lanes.
4. **New Collectors** – All new collector projects will generally be constructed to the implementing jurisdiction's urban standards.
5. **Urban Standards** – Projects with this description consist of rebuilding an existing roadway to upgrade it to urban standards, with curbs, sidewalks, and bicycle facilities.
6. **Study** – These types of projects are detailed studies that identify and offer solutions to specific problems related to multi-modal traffic flow and safety along the corridor. Improvements identified by these studies are expected to be added to the *TransPlan* project list through the amendment process.

The above table summarizes the total estimated cost of roadway projects by category,

Summary of Capital Investment Actions Roadway Projects (\$ Thousands)						
Project Category	Status	Total Cost	EUGENE	LANE CO.	ODOT	SPRINGFIELD
New Arterial Link or Interchange	<i>Future</i>	\$40,705	\$0	\$5,705	\$35,000	\$0
	<i>Programmed</i>	\$28,799	\$1,116	\$10,400	\$17,283	\$0
	<i>Unprogrammed</i>	\$82,772	\$0	\$0	\$71,272	\$11,500
Added Freeway Lanes or Major Interchange Improvements	<i>Future</i>	\$164,672	\$0	\$0	\$164,672	\$0
	<i>Programmed</i>	\$21,449	\$0	\$5,500	\$15,949	\$0
	<i>Unprogrammed</i>	\$54,805	\$0	\$0	\$54,805	\$0
Arterial Capacity Improvements	<i>Future</i>	\$4,530	\$0	\$0	\$4,530	\$0
	<i>Programmed</i>	\$2,246	\$0	\$500	\$1,746	\$0
	<i>Unprogrammed</i>	\$7,870	\$2,000	\$2,000	\$1,470	\$2,400
New Collectors	<i>Unprogrammed</i>	\$57,949	\$23,620	\$0	\$0	\$34,329
Urban Standards	<i>Future</i>	\$22,206	\$0	\$0	\$16,706	\$5,500
	<i>Programmed</i>	\$22,681	\$9,176	\$11,765	\$0	\$1,740
	<i>Unprogrammed</i>	\$61,920	\$26,885	\$18,325	\$1,600	\$15,110
Study	<i>Programmed</i>	\$3,375	\$0	\$0	\$3,375	\$0
	<i>Unprogrammed</i>	\$3,050	\$1,450	\$0	\$1,600	\$0
Nodal Development Implementation	-	\$7,000	\$5,400	-	-	\$1,600
TOTAL:		\$586,029	\$69,647	\$54,195	\$390,008	\$72,179

jurisdiction, and status.

**Note: The total estimated cost for Eugene does not include construction costs for potential system improvements on major corridors that arise from corridor studies.*

These totals include several joint projects for which a specific jurisdiction has been identified as the lead. The exact financial obligation for each agency on joint projects will be determined as projects are implemented.

The Capital Investment Action Roadway Projects are part of the regional roadway system. The regional roadway system is comprised of streets with a functional classification of arterial or collector. A map that shows functional classifications of the regional roadway system is provided in Appendix A. Functional classification is the process by which streets and highways are grouped into classes, or systems, according to the character of service they are intended to provide. Other criteria used to identify roadways that make up the regional roadway system include service and connection to regional facilities and the amount of existing and projected use by various modes.

Several major transportation corridors within the Eugene-Springfield area require additional, corridor-level analyses to address existing and future capacity, safety, and operational problems over the next 20-30 years. In some cases, the costs of addressing anticipated problems on these corridors are included in the Capital Investment Action project lists, with the understanding that some of these projects are *placeholders* pending further study and public input. In other cases, the specific project-level solutions have not yet been proposed, so the project list includes only the estimated cost of the corridor study itself. Specific projects that are developed as a result of the corridor-level analyses will require an amendment to *TransPlan* in order to be added to the Capital Investment Action project lists.

Many of the corridors that require further study are state facilities, while others are local jurisdiction facilities. While each corridor presents unique challenges, all of them have at least two or more of the following characteristics in common:

- Use as the means for cross-regional travel, often connecting to important regional attractions (shopping, airport, downtowns, freight transfer sites, etc.);
- High traffic volume and traffic congestion;
- Need for both short- and long-range investments;
- Issues requiring complex, multi-project, high-cost solutions;
- Project scale that may require major investment studies or environmental impact studies, including extensive public involvement; and
- Long lead times necessary before construction can begin.

The following corridors are anticipated to require further study and major investments:

1. Interstate 5
2. Interstate 105/Oregon 126 (Eugene-Springfield Highway)
3. Beltline Road (Highway 99 to Interstate 5)
4. Main Street/McKenzie Highway (20th Street to 70th Street)
5. McVay Highway (Franklin Boulevard to 30th Avenue interchange)
6. Franklin Boulevard (Glenwood section)
7. West 11th Avenue (Beltline to Chambers)

8. Coburg Road (Crescent to Oakway)
9. 18th Avenue (Bertelsen to Agate)
10. Southeast Eugene corridor (Willamette, Amazon Parkway, Patterson/Hilyard, from 13th to 33rd Avenue)
11. Beltline Road/Pioneer Parkway (Beltline to Hayden Bridge Road)
12. Ferry Street Bridge (long-range capacity needs)
13. South Bank Street Improvements (Mill Street to Hilyard Street)
14. West Eugene Transportation Improvements

In the case of the West 11th Avenue and Coburg Road corridors (items #7 and #8), studies are proposed to address access, safety, and operational problems. In the case of 18th Avenue and the Southeast Eugene corridors (items #9 and #10), studies are proposed to address major capacity issues, as well as safety, access, and operational problems. In the case of Interstate 5 (item #1), a comprehensive study of I-5 interchanges from the McKenzie River south to 30th Avenue is proposed to address major capacity, safety, access and operational problems. The extent of further study that each corridor requires will depend on the level of analysis completed to date, the level of specificity of any proposed solutions, and the level of environmental analysis required for a project to proceed. Examples of typical studies prepared prior to construction of a system improvement include the Beltline/I-5 refinement study, the Ferry Street Bridge Study, the West Eugene Parkway Environmental Impact Study, and the Jasper Extension design study.

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

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

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

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

Status: Programmed

Beltline Highway	Royal Avenue to Roosevelt Boulevard	Overcrossing at Royal, continue widening to 4 lanes south to railroad structure, construct Roosevelt extension from Beltline to Danebo, full at grade signal controlled intersection of Beltline and Roosevelt (ODOT: W. 11th N. city limits stage 2)	ODOT	\$14,699,000		409
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

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
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>				<i>\$7,870,000</i>		
<i>Project Category Sub-Total</i>				<i>\$10,116,000</i>		

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

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
Yolanda Avenue	31st Street to 34th Street	Extend existing street as 2-lane collector	Springfield	\$540,000	0.2	783
<i>Status Sub-Total</i>				<i>\$57,948,500</i>		
<i>Project Category Sub-Total</i>				<i>\$57,948,500</i>		

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 Creek 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	1.19	625
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
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

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

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

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

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**

Name	Geographic Limits	Description	Jurisdiction	Estimated Cost	Length	Number
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Project Category: Nodal Development Implementation

Planning	Various Locations	Planning for implementation Of Nodal Development zoning	Eugene/Springfield	\$5,000,000	--	--
Eugene Nodal Development Infrastructure Funding	Various Locations	Differential Nodal Development Infrastructure Cost*	Eugene	\$2,000,000	--	--

Status Sub-Total ***\$7,000,000***

Project Category Sub-Total ***\$7,000,000***

Total Capital Projects: Roadway Projects ***\$353,915,500***

* For the Royal and Chase Gardens nodal development areas, allocate \$2,000,000 for differential nodal development infrastructure costs. Sources of funding include a mix of local discretion STP, SDCs, "locally controlled revenue source," and other funding sources.

The amount required for differential nodal development infrastructure costs will be vastly more when all the Eugene priority nodal development areas are included in this line item. Amend this line item at the first update to list the estimated differential cost of nodal development infrastructure for the priority nodal development areas over the entire fiscally constrained planning period.

Springfield will use the next three years of experience to develop an estimate of costs uniquely associated with nodal development in Springfield on those nodes that are selected and protected pursuant to LCDC's approval of alternative performance measures. This estimate would be included in the first update of the plan, subject to available funding.

Chapter 3: Table 1b-Future (Beyond 20-Years)

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: Future

Beaver Street Arterial	Hunsaker Lane to Wilkes Drive	R.O.W Acquisition. General construction.	Lane County	\$1,700,000	0.84	503
Eugene-Springfield Highway (SR-126)	at Main Street	Construct interchange	ODOT	\$9,000,000	0	27
Division Avenue	Delta Highway to Beaver Street	New frontage road w/ Willamette River Bridge	Lane County	\$4,005,000	0.89	512
Eugene-Springfield Highway (SR-126)	at 52nd Street	Construct interchange	ODOT	\$9,000,000	0	30
Beltline Highway	West 11th Avenue to Roosevelt Boulevard	Continue widening to 4 lanes; new RR Xing, interchange @ WEP, grade separation @ Roosevelt and turn lanes on West 11th Ave (ODOT: West 11th North City Limits Stage 3)	ODOT	\$17,000,000	1.14	312

Status Sub-Total

\$40,705,000

Project Category Sub-Total

\$40,705,000

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

Status: Future

I-5	30th Avenue/McVay Highway	Interchange reconstruction to improve operations and safety, reconstruct ramps and bridges to modern standards, and provide for 6 lanes on I-5.	ODOT	\$15,000,000		257
I-105	Washington/Jefferson Street Bridge	Add lane to NB on-ramp from 6th Ave, extend third NB lane over bridge to Delta Highway exit ramp	ODOT	\$5,805,000	0.75	154
Eugene-Springfield Highway (SR-126)	I-5 to Mohawk Boulevard	Widen to 6 lanes	ODOT	\$20,124,000	2.6	728
Eugene-Springfield Highway (SR-126)	Pioneer Parkway/Q Street	Interchange improvements	ODOT	\$15,000,000	0	727
I-105	Delta Highway to Coburg Road	Widen to 6 lanes	ODOT	\$9,210,600	1.19	647
I-105	Coburg Road to I-5	Widen to 6 lanes	ODOT	\$11,842,200	1.53	648

Name	Geographic Limits	Description	Jurisdiction	Estimated Cost	Length	Number
I-5	I-105 to Highway 58 (Goshen)	Widen remaining sections to 6 lanes	ODOT	\$35,000,000	5.66	260
I-5	@ Glenwood Interchange	Reconfigure interchange, address weaving, provide 6 lanes on freeway	ODOT	\$10,000,000		256
I-5	@ Willamette River/Franklin Boulevard Interchange	Interchange reconstruction to create one full interchange to improve operations and safety, reconstruct ramps and bridges to modern standards, and provide for 6 lanes on I-5	ODOT	\$25,000,000		150
Beltline Highway	River Road to Delta Highway	Widen to 6 lanes; construct new or widen existing Willamette River Bridges; revise Division/River Ave ramps; reconstruct/relocate Division Ave from Division Place to Beltline	ODOT	\$13,390,200	1.73	506
I-105	Washington/Jefferson Street Bridge	Add lane to 6 th Ave. off-ramp	ODOT	\$4,300,000	0.25	151

Status Sub-Total ***\$164,672,000***

Project Category Sub-Total ***\$164,672,000***

Name	Geographic Limits	Description	Jurisdiction	Estimated Cost	Length	Number
<i>Project Category: Arterial Capacity Improvements</i>						
<i>Status: Future</i>						
W. 11th Avenue	Green Hill Road to Danebo Avenue	Upgrade to 5-lane urban facility	ODOT, Eugene, Lane County	\$4,530,000	1.51	333
<i>Status Sub-Total</i>				<i>\$4,530,000</i>		
<i>Project Category Sub-Total</i>				<i>\$4,530,000</i>		

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

Status: Future

48 th Street	Main Street to Daisy Street	Upgrade to urban facility	Springfield	\$300,000		901
Jasper Road	57 th /58 th intersection	Intersection improvements	Springfield	\$200,000	0.5	100
Highway 99	Roosevelt Boulevard to Garfield Street	Upgrade to urban facility	ODOT	\$4,955,500	1.14	148
McVay Highway	I-5 to Franklin Boulevard	Upgrade to 3-lane urban facility; intersection improvements at I-5 and Franklin Boulevard	ODOT	\$6,500,000	1.5	833
Jasper Road	S. 42nd Street to Jasper Road Extension	Upgrade to 2 to 3-lane urban facility; intersection improvement at 42nd Street and Jasper Road	ODOT	\$5,250,000	3.5	60
Franklin Blvd.	Jenkins Drive to Mill St.	Upgrade to urban facility	Springfield/ODOT	\$5,000,000	1.2	839

Status Sub-Total ***\$22,205,500***

Project Category Sub-Total ***\$22,205,500***

Total Future Capital Projects: Roadway ***\$232,112,500***

Capital Investment Actions: Transit Projects

The following project categories are included in the Capital Investment Action Transit Projects list:

- 1. Buses and Bus Maintenance** - These projects include new buses for expansion of service, replacement buses, expansion of bus maintenance facilities, and bus components such as radios, automated passenger counters, and fareboxes.
- 2. Bus Rapid Transit** - These projects include the planning, engineering, and construction of the Bus Rapid Transit (BRT) corridors.
- 3. Stops and Stations** - These projects include transit stations, Park-and-Ride lots, bus shelters, and other passenger boarding improvements.

The following table summarizes total estimated cost for transit projects by implementation phase.

Summary of Capital Investment Actions	
Transit Projects	
<i>Project Category</i>	<i>Total Estimated Cost</i>
Buses and Bus Maintenance	\$46,155,000
Bus Rapid Transit	\$100,000,000
Stops and Stations	
General	\$14,000,000
In Nodal Development Areas	\$10,500,000
Total Transit Capital Projects	\$170,655,000

The Capital Investment Action Transit Projects are integrated with the Planning and Program Actions for transit that implement the proposed BRT system. See page 91 for a description of the Bus Rapid Transit Implementation Process.

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	1320
<i>Project Category Sub-Total</i>			<i>\$46,155,000</i>	

Name	Geographic Limits	Description	Estimated Cost	Number
<i>Project Category: Bus Rapid Transit</i>				
Bus Rapid Transit	Various corridors totaling 61 miles	Express bus corridors	\$95,500,000	1115
Bus Rapid Transit Stations in Nodes	Various	Transfer Station	\$4,500,000	1318
<i>Project Category Sub-Total</i>			<i>\$100,000,000</i>	

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

Project Type: General Stops and Stations

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

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

Project Type: Stops and Stations in Nodal Development Areas

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

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

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

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

Capital Investment Actions: Bicycle Projects

The Capital Investment Action Bicycle Project Lists are organized by project status – Programmed, Unprogrammed, or Future. The following project categories are included in the lists:

1. **Multi-Use Paths Without Road Project** – These projects will be constructed independent of a Roadway Project.
2. **Multi-Use Paths With Road Project** – These projects are new off-road facilities designated for non-motorized, bicycle, and pedestrian use only. The project number provided refers to the associated Roadway Project.
3. **On-Street Lanes or Routes With Road Project** – These bicycle projects will be constructed in conjunction with a Roadway Project. The project number provided refers to the associated Roadway Project.
4. **On-Street Lanes or Routes Without Road Project** – These projects consist of adding a striped bike lane to the roadway or adding *Bicycle Route* signs along the designated corridor. Projects in this category will be constructed independent of a Roadway Project.

For many bicycle projects, a \$0 shows in the Estimated Cost field. These bicycle projects may require no capital expenditure because they can be implemented with operating funds or they are planned for construction as part of a roadway project. Thus, the cost estimates are included as part of the roadway project cost estimate.

The following table summarizes the total estimated cost of bicycle projects by project category, status, and jurisdiction.

Project Category	Status	Total Cost	EUGENE	LANE COUNTY	ODOT	SPRINGFIELD	WILLAMA-LANE
Multi-Use Paths Without Road Project	<i>Future</i>	\$ 13,624	\$ 3,279	\$ 5,565	\$ -	\$ 4,280	\$ 500
	<i>Programmed</i>	\$ 4,715	\$ 4,100	\$ -	\$ -	\$ 615	\$ -
	<i>Unprogrammed</i>	\$ 10,018	\$ 4,378	\$ -	\$ 205	\$ 5,435	\$ -
Multi-Use Paths With Road Project	<i>Future</i>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	<i>Programmed</i>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	<i>Unprogrammed</i>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
On-Street Lanes or Routes With Road Project	<i>Future</i>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	<i>Programmed</i>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	<i>Unprogrammed</i>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
On-Street Lanes or Routes Without Road Project	<i>Future</i>	\$ 675	\$ 675	\$ -	\$ -	\$ -	\$ -
	<i>Programmed</i>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	<i>Unprogrammed</i>	\$ 4,456	\$ 3,273	\$ 752	\$ 164	\$ 267	\$ -
TOTAL:		\$ 33,488	\$ 15,705	\$ 6,317	\$ 369	\$ 10,597	\$ 500

These totals include several joint projects for which a specific jurisdiction has been identified as the lead. Once again, corresponding roadway projects have absorbed some of the cost. The exact financial obligation for each agency on joint projects will be determined as projects are implemented.

TransPlan serves as the bicycle plan for Eugene. The *Springfield Bicycle Plan* (1998) serves as the bicycle master plan for Springfield. To the extent that the cities of Eugene and Springfield wish to adopt, amend, or maintain bicycle master plans, those plans must be consistent with *TransPlan*. All bikeways and other bicycle system improvements will be designed to meet standards specified in the *Oregon Bicycle and Pedestrian Plan* (1995), whenever possible.

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 Weyerhaeuser 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: Multi-Use Paths With Road Project

Status: Programmed

West Eugene Parkway Path (1A)	Beltline Road to Seneca Road	Multi-Use Path	ODOT	\$0	1.65	340
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Status Sub-Total

\$0

Status: Unprogrammed

I-5 Bike Bridge	Willakenzie Road to Postal Way	Bridge	ODOT	\$0	0.15	666
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West Eugene Parkway Path (2A)	Terry Street to Beltline Rd	Multi-Use Path	ODOT	\$0	0.88	338
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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 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 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
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

Chapter 3: Table 3b-Future (Beyond 20-Years) Capital Investment Actions: Bicycle Projects

Name	Geographic Limits	Description	Jurisdiction	Estimated Cost	Length	Number
Project Category: Multi-Use Paths Without Road Project						
Status: Future						
16th Avenue Connector	Fern Ridge Path to Jefferson Street	Multi-Use Path	Eugene	\$37,000	0.09	112
Augusta Street Path	Laurel Hill Park to 30th Avenue	Multi-Use Path	Eugene	\$933,000	0.79	221
Coast Fork Willamette path	Harbor Drive to Clearwater Park	Multi-Use Path	Willamalane	\$0	3.39	21
Deertrail Path	Sundance Street to 35th Avenue	Multi-Use Path, Route	Eugene	\$0	1.85	230
Delta Highway Path	Goodpasture Island Road to Willagillespie Road	Multi-Use Path	Eugene	\$1,719,000	0.47	636
EWEB Path Extension	31st Street to Marcola Road	Multi-Use Path	Willamalane, Springfield	\$0	0.72	731
Fern Ridge Path #3	Royal Avenue to Fern Ridge Reservoir	Multi-Use Path	Lane County	\$5,565,000	0.91	426
Game Bird Park Path	Flamingo Avenue to N. Cloverleaf Loop	Multi-Use Path	Willamalane	\$500,000	0.10	734
Jessen Path	Green Hill Road to Beltline Road	Multi Use Path	Eugene	\$0	1.81	463
McKenzie-Gateway Path	Game Farm Road S. to Deadmond Ferry Road	Multi-Use Path	Springfield	\$0	1.70	759
South Bank Trail (A)	I-5 to Springfield Bridges	Multi-Use Path	Springfield	\$1,800,000	1.22	851
South Bank Trail (B)	Springfield Bridges to Seavey Loop Road	Multi-Use Path	Springfield	\$2,480,000	1.59	854
South Hills Trail	Bailey Hill Road to Willamette Street	Multi-Use Path	Eugene	\$0	5.47	327
Springfield-Mt. Pisgah Connector	Jasper Road to Buford Park Road	Route, Multi-Use Path, Bridge	Willamalane, Springfield	\$0	2.78	960
Upper Amazon Path	Hilyard Street to Canyon Drive	Multi-Use Path	Eugene	\$590,000	1.95	293
West Bank Trail (B)	Beltline to Hileman Co. Park	Multi-Use Path	Eugene	\$0	3.75	551
Willamette McKenzie Trail	Beltline Road to Armitage Park	Multi-Use Path	Eugene, Lane County	\$0	4.99	699
Meadowview Bike Path	Meadowview School to Fern Ridge Path	Multi-Use Path	Eugene	\$0		496

Status Sub-Total

\$13,624,000

Project Category Sub-Total

\$13,624,000

Name	Geographic Limits	Description	Jurisdiction	Estimated Cost	Length	Number
<i>Project Category: Multi-Use Paths With Road Project</i>						

Status: Future

Beltline Path	Roosevelt Boulevard to W. 11th Avenue	Multi-Use Path	ODOT	\$0	1.13	411
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Status Sub-Total ***\$0***

Project Category Sub-Total ***\$0***

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

Status: Future

Division Avenue	Delta Highway to Beaver Street (new frontage road)	Striped Lane	Lane County	\$0	0.47	512
Beaver Street Arterial	Hunsaker Lane to Wilkes Drive	Striped Lane	Lane County	\$0	0.92	503
McVay Highway	I-5 to Franklin Boulevard	Striped Lane	ODOT	\$0	1.50	833
W. 11th Avenue	Greenhill Road to Terry Street	Striped Lane	ODOT, Eugene, Lane	\$0	1.06	333
Jasper Road	S. 42nd Street to Mt. Vernon Road	Striped Lane	ODOT	\$0	1.42	60
Franklin Blvd.	Jenkins Drive to Mill St.	Striped Lane	Springfield/ODOT	\$0	1.2	839

Status Sub-Total ***\$0***

Project Category Sub-Total ***\$0***

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

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	

Status Sub-Total

\$675,000

Project Category Sub-Total

\$675,000

Total Capital Projects: Bicycle Projects

\$14,299,000

Part Two: Financial Plan

This section provides the Financial Plan for *TransPlan*. It presents:

- A summary of the **federal and state regulations for financial constraint**,
- A summary of **future cost and revenue estimate methodologies**,
- **Forecasts of revenue from existing sources**,
- An **assessment of the revenue shortfall**,
- A list of **strategies to address the shortfall**, and
- Development of the Constrained Plan.

Federal and State Regulations for Financial Constraint

Both federal and state legislation set forth guidelines that seek to ensure that the needs identified in *TransPlan* are balanced with resources expected to be available over the planning period. Guidelines in the federal Transportation Equity Act for the 21st Century (TEA 21) state that *TransPlan* must include:

A financial plan that demonstrates how the adopted long-range transportation plan can be implemented, indicates resources from public and private sources that are reasonably expected to be made available to carry out the plan, and recommends any additional financing strategies for needed projects and programs.

Furthermore:

The financial plan may include, for illustrative purposes, additional projects that would be included in the adopted long-range transportation plan if reasonable additional resources beyond those identified in the financial plan were available. For the purpose of developing the long-range transportation plan, the metropolitan planning organization and State shall cooperatively develop estimates of funds that will be available to support plan implementation.

The state Transportation Planning Rule (TPR) requires that a transportation financing program be developed as part of *TransPlan*, which includes:

1. A list of planned transportation facilities and major improvements required to support the land uses in the acknowledged comprehensive plan (*Metro Plan*),
2. A general estimate of the timing for planned transportation facilities and major improvements,
3. Determination of rough cost estimates for the transportation facilities and major improvements identified in the transportation system plan (TSP).

Transportation costs can be viewed in many different ways, by jurisdiction, by mode, and by expenditure. Table 4 summarizes costs and revenues by transportation system (roadway, transit, and bicycle and pedestrian), by expenditure (OM&P and capital improvements), and by jurisdiction.

Future Cost and Revenue Estimate Methodologies

The estimation of future costs and revenues was guided by two ODOT reports. The Oregon Roads Finance Study (ORFS) estimated transportation system needs at the state level in 1993, and provided unit costs for the estimation of O&M, preservation, and capital needs for this region. ODOT developed *Financial Assumptions for the Development of Metropolitan Transportation Plans* in 1995 (updated in 2000), providing estimates of future federal and state revenues.

Roadway System Costs

Roadway costs were divided into three categories:

1. Operations and Maintenance,
2. Preservation, and
3. Modernization.

O&M generally includes activities necessary to keep the transportation system safe and in repair. Preservation activities generally extend the useful life of a facility, and are larger in cost and scope than O&M. Modernization consists of major capital improvements that bring facilities to urban standards, or add capacity.

For the purpose of estimating operations and maintenance costs, the roadway system inventories were summarized in lane miles by functional class and pavement type. O&M unit costs from the ORFS were applied to these inventories. The unit costs were adjusted for inflation to reflect 1995 unit costs, and increased by 9 percent to account for administration costs.

With respect to preservation costs, jurisdictions coordinated condition-rating criteria so the categories were similar throughout the area. The percentages of the system in need of resurfacing or reconstruction were applied to system totals by functional class in centerline miles. This yielded an estimate of current preservation need.

To estimate modernization costs, data from Eugene, Springfield, and Lane County public works departments and the ORFS were used as the bases for developing unit cost assumptions for roadway improvement projects.

Proposed projects were categorized according to *facility type* and *project type*. Actual construction cost data for a range of projects, as well as current unit cost assumptions, were obtained from local jurisdictions. These data were analyzed and average per-lane-mile unit costs

were calculated for various facility/project types. On state highways and on facility types where local cost data were limited, per-lane-mile unit costs from the ORFS were used. This information was supplemented through direct conversation with local transportation officials regarding recent costs for smaller-scale projects such as traffic signals, intersection improvements, long-range capacity studies, etc.

Local and state transportation officials via the Transportation Planning Committee (TPC) reviewed a final set of unit-cost assumptions. Minor adjustments were made during this review and final unit-cost assumptions were incorporated into the *TransPlan* Capital Projects database to provide for a uniform and automated method of project cost calculation.

Where project-specific cost analysis data were available from more detailed studies (i.e., I-5/Beltline Highway) these cost estimates were entered directly into the project database.

Total roadway costs for the planning horizon through Fiscal year 2021 are estimated to be approximately \$1.312 billion. For details about which capital projects have been included in this total, see the Capital Investment Action project lists beginning on page 11.

Roadway System Revenues

Federal and state revenue projections were provided by ODOT in a document titled *Financial Assumptions for the Development of Metropolitan Transportation Plans* in 1995 (updated most recently in 2000). Most of the revenue projections of federal and state funds used in *TransPlan* are based on the projections provided in this document. The *TransPlan* financial analysis is based on the latest ODOT projections available. Other local roadway revenue estimates were developed by an interjurisdictional staff team.

The estimate of **State Highway Trust Fund** revenues is based on the assumptions that the state gas tax would increase an average of 1.25¢ per gallon per year beginning in 1999, and that the TPR requirements for reducing vehicle miles traveled (VMT) per capita would not be met.

The estimate of **federal forest receipts** was provided by Lane County staff. The revenue is assumed to continue at federal guarantee levels through 2004, and at current levels absent the guarantee afterwards. The assumption through 2004 is that the revenue will first be used to cover Lane County O&M and preservation and Metro Road Partnership commitments, with the balance going to Lane County modernization. Based on Lane County projections of O&M and preservation (OM&P) need, forest receipt revenue fails to cover that need as soon as the guarantee expires.

Some revenues such as **assessments** and **systems development charges (SDCs)**, may only be used for capital projects. These two revenues sources fund most of the city collector and arterial roadway projects that involve urban standards. Other revenues are flexible and may be used for any road-related purpose including O&M and capital projects. Revenues are summarized with the costs in Table 4.

Transit System Costs and Revenues

Transit system finances are largely independent of other transportation systems, and are therefore analyzed separately. Revenues and expenses are consistent with LTD's long-range financial plan. The capital costs and revenues are consistent with the long-range capital plan. Assumptions about grant revenue amounts are significantly different than they are in the Capital Plan as they have been reduced to cover only the first phase of the BRT project.

Transit System Costs

Transit capital cost estimates are based on the assumptions that the BRT project will proceed with primary focus on the development of an east-west pilot corridor, that Park-and-Ride facilities will be added on major corridors as the need is identified and suitable sites are selected, and that fleet expansion and vehicle replacement will continue at a rate determined by service level needs. BRT project implementation could begin as early as Fiscal year 2001.

Transit costs include the first phase of the BRT project, which is currently estimated to cost between \$20 and \$30 million. BRT includes many potential elements that will need to be carefully reviewed and evaluated. Until this engineering work is completed and decisions are made on the extent and timing of the long-term development of the BRT corridors, it is very difficult to provide a more accurate cost estimate for the BRT system.

Transit System Revenues

Transit revenue estimates are based on assumptions that overall federal grant funds in support of capital projects will decline, that fare revenue will continue to increase as it has over the last two years, and that payroll tax receipts will increase due to growth in employment and wages.

It is anticipated that discretionary federal grant funds will pay for up to 80 percent of the capital cost of the BRT system. This expectation is consistent with the District's previous success in obtaining federal funds. During the past ten years, the District has been awarded discretionary federal funds for a new operating facility (\$7 million in federal funding), a new central station, (\$10 million), buses (\$3 million), and supporting equipment (\$2 million). In addition, there is considerable enthusiasm at the federal level for LTD's BRT project, as it is seen as a low-cost and effective alternative to light-rail. This enthusiasm should translate into funding support. Therefore this revenue source meets the legal requirement that it is reasonably expected to exist.

Bicycle and Pedestrian System Costs and Revenues

The *TransPlan* bicycle element estimates costs for bicycle projects that are independent of the road projects such as multiple-use paths and bridges and new on-street paths that do not happen to coincide with a roadway project. On-street bicycle lanes comprise a majority of the bicycle facilities recommended in *TransPlan* and will for the most part be funded as a component of future roadway improvements or reconstruction. Signing designated bicycle routes is relatively inexpensive and is normally funded under the roadway maintenance budget.

Bicycle and Pedestrian System Costs

A total of approximately \$20 million in bike projects have been identified in the fiscally constrained *TransPlan*. Most of the cost is in multiple use path, or bridge projects. Costs have also been estimated for other road-related bike projects that have not been included in road project costs.

Additional path, bridge, or connector projects have been designated in *TransPlan* as being future projects, meaning that they are either strictly for recreational use, that land use activities such as active gravel mining currently do not allow them to be built, or that funds have not yet been identified for their completion. However, many of these projects could be built within the *TransPlan* planning horizon if additional funding sources emerge.

OM&P of the bike and pedestrian system within the road right-of-way is included in the costs for the street and highway system. There currently is no dedicated source of revenue or other special revenues for this work. A transportation utility fee could be used to provide revenues for the OM&P of the off-street system.

Bicycle and Pedestrian System Revenues

Federal Funding

Currently under TEA 21, 10 percent of Surface Transportation Program (STP) funds allocated to the state must be used for transportation enhancement activities, including construction of facilities for bicycles and pedestrians. TEA 21's predecessor, ISTEA, has been the primary funding source for off-street projects built in the Eugene-Springfield area since its authorization in 1991. Federal enhancement funds received for bicycle projects in Eugene and Springfield have totaled \$4,803,000 since 1992. The City of Eugene is expected to receive \$937,000 in TEA 21 enhancement funds. If TEA 21 is reauthorized with an enhancement program, based on historical funding levels for this area, it is assumed that sufficient revenues will be available to fund the identified bicycle and pedestrian projects. A major issue for local jurisdictions is identifying the required local match.

State Funding

State funding for bikeways is primarily limited to money from the ODOT Highway Fund. This funding is used mainly for adding bicycle lanes to existing and new streets. These funds may also be used for bicycle projects that are independent of other road construction as long as the project is within highway right-of-way. Highway Funds cannot be spent on paths in parks or anywhere else outside the highway, road, or street right-of-way.

Recently, ODOT funded independent bikeway projects in conjunction with highway modernization projects, including the Beltline path from Royal Avenue to Highway 99. It is expected that ODOT will finance the construction of the bike paths associated with later phases of Beltline and the West Eugene Parkway. It is also expected that ODOT will participate in the construction of the planned I-5 path and bike bridge. These projects are estimated to cost \$3.6 million.

Other Funding

Although State Highway Fund and TEA 21 money provides the basic funding source for bikeways, local jurisdictions may also provide revenues from local sources such as general funds, park district funds, special bond levies, and systems development charges, as well as through the local road construction and maintenance budget.

Flexibility of Federal Surface Transportation Revenues

Federal STP funds are not restricted to roadway projects. They have been used in this region for TDM, bike, and transit projects. Local jurisdictions have the authority to allocate some of these revenues to local projects.

Assessment of Revenue Shortfall

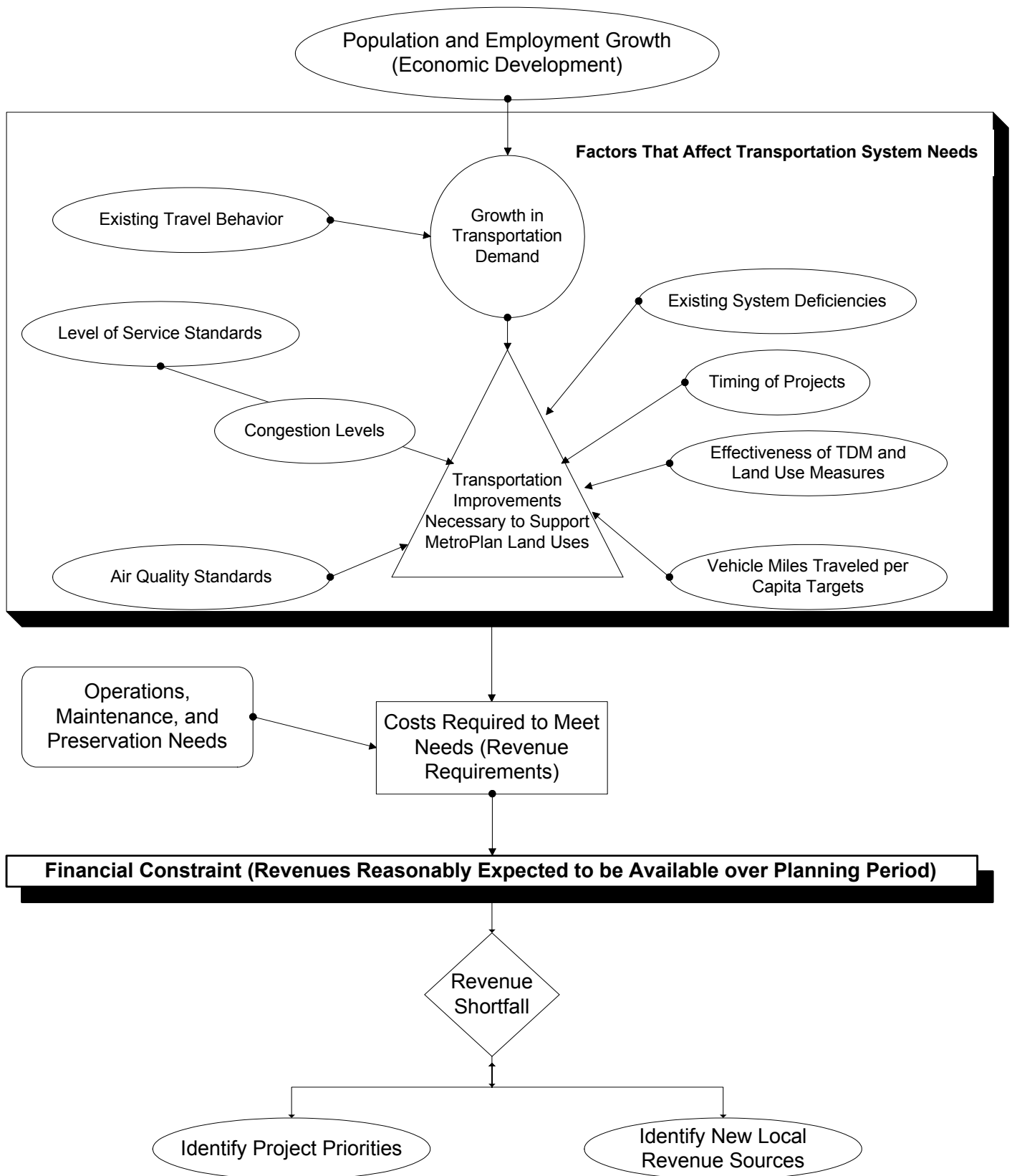
The level of transportation needs and the amount of revenues available to pay for the needs depend on several key factors such as the amount of congestion the region is willing to accept, and the timing and allocation of resources among the various components of the system. Figure 7 illustrates some of the interrelationships among key factors contributing to *TransPlan*'s financial constraint. In the process of making decisions on the package of transportation investments contained in *TransPlan*, it is important to consider the tradeoffs that can arise from changes in individual factors. A discussion of these factors and tradeoffs and a description of the revenue shortfall under *TransPlan* assumptions follows.

Factors That Affect the Revenue Shortfall

As presented, transportation improvements necessary to support the land use pattern established in the *Metro Plan* arise from several sources. Population and employment growth and existing travel behavior contribute to a growth in transportation demand. Increased demand necessitates adding to the existing system (road, bus, bike, and pedestrian) through specific system improvements. The need for system improvements is also affected by: deficiencies in the existing system, decisions about system standards (such as level of service/congestion and pavement condition) to be provided on the region's transportation facilities, and the level and effectiveness of strategies like TDM measures, investments in alternative modes, future land use patterns, and the timing of projects.

Figure 7

Key Factors That Affect Financial Constraint



System improvement needs can also be affected by the requirement to meet national air quality standards and the VMT per capita targets specified in the state's TPR. In some cases, where an improvement reduces congestion, air quality can be improved. An improvement that has the affect of significantly increasing the number of vehicle trips can cause a decrease in air quality. Overall, the Eugene-Springfield area is expected to experience improved air quality over the next 20 years. In isolation, major system improvements can appear to have the affect of increasing VMT per capita. These factors were considered in the technical analysis and identification of transportation system needs.

In addition to system improvements, the plan must also consider the resources required to adequately operate, maintain, and preserve the existing and future transportation system. The need for ongoing O&M applies to all parts of the overall system including roadways, transit vehicles, bikeways, and sidewalks. The level of O&M need is affected by the general size of the system, and the function of the roadway system (freeway, arterial, collector).

The level of roadway system preservation needs is affected by roadway preservation standards. The goal in the Eugene-Springfield area is to maintain, through OM&P activities, a level of 80 percent of the system miles rated at fair or better condition. Adequately funding OM&P needs avoids the much higher costs associated with reconstruction of the system.

The combination of system improvement costs and the costs of OM&P activities represents the total costs required to meet future transportation needs in the region. The region's ability to provide for these needs is constrained by the revenues reasonably expected to be available over the 20-year planning period.

The revenue shortfall can be addressed through the establishment of priorities or the development of additional revenue sources.

Conclusions About the Revenue Shortfall

The following conclusions are drawn from current analysis of the revenue shortfall:

- 1) Eugene and Springfield have the ability to fund most of their collector and arterial roadway projects involving upgrades to urban standards through the combined use of assessments and SDCs.
- 2) Eugene and Springfield may have more difficulty finding resources for new facilities (e.g., Pioneer Parkway Extension, Booth Kelly Road).
- 3) Eugene and Springfield have a significant shortfall in resources for OM&P of the current roadway system.
- 4) Lane County's current policy calls for the use of available resources for the OM&P of the current roadway system first and expects resources to be adequate for this purpose.

- 5) Lane County projects a shortfall in modernization funding in about 2004. Modernization funding levels will depend on congressional action on federal timber receipt issues, legislative action on the state-wide gas tax, and priority-setting by the County Board of Commissioners.
- 6) ODOT lacks resources for modernization and OM&P, and a significant amount of the identified needs are on the ODOT arterial system, including the freeways.
- 7) LTD has projected sufficient resources to maintain the current transit service level and expects to be successful in obtaining federal resources to begin the implementation of the BRT system.
- 8) There are no existing transportation resources for the OM&P of the off-street bike system outside of the public right-of-way.
- 9) Recent history indicates that federal enhancement resources should be reasonably available for the majority of the planned off-street bike path modernization projects.

Strategies to Address Revenue Shortfall

As described at the beginning of the financial plan, *TransPlan* is required to be constrained by revenue “reasonably expected to be made available” (federal requirement) and demonstrate its ability to support the land use pattern present in *Metro Plan*. The revenue shortfalls identified above can be addressed through either one of two primary means: a prioritization of needs (and the resulting movement of low-priority unfunded needs to a future project list), or the development of new revenue sources. This section presents possible strategies to address the anticipated revenue shortfall, suggesting factors to consider in establishing priorities and outlining the range of new revenue sources.

1. Increased Federal and State Taxes and Fees

Develop a united front to support state and federal efforts to develop additional transportation resources and obtain an equitable share of those resources for the metro area.

2. Accept Lower Level of Service

Establishing a set of needs within the limits of available resources can be accomplished by assigning a priority to specific projects or categories of projects. The major issues surrounding the level and priority of transportation system needs can be identified by assessing the tradeoffs that come with varying the acceptable level of congestion on roadways. A key policy tool in this discussion is level of service (LOS) standards. These standards are set to reflect the region’s willingness to accept a certain level of congestion on its roadway system. Generally, lowering LOS standards will have the effect of reducing the need for system improvements. Accepting increased congestion allows some system improvements to be postponed. Conversely, maintaining higher LOS will require more system improvements to reduce the amount of

congestion. The table below highlights some of the tradeoffs associated with different levels of congestion.

Policy Choice	Impact on Standard	Potential Tradeoffs
Accept More Congestion	Lower Level of Service	Reduce system improvement costs
		Reduce air quality in specific areas
		Increase hours of delay
		Increase vehicle operating costs
		Increase accidents
		Increase traffic infiltration into neighborhoods
		Increase use of alternative modes
Accept Less Congestion	Raise Level of Service	Increase system improvement costs
		Increase air quality in specific areas
		Reduce hours of delay
		Reduce vehicle operating costs
		Reduce accidents
		Reduce traffic infiltration into neighborhoods
		Reduce use of alternative modes

Other policy tools exist that can affect congestion levels. This plan is based on the use of a range of land use, TDM, and TSI measures to address the issues associated with congestion. In the long run (beyond the 20-year planning horizon), land use measures implemented in the planning period can have an affect on congestion levels. TDM measures can be used in the short run to affect demand at specific locations, though voluntary measures can only contribute to a reduction in congestion, not provide the full solution.

Thus, the primary set of actions available to address congestion in the planning period are the system improvement actions described in other sections of this chapter. Development of system improvement priorities should be based on a consideration of some of the tradeoffs highlighted above. In particular, it will be important to identify which projects can be postponed without significant degradation to the roadway system's LOS. These might include ODOT freeway projects, interchanges, or local projects without identified funding sources.

3. Special Road Funding Opportunities

Identify special road funding opportunities to take advantage of state and federal resources such as Immediate Opportunity Funds, federal demonstration grants, or state or federal economic development grants.

4. Stormwater Management

Establish a stormwater utility fee for the area between the city limits and the urban growth boundary (UGB) and apply user fee revenues to augment Lane County road fund expenditures on roadway drainage projects.

Use Eugene and Springfield stormwater SDCs for the eligible drainage component of Lane County road modernization projects within the UGB.

5. Transportation Utility Fee

A Transportation Utility Fee (TUF) is analogous to a stormwater user fee. Each developed property within an area is charged a monthly fee for their anticipated use of the transportation system. These fees are determined by a methodology that is usually based on the trip-making characteristics of the land use type and becomes a fixed fee for that user. The fees can be collected on water utility bills just as sanitary and stormwater fees are currently. The fees can be set to generate any amount of revenue but are typically designed to cover a portion of ongoing O&M or to pay for preservation activities. The revenue is flexible and may be used for any purpose reasonably related to use of the public-sector transportation system, including maintenance of off-street bike and pedestrian facilities. These fees are typically not used for capacity-increasing projects because they are paid by existing users of the system.

6. Increased Systems Development Charges

There are several potential revenue-enhancing revisions to the existing Eugene and Springfield SDC methodologies and rate structures that could be explored.

The Eugene and Springfield transportation SDC could be revised to include the impact on county arterials and collectors and to ensure that wherever possible, the combination of assessments and SDCs cover 100 percent of the costs of the local arterial and collector street projects. Such a revision would increase revenues by approximately \$7.6 million over 20 years, increasing the transportation SDCs by about 21 percent.

The transportation SDC could also be expanded in the future to include capacity increasing transit facilities should transit revenues be insufficient to maintain the current level of service as growth occurs.

Another component that could be added to the local SDC rate structure would be one that addresses the local contributions Eugene and Springfield make to state roadway projects. These local expenditures on state projects are not currently included in the calculation of the SDCs.

Finally, it is possible that a reimbursement component could be added to each cities' SDC structure and result in increased revenues. Further analysis of this option would be required to determine if the necessary conditions for implementation of a reimbursement component are present, and if the addition of this component would actually result in additional revenues, or be revenue-neutral.

7. Transfer of Jurisdiction

A transfer of certain ODOT facilities to local jurisdictions in exchange for state assumption of locally owned segments of the National Highway System might allow for the use of local revenues (assessments and SDCs) on facilities that are unlikely to be improved by the state during the planning period.

Modernization projects could then be funded from a combination of assessments, transportation, and storm water SDCs and possible Lane County Road Fund contributions—revenue sources that are currently unavailable at the state level. However, in addition to handing over responsibility for costs, a transfer of ODOT facilities would also result in a reduction in revenues to the local ODOT district office because those revenues are partly dependant on total lane miles within the district. This reduction in revenue would result in the ODOT system improvements line item still showing a shortfall.

8. Accept Lower Standards in Operations, Maintenance, and Preservation

The standards applied to the OM&P of the transportation system determine the need for transportation revenues. This strategy consists of revisiting those standards to determine whether or not they are in line with priorities. In addition to the LOS (congestion) standard discussed above, other OM&P standards could be changed. Two possible strategies of this type are to eliminate maintenance on local gravel roads or on unimproved streets (streets with a thin surface treatment). Eliminating maintenance on metro area gravel local roads would save an estimated \$1.6 million over 20 years. Eliminating maintenance on unimproved local streets would save about \$5.8 million over the same period.

9. Bond Measures

Property-tax based measures, including capital bonds and levies, may be used to fund transportation activities. Springfield recently included \$2.8 million in street preservation projects in a bond levy. The City of Salem has used property-tax based serial levies a number of times in the past decade for preservation and modernization. Under Ballot Measure 50, capital bonds can be issued for a maximum of ten years and must be approved by the voters at a general election or with 50 percent turnout.

10. Regional Transportation Taxes

A local or regional gas tax and/or vehicle registration fee could be developed to fund the remainder of the gap in financing for the non-state road network. Each 1¢ of gas tax would generate about \$1.2 million county-wide. A gas tax should be charged on a regional basis and could include multiple counties. The revenues would be shared among the county and the cities. The current state tax is 24¢ and is shared among the state, counties, and cities. A simple gas tax does not include a comparable weight-mile tax for trucks, such as what the state currently has. Some method of taxing trucks or diesel fuel may be required to maintain equity.

Motor vehicle registration fees may be imposed by counties with a county-wide vote. The registration fee may not exceed that of the state, currently \$15 per year for a passenger car. The

funds must be shared with the cities within the county. Two or more counties may act jointly. A \$15 vehicle registration fee in Lane County would generate about \$3.8 million annually.

11. Bridge Tolls

Bridge tolls may be used to provide revenues for the construction of specific bridges. For example, tolls could be used to fund the construction of new river crossings. These tolls could be removed when construction has been paid in full, or could remain in place to fund OM&P of the bridge.

12. Broadened Assessment Practices

Under Oregon law, local improvement districts may be used to assess property owners for improvements that benefit the properties. Local agencies use local improvement districts to assess property owners for the initial street improvement resulting in a fully improved street, usually including, curbs, gutters, and sidewalks. Some jurisdictions have begun using improvement districts to assess property owners for preservation and reconstruction projects. Other jurisdictions are using them to fund ongoing O&M activities through an annual assessment. These may occur when streets need pavement overlays or when the street has reached the end of its useful life and needs to be reconstructed. The potential yield from this policy has not been estimated but potentially could fund a significant portion of the preservation needs. Remonstrance provisions in local codes may preclude the use of this tool unless property owners approve.

13. Postpone Project to Future Projects List

Prioritize projects and postpone projects based on availability of revenue. Postponed projects would be moved to a future projects list within *TransPlan*, pending availability of additional revenues.

Development of Constrained Plan

Table 4 shows that under current *TransPlan* assumptions about standards, priorities, and timing, the region faces a \$441 million revenue shortfall over the planning horizon through Fiscal year 2021. The entire shortfall occurs in two areas—OM&P in general, and ODOT System Improvements.

To arrive at a financially constrained plan, a process was developed to consider the applicability of the various strategies to the individual line item revenue shortfalls shown in Table 4. The process included a determination of the regional priorities through the public review process and careful consideration by both inter-jurisdictional staff and policy groups of the applicability of individual strategies to each shortfall, among other steps. Not all of the strategies were considered appropriate for use (e.g., there was consensus that strategy #10 - *Regional Transportation Taxes* was not a viable local option and that the use of strategy #7 - *Transfer of Jurisdiction* would result in no net improvement in the cost/revenue picture). In most cases, packages of strategies were employed to address the shortfalls.

The Potential Strategies column in Table 4 shows the results of this process. Each line item revenue shortfall is addressed by one or more strategies. Where the *Postpone Projects* strategy is shown under System Improvements, the result is a movement of projects to the future projects list, thus removing the associated costs from the current plan.

Similar to the Postpone Projects strategy is the *Accept Lower Pavement Condition Ratings* strategy under OM&P. This strategy means that the overall pavement condition rating (PCR) standards will be lowered, resulting in a reduction in specific OM&P activities since the road surfaces will be maintained at a lower level. This results in a smaller percent of the road surface having a *fair* or *better* rating at any one time and reduces OM&P costs.

Other strategies are also intended to either directly reduce costs or increase revenues, resulting in a financially constrained plan. Table 5 and the following text describe the specific application of the strategy packages and show the resulting financially constrained costs and revenues.

TABLE 4
TRANSPLAN COSTS & REVENUES and STRATEGIES
(\$ Millions)

Local (Eugene, Lane County, Springfield) Components	Cost	Revenue	Shortfall	Potential Strategies
<u>Operations, Maintenance & Preservation</u>				
Eugene Operations, Maintenance & Preservation	\$ 300	\$ 180	\$ 120	Implement New Local Revenue Source(s), Accept Lower Pavement Condition Rating(s) (PCR), Reduce Operations & Maintenance Service Levels, Add Reimbursement Component to Transportation System Development Charge(SDC)
Springfield Operations, Maintenance & Preservation	\$ 100	\$ 73	\$ 28	Implement New Local Revenue Source(s), Accept Lower PCR, Reduce Operations & Maintenance Service Levels, Use Bonding for Preservation
Lane County Operations, Maintenance & Preservation	\$ 112	\$ 112	\$ -	No Shortfall
Subtotal	\$ 513	\$ 365	\$ 148	
<u>System Improvements</u>				
City Arterial/Collector System Improvements	\$ 130	\$ 130	\$ -	No Shortfall
Lane County System Improvements	\$ 48	\$ 48	\$ -	No Shortfall
Subtotal	\$ 178	\$ 178	\$ -	
<u>Bike System</u>				
Local Bike/Ped Operations, Maintenance & Preservation	\$ 4	\$ -	\$ 4	Include in New Local Revenue Source(s)
Local Off-Street Bike System Improvements	\$ 15	\$ 15	\$ -	No Shortfall
Local On-street Bike (w/o Road) System Improvements	\$ 4	\$ 4	\$ -	No Shortfall
Subtotal	\$ 23	\$ 19	\$ 4	
Total	\$ 714	\$ 562	\$ 153	
<u>Lane Transit District (LTD)</u>				
LTD Operations, Maintenance & Preservation	\$ 498	\$ 498	\$ -	No Shortfall
LTD System Improvements	\$ 171	\$ 171	\$ -	No Shortfall
Total	\$ 669	\$ 669	\$ -	
<u>Oregon Department of Transportation (ODOT)</u>				
ODOT Operations, Maintenance & Preservation	\$ 251	\$ 168	\$ 83	Accept Lower Metropolitan Area PCRs
ODOT Facility Planning Studies*	\$ 6	\$ 6	\$ -	No Shortfall
ODOT System Improvements	\$ 370	\$ 164	\$ 205	Postpone Projects to Future List or Do Not Build
Total	\$ 626	\$ 337	\$ 289	
GRAND TOTAL	\$ 2,009	\$ 1,568	\$ 441	

All figures are rounded and are shown in 1997 dollars and are for the planning horizon through FY 2021.

*ODOT Facility Planning Studies are shown for information purposes only.

TABLE 5
CONSTRAINED TRANSPLAN COSTS & REVENUES
(\$ Millions)

Local (Eugene, Lane County, Springfield) Components	Cost	Revenue	Shortfall	Comments on Constraint(s)
<u>Operations, Maintenance & Preservation</u>				
Eugene Operations, Maintenance & Preservation	\$ 300	\$ 300	\$ -	Implement new locally controlled source of revenue
Springfield Operations, Maintenance & Preservation	\$ 98	\$ 98	\$ -	Apply Combination of Strategies
Lane County Operations, Maintenance & Preservation	\$ 112	\$ 112	\$ -	No Shortfall
Subtotal	\$ 510	\$ 510	\$ -	
<u>System Improvements</u>				
City Arterial/Collector System Improvements	\$ 130	\$ 130	\$ -	No Shortfall
Lane County System Improvements	\$ 48	\$ 48	\$ -	No Shortfall
Subtotal	\$ 178	\$ 178	\$ -	
<u>Bike System</u>				
Local Bike/Ped Operations, Maintenance & Preservation	\$ 4	\$ 4	\$ -	Include in New Local Revenue Source(s)
Local Off-Street Bike System Improvements	\$ 15	\$ 15	\$ -	No Shortfall
Local On-street Bike (w/o Road) System Improvements	\$ 4	\$ 4	\$ -	No Shortfall
Subtotal	\$ 23	\$ 23	\$ -	
Total	\$ 712	\$ 712	\$ -	
<u>Lane Transit District (LTD)</u>				
LTD Operations, Maintenance & Preservation	\$ 498	\$ 498	\$ -	No Shortfall
LTD System Improvements	\$ 171	\$ 171	\$ -	No Shortfall
Total	\$ 669	\$ 669	\$ -	
<u>Oregon Department of Transportation (ODOT)</u>				
ODOT Operations, Maintenance & Preservation	\$ 168	\$ 168	\$ -	Accept Lower Metropolitan Area PCRs
ODOT Facility Planning Studies*	\$ 6	\$ 6	\$ -	No Shortfall
ODOT System Improvements	\$ 164	\$ 164	\$ -	Postpone Projects to Future List
Total	\$ 337	\$ 337	\$ -	
GRAND TOTAL	\$ 1,718	\$ 1,718	\$ -	

All figures are rounded and are shown in 1997 dollars and are for the planning horizon through FY 2021.

*ODOT Facility Planning Studies are shown for information purposes only.

The text below provides an expanded explanation of the specific strategies shown on each line item in Table 4.

Operations, Maintenance & Preservation

Eugene

- Increase revenues through a locally controlled source of revenue equitably tied to all users of the transportation system that would provide revenues that could be used to address OM&P needs. Revenues shall be set at a level that ensures that the improved roadway and bike system at least falls no further behind in its condition of repair. As needed to maintain system condition, the Eugene City Council shall adopt at least one revenue source such as:
 1. Assessments
 - a. Broadened assessment practices/local improvement district
 - b. Broadened use of system development charges
 2. Property Taxes
 - a. General obligation bonds backed by a property tax levy
 - b. Local option property tax levy
 3. Excise Taxes
 - a. Business tax on fuel distribution
 - b. Local option motor vehicle fuel tax
 - c. Parking tax
 - d. Carbon-based fuel tax
 - e. Motor vehicle excise tax
 - f. Vehicle registration fees
 4. User/Utility Fees
 - a. Transportation utility fee
 - b. Street improvement fee
 - c. Municipal sticker fee (local vehicle public parking permit)
 - d. Tolls
 - e. Fees to compensate for dedicated use of traffic lanes for transit purposes
 - f. Employer payroll tax

Springfield

- Implement a locally controlled source of revenue equitably tied to all users of the transportation system that would provide revenues that could be used to address OM&P needs.
- Decrease costs via acceptance of reductions in the PCR indicators by functional class.
- Lower overall operations and maintenance service levels.

Lane County

- *No revenue shortfall*

Transit

- *No revenue shortfall*

ODOT

- Decrease costs via acceptance of reductions in the metropolitan area PCR indicators by functional class.

System Improvements

Cities

- *No revenue shortfall*

Lane County

- *No revenue shortfall*

Transit

- *No revenue shortfall*

ODOT

- Decrease costs by postponing or not building projects, moving those projects to a future project list

Bike System

Bike/Pedestrian OM&P

- Increase revenues through the inclusion of bike/pedestrian OM&P in a new locally controlled source of revenue

Local Off-Street Bike

- *No revenue shortfall*

Local On-Street Bike w/o Road

- *No revenue shortfall*

Application of Strategy Packages and Attainment of a Financially Constrained Plan

For those line items that show revenue shortfalls in Table 4, application of the strategy packages described above results in elimination of the shortfalls. This action achieves a *financially*

constrained plan as required, one that plans for projects within the constraint of available revenues. Specifically:

Operations, Maintenance & Preservation

Eugene

- A new locally controlled source of revenue will be implemented to generate revenue to cover the shortfall over the planning time horizon.

Springfield

- Overall maintenance service levels are assumed to decrease by an amount equal to 10 percent of the shortfall, or approximately \$2.8 million.
- A new locally controlled source of revenue will be implemented to generate revenue to cover the remainder of the shortfall over the planning time horizon.

ODOT

- The district ODOT office will decrease costs via acceptance of reductions in the metropolitan area PCR indicators by functional class. The current PCR on state facilities in the metropolitan area is 98 percent fair or better. The State plan indicates the state-wide system goal over the planning horizon is a measure of 77 percent fair or better. Reducing the ODOT OM&P costs by the amount of the shortfall will still allow the district to meet the state standard over the planning horizon, although the road condition ratings will be lower than they currently are.

System Improvements

ODOT

- The district ODOT office will decrease costs by postponing or not building projects, moving those projects to a future project list. Pending additional revenues, these projects may be moved to a current project list in the future.

Bike System

Bike/Pedestrian OM&P

- The revenue shortfall in this area will be addressed by the inclusion of bike/pedestrian OM&P in a new locally controlled source of revenue.

The above strategy packages will result in a financially constrained *TransPlan* over the planning horizon through Fiscal year 2021. Transit activities, local system improvements, and most bike and pedestrian projects are not financially constrained and can be funded at the full level projected. OM&P in the city and state systems will be reduced somewhat, but still meet applicable policy standards. The cities will also implement a new locally controlled source of revenue to raise additional OM&P revenues. State system improvement projects will be built on a priority basis as revenues allow, with the remaining unfunded improvement projects placed on a future projects list pending additional revenues.

Part Three: Air Quality Conformity

This section summarizes the air quality conformity analysis required by federal legislation.

Requirements

In nonattainment and maintenance areas, transportation plans and programs that are financed wholly or partly with federal funds are required to be in conformance with the transportation provisions of the State Implementation Plan (SIP) —the state-wide planning document that demonstrates how the state will attain the National Ambient Air Quality Standards (NAAQS). Conformity with a SIP means conformity to a SIP's purpose of eliminating or reducing the severity and number of violations of the NAAQS and achieving expeditious attainment of the standards. The Lane Council of Governments (LCOG), as the MPO for the Eugene-Springfield area, must make conformity determinations on *TransPlan* and the TIP to ensure they conform to the SIP. The Federal Highway Administration and the Federal Transit Administration must also review *TransPlan* and the TIP and make a conformity determination in order for the projects contained in these documents to be eligible for federal funding or approvals.

The Clean Air Act Amendments of 1990 set the NAAQS for key pollutants, including ozone, (O₃), carbon monoxide (CO), and particulate matter (PM₁₀). Areas that do not meet the NAAQS are designated in varying degrees of nonattainment, from *marginal* to *extreme*. Nonattainment areas must submit air quality implementation plans and must integrate transportation and air quality planning in order to meet the standards. The Eugene-Springfield region is designated as a *maintenance area* for CO and designated as a nonattainment area for PM₁₀.

The region has successfully petitioned the Environmental Protection Agency (EPA) that highway and off-highway vehicles are not significant emissions sources of PM₁₀, and that transportation is therefore exempt from demonstrating area-wide conformity.

Regional emissions analysis for CO is required for all transportation plans, programs, and projects located within the Central Area Transportation Study (CATS) boundary. The CATS boundary encompasses the greater downtown Eugene area and is bounded by 5th Avenue on the north, 19th Avenue on the south, Lincoln Street on the west, and Walnut Street on the east. *TransPlan* is considered to conform when the annual tons of CO are below the Eugene-Springfield area motor vehicle emissions budget for CO. The motor vehicle emissions budget was filed with EPA and published in the Federal Register, Vol. 58, No. 232, page 64163, December 6, 1993.

The federal EPA has adopted new standards for ozone and fine particulate and based upon the existing LRAPA monitoring of these pollutants, this area is currently in attainment with these standards. Therefore, *TransPlan* will not need to address these new standards. However, transportation plans, programs, and projects will continue to be subject to the existing carbon monoxide conformity rules in OAR 340-252.

Analysis

TransPlan conformity requires a technical analysis of the annual tons of CO generated by the transportation system. Based on the Capital Investment Actions project lists developed for the transportation system, an estimation of vehicle emissions of CO is calculated using the EPA's recommended guidelines. The emissions for the planning year are compared with the emissions budget established in the area's SIP.

The conformity analysis will be prepared based on a 20-year forecast (to 2021) of population, employment, and traffic. The analysis will use the *TransPlan* Financially Constrained Project Lists in development of the future year networks.

The formal conformity determination will be made as part of the MPO (i.e., LCOG Board) adoption process.

Part Four: Planning and Program Actions

Planning and Program Actions represent a range of regionally significant planning, administrative, and support actions that might be used to implement *TransPlan* policies. Local jurisdictions will use their discretion to evaluate and prioritize Planning and Program Action implementation. The Planning and Program Actions are not adopted, meaning they are not binding or limiting to any implementing jurisdiction. Some Planning and Program Actions will lead to additional capital expenditures, others are examples of capital expenditures that might be implemented after further study. For example, a corridor study could lead to system improvements along the corridor. Planning and Program Actions are not subject to the same fiscal constraint requirements as the Capital Investment Actions. However, ongoing funding will be necessary to continue to implement actions such as the region's TDM program. Planning and program actions are presented for the following categories:

1. Land use,
2. Transportation demand management,
3. Transportation system improvements
 - a) System-Wide
 - b) Roadways
 - c) Transit
 - d) Bicycles
 - e) Pedestrian
 - f) Goods Movement
 - g) Other Modes

The Planning and Program Actions listed in this chapter represent a small portion of all transportation planning actions undertaken in the region. Jurisdictions within the region undertake a variety of activities, beyond the Planning and Program Actions, that implement the *TransPlan* policies. Many federal and state requirements that the region must comply with are not included as Planning and Program Actions, as is the case with many ongoing transportation planning programs.

The region's Unified Planning Work Program (UPWP), an annual report that sets priorities for local transportation planning activities, is a key listing of additional actions. The UPWP describes ongoing programs conducted by the region's public agencies, including LCOG (Lane Regional Air Pollution Authority, LTD, ODOT, Lane County, and the cities of Eugene and Springfield. The UPWP includes actions that the region is required to carry out due to federal and state requirements including those related to:

1. Surveillance, data maintenance, and modeling;
2. Long-range planning;
3. Short-range planning;

4. Refinement studies;
5. Programming;
6. Public involvement; and
7. Air quality.

Land Use Planning and Program Actions

This section provides recommended actions to implement transportation-related land use policies, including recommended approaches for implementing nodal development. The listed implementation actions respond to requirements contained in the state's TPR, as well as the *TransPlan* land use policies. Roadway, transit, and bicycle projects listed in the Capital Investment Actions project lists will help to implement land use policies. Additional Capital Investment Actions may be identified and implemented on a case-by-case basis to support nodal development as deemed appropriate by local jurisdictions.

1. Nodal Development (*Reference TPR 660-12-045(4)(g) and (5)(a)*)

- 1.1. Prior to approving nodal development projects in designated areas, conduct a site analysis to evaluate infrastructure capacity, establish project boundaries, and ensure project compatibility with adjacent land uses.
- 1.2. Amend zoning and development codes to remove barriers to nodal development in designated areas.
- 1.3. Develop and apply a plan designation that allows development consistent with nodal development guidelines.
- 1.4. Prepare specific area plans (or specific development plans) to determine how to achieve the density, mixed-use, and design objectives of nodal development.
- 1.5. Develop an overlay zoning/development district for designated nodal development areas that includes guidelines and development or performance standards.
- 1.6. Selectively change plan and zoning designations to allow a mix of uses and housing types at higher average densities in areas designated for nodal development.
- 1.7. Amend zoning and development codes to add site, landscape, and architectural design objectives, standards, and guidelines for higher density, mixed-use development to ensure compatibility with surrounding uses.
- 1.8. Require developers to dedicate land, or money in lieu thereof, for public spaces in nodal development areas.
- 1.9. Apply site plan and design review procedures in designated nodal development areas.
- 1.10. Provide economic incentives, such as density bonuses and transfers, reduced SDCs, and property tax exemptions, to encourage nodal development.
- 1.11. Give priority to constructing and improving public facilities in areas designated for nodal development.

- 1.12. Establish a streamlined, coordinated development review process for nodal development.
- 1.13. Support public/private joint ventures and demonstration projects to provide successful local examples of nodal development.
- 1.14. Establish a marketing program that advertises and promotes developments that are consistent with nodal development guidelines.

2. Transit-Supportive Land Use

- 2.1. Designate areas along major transit corridors and near transit transfer stations for a mix of higher intensity commercial uses along with higher residential densities that achieve at least an average density within the medium-density range for residential uses. *(Reference TPR 660-12-045(4)(g))*
- 2.2. Amend zoning and development codes to add a transit-oriented development (TOD) district. *(Reference TPR 660-12-045(5)(a))*
- 2.3. Designate appropriate areas along major transit corridors and near transit transfer stations for TODs. *(Reference TPR 660-12-045(5)(a))*
- 2.4. Amend zoning and development codes to require all major new institutional and commercial development to provide facilities and access for transit, bicycles, and pedestrians. *(Reference TPR 660-12-045(4)(e) and (5)(d))*
- 2.5. Allow existing development to redevelop a portion of existing parking areas for transit-oriented uses, including bus stops and pullouts, bus shelters, Park-and-Ride stations, TODs, bicycle parking, and similar facilities, where appropriate. *(Reference TPR 660-12-045(4)(e) and (5)(d))*

3. Transportation Impacts

- 3.1. Establish a process for coordinated review of proposed land use decisions through intergovernmental agreements among local, regional, and state jurisdictions. *(Reference TPR 660-12-045(2)(d))*
- 3.2. Coordinate and collaborate with local jurisdictions and ODOT on review of proposed regional land use decisions that could significantly impact major regional transportation facilities. *(Reference TPR 660-12-045(2)(d))*
- 3.3. Coordinate and collaborate with ODOT on review of proposed local land use actions that could significantly impact state transportation facilities and systems. *(Reference TPR 660-12-045(2)(d))*
- 3.4. Refer land development proposals to appropriate local, regional, and state transportation agencies for review and comment on compatibility with and impact on transportation facilities, projects, and plans. *(Reference TPR 660-12-045(2)(d))*
- 3.5. Develop and apply conditions to approved developments when necessary to protect the functional capability of regional transportation facilities. *(Reference TPR 660-12-045(2)(e))*
- 3.6. Require traffic impact studies and mitigation measures where appropriate. *(Reference TPR 660-12-045(2)(e))*

- 3.7. Make certain that amendments to *Metro Plan* and land use regulations take into account the impact on regional transportation facilities and do not conflict with capacities and levels of service. (Reference TPR 660-12-045(2)(g))

Nodal Development Implementation Process

The Nodal Development Areas map included in Appendix A identifies areas in Eugene-Springfield that are considered to have potential for establishment of a nodal development land use pattern. Other potential areas may be identified in the future, and some of the identified areas may be considered unsuitable for nodal development upon further analysis or as a result of future land use changes in the area.

Property owners and developers are encouraged to consider following nodal development guidelines when developing or redeveloping parcels in these identified areas. When property owners and developers express interest in following nodal development guidelines in a designated area, local governments will provide assistance by identifying design/development objectives, guidelines, and standards; specifying any additional site analysis needed to establish project boundaries and related improvements; and generally facilitating project review and evaluation. In addition, local jurisdictions may initiate actions to establish nodal development land use patterns in these identified areas.

Approaches taken to establish nodal development land use patterns may need to be different for redevelopment, infill, and new growth areas. Implementation approaches adopted by each jurisdiction will likely include a combination of several methods and techniques. Actual development of an area consistent with nodal development patterns and the specific type of nodal development center will be based on further site analysis, owner/developer interest, and the support of individual jurisdictions. The process for establishing a nodal development area will include the following elements:

1. Confirm potential for nodal development based on established criteria;
2. Determine most appropriate type of nodal development pattern;
3. Identify needed public improvements;
4. Establish boundaries; and
5. Identify any potential conflicts with adjacent uses.

Establishment of new nodal developments will require an amendment to *Metro Plan*.

Nodal Development Implementation Schedule

Based on its review and approval of TransPlan's Alternative Performance Measures for compliance with the TPR, LCDC adopted the following recommendations to provide guidance to local agencies in the development and implementation of TransPlan:

1. LCOG should amend TransPlan to include a schedule for implementation of the nodal development strategy. This schedule should incorporate the items listed

below and the requirements for an “integrated land use and transportation plan” over the next three years.

2. Eugene and Springfield need to specify specific areas for nodal development within one year. TransPlan identifies approximately 50 areas as having potential for nodal development. Eugene and Springfield need to move quickly to pick which of the 50 areas to designate as nodes and set general boundaries to guide subsequent detailed planning.
3. Eugene and Springfield need to adopt Metro Plan designations and zoning amendments for the specified nodes within two years after TransPlan adoption. Currently, most of the identified nodes are planned and zoned to allow continued auto-oriented development. This means inappropriate and poorly designed uses that could easily frustrate nodal development can be located in nodes. To be successful, nodes generally require a mix of mutually supportive pedestrian and transit-friendly uses and a good network of streets. If interim development includes inappropriate uses or is poorly laid out, the result could be to make a much larger area and perhaps a whole node unsuitable for nodal development.
4. Eugene, Springfield and Lane County need to review plan amendments and zone changes *outside* nodes to assure that they are consistent with the nodal development strategy. The success of nodal development strategy depends on attracting most of the higher density employment and residential development in nodes. Certain uses, such as neighborhood shopping centers are critical to the success of nodal development. Plan amendments to allow such uses outside of nodes undermine the nodal development strategy and hurt prospects for development in nodes.

The Integrated Land Use Transportation Plan referenced in the first recommendation is a requirement in the TPR (Section 0035(5)(c)) and includes the following elements:

- (A) Changes to land use plan designations, densities, and design standards listed in 0035(2)(a)-(d) as follows:
 - (a) Increasing residential densities and establishing minimum residential densities within one quarter mile of transit lines, major regional employment areas, and major regional retail shopping areas;
 - (b) Increasing allowed densities in new commercial office and retail developments in designated community centers;
 - (c) Designating lands for neighborhood shopping centers within convenient walking and cycling distance of residential areas;
 - (d) Designating land uses to provide a better balance between jobs and housing considering:
- (B) A transportation demand management plan that includes significant new transportation demand management measures;
- (C) A public transit plan that includes a significant expansion in transit service;

- (D) Policies to review and manage major roadway improvements to ensure that their effects are consistent with achieving the adopted strategy for reduced reliance on the automobile, including policies that provide for the following:
 - (i) An assessment of whether improvements would result in development or travel that is inconsistent with what is expected in the plan;
 - (ii) Consideration of alternative measures to meet transportation needs;
 - (iii) Adoption of measures to limit possible unintended effects on travel and land use patterns including access management, limitations on subsequent plan amendments, phasing of improvements. etc.
 (For purposes of this section a “major roadway expansion” includes new arterial roads or streets and highways, the addition of travel lanes, and construction of interchanges to a limited access highway); and
- (E) Plan and ordinance provisions that meet all other applicable requirements of this division.

Much of elements (B), (C), and (D) are addressed by components of TransPlan. Other elements either are or will be addressed in subsequent implementation of the nodal development strategy.

The schedule for implementation of nodal development incorporating LCDC’s recommendations is outlined below. This schedule assumes funding available to carry out the tasks listed.

Nodal Development Implementation and Integrated Land Use Transportation Plan Development Schedule

Task	Agency Responsible	Schedule
1. Specify specific areas for nodal development within one year	Eugene, Springfield	May 2002
2. Adopt Metro Plan designations and zoning amendments for the selected sites within two years after TransPlan adoption	Eugene, Springfield	September 2003
3. Review plan amendments and zone changes <i>outside</i> nodes to assure that they are consistent with the nodal development strategy	Eugene, Springfield, Lane County	As plan amendments and concurrent zone changes are submitted
4. Changes to land use plan designations, densities, and design standards listed in TPR Section 0035(2)(a)-(d). (If needed, in addition to work done through 2. Above)	Eugene, Springfield	September 2004
5. Policies to review and manage major roadway improvements to ensure that their effects are consistent with achieving the adopted strategy for reduced reliance on the automobile	Eugene, Springfield, Lane County	September 2004
6. Plan and ordinance provisions that meet all other applicable requirements of this division	Eugene, Springfield, Lane County	September 2004

Transportation Demand Management Planning and Program Actions

TDM actions encourage the use of transportation modes other than single-occupant vehicles to achieve reductions in VMT and reduce reliance on the automobile.

Overview of Existing TDM Programs

TDM programs are implemented at various levels by local agencies. Ongoing TDM planning efforts include coordination by local jurisdiction staff subcommittee of the TPC. The committee's purpose includes TDM project development; monitoring the performance of the TDM program; and educating local agency staff on current TDM programs region, state, and nationwide. In addition, LCOG provides technical analysis of the impacts of various TDM actions as part of the planning process.

LTD implements the TDM projects and reports the progress and results of the TDM program to the committee. LTD formalized its TDM program in fall 1994, when it started a new program called Commuter Solutions. Commuter Solutions offers area businesses, organizations, and educational institutions a comprehensive set of transportation programs for their employees and students. TDM strategies incorporated in the Commuter Solutions Program include discounted group bus pass programs, parking management, guaranteed ride home programs, transit vouchers, carpools and vanpools, Park-and-Ride facilities, bicycling, walking, telecommuting, and creative work scheduling. LTD's TDM programs are described below.

Transit Incentives

Commuter Club Program

LTD's Commuter Solutions offers a transit voucher program called the Commuter Club. Businesses request transit vouchers from LTD to distribute to their employees who purchase monthly LTD bus passes. The employee pays up to 50 percent of the cost of the bus pass and the employer is invoiced for the remaining amount. With the new federal transportation fringe benefit tax law, costs for the purchase of transit passes or vouchers (up to a maximum of \$60 per employee per month) are a business expense, and the employee benefit is tax-free. LTD's monthly bus passes are only \$26 (prices effective September 1996); therefore, an employer can purchase bus passes for employees and not reach the maximum allowable expenditure under federal law.

Group Pass Programs

LTD's Commuter Solutions Program offers employers with at least 15 employees a discounted bus pass program called the Group Pass Program. Group Pass Program participants sign an annual contract with LTD, and photo identification for each employee is required. Transportation education fairs and employee surveys are conducted annually at each work site to

maintain visibility and encourage increased participation in alternative modes programs. The total number of local area employees with group pass benefits is approximately 30,000.

Guaranteed Ride Home Program

LTD's Guaranteed Ride Home Program provides transportation in case of a family emergency or sudden illness for employees who use alternative modes of transportation for their work commute. Research has shown that the desire to have a vehicle at work in case of a family emergency is the main reason workers continue to drive alone. Usually a taxi voucher is supplied to designated staff, and the voucher is signed for the employee needing the taxi ride. The taxi company then completes and signs the voucher, keeping a copy, and bills the employer for the taxi ride. Most employers participating in a Guaranteed Ride Home Program in our area provide four (4) emergency taxi rides per person per year; however, actual usage has been minimal. Instead of using a taxi, some employers either provide a vehicle for the employee or allow a coworker to take the employee to his or her destination. For the employee who is considering riding the bus, carpooling, vanpooling, biking, or walking, the Guaranteed Ride Home Program provides an answer to the question of what if?

School Trip Management

LTD currently sells 900-1,000 passes each month to Eugene 4J middle and high school students.

Bicycle Programs

Bicycle Commuting Programs

Programs and assistance are available to employers on how to facilitate the needs of bicycle commuters as well as how to promote and encourage bicycling as an alternative to the solo auto commute. LTD works closely with the City of Eugene's Bicycle Coordinator and with the City of Springfield's transportation planning staff to encourage safe bicycle access and secure bicycle parking facilities.

Bicycles on Buses Program

LTD added bicycle racks to all LTD buses in June 1996. Bicycle racks on transit buses encourage bicycle use in our community by meeting the needs of bicycle riders. Increased bicycle use reduces the number of VMT in the area, is one of the cleanest and healthiest ways to get around, and is rapidly becoming a way to get to work. LTD currently transports 15,000 bicycles monthly.

Bicycle Cages Available

New bicycle cages are now available at three locations: River Road Station, Thurston Station, and Amazon Station. Each location has a cluster of nine separate bicycle cages. Bicycle riders need to supply their own locks.

Parking

Parking Management

Parking Management and Transportation Management staff from the cities of Eugene and Springfield and LTD work closely on transportation management strategies to encourage the use of alternative modes of transportation in our metropolitan area. LTD works with local agencies to ensure that adequate carpool spaces are available in new and upgraded parking lots and reviews development plans for transit access, bicycle and pedestrian access, and parking needs. The City of Eugene also provides preferential carpool spaces in its parking garages.

Park-and-Ride Program

LTD operates more than 24 Park-and-Ride locations throughout the area. Park-and-Ride lots are conveniently located along major bus routes, and many locations are served by express or direct bus service, limiting the travel time to your destination. Park-and-Ride lots also are popular meeting places for carpools and vanpools.

Commuter Solutions Outreach and Marketing

Employer/Employee Outreach

The primary mission of LTD's Commuter Solutions Program is business outreach, education, and providing alternative transportation services to solo drivers. The benefits, both to the individual and the business/organization, are magnified in the results the community receives from successful alternative transportation programs. Outreach methods include direct mail, business referrals, newsletter and media coverage, leads from local planning staff, public service campaigns, advertising, presentations, and individual telephone contact. As a result of outreach efforts, Commuter Solutions information packets have been mailed to over 400 businesses in the Eugene-Springfield area.

Marketing

Marketing the services provided by LTD's Commuter Solutions Program is critical to the success of the program. Employer/employee participants and potential participants need to be informed of the services provided by Commuter Solutions and of the benefits received by participating; personally, locally, and globally. Marketing efforts include direct mail, telephone contact, news releases, newsletter articles, site visits, paid print advertising, group presentations, referrals, and public service announcements (television, radio, and print). Additionally, internal research, marketing, and incentive programs are conducted at participating work sites.

Creative Work Weeks

Commuter Solutions staff assists and helps educate employers and employees on creative work schedules that can result in reduced peak-hour travel demand. Creative work schedules are an effective congestion management strategy. Elements in the program include staggered work hours, compressed work weeks, and flex-time. Encouraging an employer to consider on-site day

care, food services, and shopping services is also an element in the Commuter Solutions Program.

Telecommuting

Telecommuting is using telephones, computers, and other equipment to work at home, usually one to three days a week. Commuter Solutions offers information and referral services to businesses and individuals inquiring about telecommuting. Business and individual tax credit information also is available.

Ride Matching Services

Carpool Matching Services

When the Commuter Solutions Program was created at LTD in 1994, funding was made available to install and operate a new carpool matching software program.

In December 1995 and January 1996, LTD conducted carpool registration drives at several employer work sites. LTD currently has over 300 applicants in the carpool database and is working to match carpoolers and to track the number of carpools formed.

Vanpool Matching Services and Support

Commuter Solutions provides assistance for any group of individuals or any employer wishing to form a vanpool. Vanpool participants are matched by LTD and assistance and guidelines are provided to help get the vanpool operational. Vanpools are cost effective to operate if the daily work commute is more than 20 miles and six or more individuals join the vanpool.

TDM Implementation Process

Funding for the programs described above is primarily provided through the STIP process and by LTD. Priorities for STIP funding are coordinated by LCOG through the metropolitan planning process required by ISTEA and TEA 21. The TDM committee develops and prioritizes the project. TPC makes a formal recommendation to the Metropolitan Policy Committee (MPC). priorities are forwarded to ODOT's Region 2 Manager for programming consideration. The OTC makes the final determination on which TDM projects are funded by ODOT. Historically, the region has allocated approximately \$100,000 per year to TDM programs. The funding is primarily for operating expenses, though a part is eligible for capital grant expenditures. Successful implementation of TDM requires additional funds above what local jurisdictions have and spend currently.

Consistent with the proposed *TransPlan* TDM policy to expand the existing programs, the Draft fiscal year 1999-2003 STIP that is out for public review doubles the average amount of TDM funding per year to \$200,000. If approved by OTC, projects will include funding for two TDM staff positions, education and awareness campaign, school education program, hardware/staff

purchase, carpool sign program, TDM research, gateway area TDM program, Springfield Station relocation, and transportation information centers.

TDM Planning and Program Actions

The success of TDM efforts is dependent upon the availability and quality of alternative mode infrastructure. Thus, TDM Planning and Program Actions should be closely coordinated with the transit and bicycle/pedestrian Capital Investment Actions.

1. TDM Programs

- 1.1. Require employers to designate an Employee Transportation Coordinator and implement programs that encourage employee use of alternative modes in locations where traffic congestion is due in part to traffic generated by businesses with large numbers of employees.
- 1.2. Require state and local government agencies to implement TDM programs for their employees.
- 1.3. Require employers of a certain size to develop TDM programs for employees.
- 1.4. Require that large special events in the community, such as the Lane County Fair, sporting events, and concerts, provide transit shuttle service.
- 1.5. Expand employer bus pass programs in which employers provide free or discounted bus passes as employee benefits.
- 1.6. Evaluate potential impact of telecommunication technology applications to minimize future travel demand on the region's infrastructure. Refine regional transportation modeling and forecasting appropriately.
- 1.7. Evaluate various transportation system pricing strategies, appropriate applications, potential revenue-enhancing capabilities, institutional and legislative changes necessary for implementation, and public support programs. Transportation pricing measures can be applied to highly congested bridges and corridors where warranted by economic feasibility and to partially support financing of future infrastructure and transportation services.
- 1.8. Establish Transportation Management Associations (TMA) in areas with highest congestion. TMAs are voluntary or mandatory organizations of developers and/or employers in a particular subarea or impact zone, working together to solve transportation problems. TMA's would interact with public agencies and LTD to fashion cooperative courses of action. LTD would provide carpool, transit, and other TDM programs available in that area.
- 1.9. Develop program to price high school parking lot use. Parking pricing at high schools can also increase alternative mode use by students.
- 1.10. Implement traffic calming measures on roads to encourage the use of alternative modes.

2. Educational Programs and Materials

- 2.1. Develop a multimodal *Share the Road* public awareness campaign to foster increased courtesy and respect among all modes. Program elements could include

- public service announcements and installation of *Share the Road* signs at key locations.
- 2.2. Reinforce public understanding of the law concerning pedestrian rights-of-way.
 - 2.3. Provide bicycle rental information at bus and train stations.
 - 2.4. Provide bicycle route and bus schedule information at the Amtrak station, airport, Greyhound Station, and other intermodal facilities.
 - 2.5. Implement a public awareness campaign to alert people that they must yield to buses re-entering traffic.
 - 2.6. Promote enforcement of traffic laws that prohibit unlicensed and uninsured motorists from driving to increase safety and use of alternative modes.
 - 2.7. Promote school trip management through education and monthly pass programs. Typically, ten to 15 of peak period vehicle trips involve children to school. LTD developed a bus pass program for 4J high school students.
 - 2.8. Promote car sharing. Car sharing is joint access to a fleet of vehicles located close to neighborhoods and businesses. Members pay for the hours and miles they drive. This provides a strong financial incentive to use alternative modes for most trips while having access to a vehicle when needed. Portland and Seattle have car sharing programs established.

3. Incentives

- 3.1. Collaborate with bicycle shops to sponsor bicycle maintenance clinics, training rides, and other events and to offer discounts on bicycling gear to employees who commute by bicycle.
- 3.2. Provide incentives to employers who implement TDM programs for their employees. (Based on *TransPlan* 1986, Policy AM3, Policy PK5.)
- 3.3. Provide incentives, such as SDC credits or reductions in minimum auto parking requirements, to developers who construct bicycle support facilities such as lockers, changing rooms, shower facilities, and sheltered parking, beyond ordinance requirements.

4. Parking Management: For actions related to parking management, see page 94.

Transportation System Improvements Planning and Program Actions

The TSI Planning and Program Actions are presented in the following categories:

1. System-Wide
2. Roadways
3. Transit
4. Bicycles
5. Pedestrian
6. Goods Movement
7. Other Modes

TSI System-Wide

This section provides Planning and Program Actions related to the transportation system as a whole.

1. Intermodal Linkages

- 1.1. Evaluate the need for improved intermodal linkages.

2. System Efficiency

- 2.1. Improve system efficiency without major additions in infrastructure through intersection modification, roadway modification, increased preservation efforts, restructuring area-wide transit service, and priority treatment for transit vehicles. (Based on *TransPlan* 1986 Policy TSM1.)

3. Right of Way

- 3.1. Inventory, purchase, and improve private roads, rail rights-of-way, and easements of regional significance for public use and benefit. (Based on Oregon Transportation Plan (OTP) *Action 1B.4.*)
- 3.2. Obtain right-of-way or building setbacks to provide for future capacity in transportation corridors. (*TransPlan* 1986 Policy LU3.)

4. Standards

- 4.1. Establish standards for minimum levels of service and system design for passengers and freight for all modes. (Based on OTP *Action 1C.1.*)

5. Environmental

- 5.1. Regulate truck freight in sensitive environmental areas, such as Springfield's drinking water protection zones. (Springfield staff)
- 5.2. Retrofit existing transportation facilities to reduce environmental or social impacts (e.g., polluting runoff, noise).

6. Intelligent Transportation Systems

- 6.1. Research, test, and implement as appropriate Intelligent Transportation Systems technology, including: arterial traffic signal and freeway-arterial interconnection programs, high-occupancy vehicles and transit enhancements, en-route trip guidance programs, automated support for TDM programs, and traffic incident response systems.

TSI Roadways

This section provides Planning and Program Actions related to the regional roadway system.

1. Access Management

Access Management techniques can offer significant operational and safety benefits for arterial roadways. Access management has the potential to decrease accidents and to preserve mobility without large system expansions.

- 1.1. Develop access management plans for key transportation facilities.
- 1.2. Implement access management (access control) techniques, for example, driveway and public road spacing, median control, and signal spacing standards, that are consistent with the functional classification of roads and consistent with limiting development on rural lands to rural uses and densities. (Supported by *TransPlan* 1986 Policy LU1; TPR 660-12-045(2))

2. Neighborhood Traffic Calming

- 2.1. Develop neighborhood traffic-calming plans.
- 2.2. Implement traffic-calming techniques, such as restricted turn movements, traffic diverters, bulb-outs (landscaped or narrowed entrances), traffic circles or roundabouts, woonerfs, narrowed streets, truck restricted areas, and vehicle weight limitations. (Based on *TransPlan* 1986 Policy LU5.)

3. Design Considerations for all Modes

- 3.1. Provide sidewalks on urban streets, including arterials, collectors, and local streets, and bridges. Sidewalk separation from the curb should be provided on arterial streets and major collectors. (*TransPlan* 1986 Policy I8; TPR 660-12-045 (3)(b)(B))
- 3.2. Assign a higher priority to road projects that have a bicycle component.
- 3.3. Limit or eliminate on-street auto parking when necessary for the safe and convenient movement of bicycles.

- 3.4. Provide bicycle safety devices such as bicycle-proof drain grates, rubberized pads at railroad crossings, and appropriate signage in conjunction with reconstruction or new construction of the street system and in other areas as needed. (Based on *TransPlan* 1986 Policy AM4.)
- 3.5. Evaluate the need to improve roadway access for fire/emergency medical services and transit vehicles in low-density areas, such as the Eugene South Hills. (*South Hills Refinement Planning Committee Report*, July 1997.)
- 3.6. Evaluate the potential for construction of roundabouts at intersections.

TSI Transit

This section provides Planning and Program Actions related to transit service and facilities.

1. Transit Service Improvements

- 1.1. Provide service every ten minutes along major corridors. (*TransPlan* 1986, Policy AM1.)
- 1.2. Implement a shuttle that connects the downtown Eugene area with other major activity centers.
- 1.3. Conduct feasibility studies on expanding transit service operations to nearby communities.
- 1.4. Implement operating procedures and monitor design guidelines to minimize security and safety concerns at transit stops/stations and on vehicles.
- 1.5. Acquire low-floor buses to improve and speed access by riders.
- 1.6. Acquire smaller buses to serve neighborhoods on local streets and connect the neighborhood service with the corridor service at nearby land use nodes.
- 1.7. Establish a prepaid fare system along the BRT corridors to speed rider boarding.

2. Transit Facility Improvements

- 2.1. Construct transit stations in newly developed areas in the Eugene-Springfield area and in nearby communities. (Based on *Metro Plan* 1987 Transportation Policy
- 2.2. Implement a transit signal priority system along major transit corridors. (Based on *TransPlan* 1986 Policy TSM3, AM2.)
- 2.3. Support transit use through provision of bus stops, pullouts and shelters, optimum road geometrics, on-road parking restrictions, and similar facilities, as appropriate. (TPR 660-12-045(4)(a))
- 2.4. Implement transit-priority techniques, such as exclusive bus lanes, restricted turn movements at appropriate intersections for all vehicles except buses, queue-jumpers, and separate access ramps, along major transit corridors. (Based on *TransPlan* 1986 Policy TSM3, AM2.) Give priority to transit/carpools during the peak hour at appropriate ramps to limited access facilities. (*TransPlan* 1986 Policy TSM3, AM2.)
- 2.5. Provide transit facility improvements, such as shelters, benches, lighting, and transit schedule information, at major bus stops.

- 2.6. Provide transit schedule information at all transit shelters.

3. Park-and-Ride Facilities

- 3.1. Provide multiple Park-and-Ride facilities along major corridors and BRT corridors.
- 3.2. Establish Park-and-Ride facilities in nearby communities for commuters into the metro area. (*TransPlan* 1986, Policy IC2.)
- 3.3. Develop Park-and-Ride facilities that make use of existing public and private parking lots, where use by Park-and-Ride commuters complements existing parking use (e.g., churches or retail establishments with evening or weekend peak demand) (*TransPlan* 1986 Policy AM5.)
- 3.4. Consider establishment of a Park-and-Ride facility at Autzen Stadium with a direct link to the University/Sacred Heart/Riverfront Research Park area.

Bus Rapid Transit Implementation Process

BRT is, in essence, using a bus system to emulate the positive characteristics of a light rail system. BRT can be implemented at a fraction of the cost of light rail, and can be implemented incrementally. In addition, BRT can lay the foundation for a future light rail system. The BRT system travel times are expected to be competitive with single-occupant vehicle travel times.

The BRT concept consists of high-frequency, fast transit service along major transportation corridors, with small bus service in neighborhoods that connects with the BRT corridor service and with nearby activity centers. The following are potential elements of a BRT system:

1. Exclusive bus lanes,
2. A bus guideway system,
3. Traffic signal priority for transit,
4. Low-floor buses for faster boarding,
5. Pre-paid fares for faster boarding,
6. Greater spacing between bus stops,
7. Improved stops and stations (shelters, lighting, information, etc.), and
8. Park-and-Ride lots along BRT corridors.

It should be noted that some of these elements, such as low-floor buses, signal priority, and Park-and-Ride system expansion, while part of a BRT system, would also be part of improvements that could be made to the existing LTD system, even if BRT were not pursued.

Specific determination of which of the BRT elements are used and where they are used will require a significant amount of research and analysis. The research will include consideration of impacts on transit ridership, traffic flow, cost, the environment, and land uses. Also to be investigated are funding sources to pay for the improvements.

The BRT system would be implemented on a corridor-by-corridor basis. The first corridor is expected to be an east/west line between Springfield and Eugene along Main Street, Franklin

Boulevard, and West 11th/13th/18th. This corridor was selected based on an analysis of several factors, including transit ridership, car and bus travel times, population, employment, and coordination with planned nodal development.

The research and analysis process will include community involvement, with an emphasis on encouraging participation by those who work, live, or travel along the pilot corridor. There will also be extensive participation by technical staff from appropriate jurisdictions. The BRT improvements will not be implemented without the approval of both the LTD Board of Directors and the policy board with jurisdiction over the road under consideration.

TSI Bicycles

This section provides Planning and Program Actions related to the regional bicycle system and support facilities.

1. Bicycle System Improvements

- 1.1. Acquire land at market value, or secure dedications of land or access easements for bikeways in connection with utility rights-of-way, drainage ditches, rivers, rail lines, and other corridors. (Based on *TransPlan* 1986 Policy LU9.)
- 1.2. Retrofit local streets that are designated bicycle routes with bicycle-friendly traffic-calming devices such as traffic circles, curb extensions, and diverters that allow through movements for bicyclists.
- 1.3. Improve safety and convenience of bicycle-pedestrian crossings at major streets.

2. Bicycle System Support Facilities

- 2.1. Improve lighting and signage on off-street, multi-use paths and install adequate lighting and signage at street or bike path intersections or other segments of the bicycle system where significant numbers of bike-bike, bike-pedestrian, or bike-motor vehicle conflicts occur.
- 2.2. Provide bicycle parking facilities at all new multi-family residential developments of four or more units; new retail, office, and institutional developments; public facilities; regional activity centers; public events; and all transit transfer stations and Park-and-Ride lots. (*TransPlan* 1986 Policy PK4; TPR 660-12-045(3)(a))
- 2.3. Modify development regulations for new construction and major renovation projects to mandate the provision of showers and bicycle storage facilities in public buildings with at least 50 employees.
- 2.4. Design and place a series of *you are here* bicycle system maps at major destinations and other strategic locations along the bicycle system.
- 2.5. Place bicycle route signage along designated routes in the metro area.

3. Bicycle Safety

- 3.1. Work with the state Legislature to add a non-motorized portion to the State Motor Vehicle test that includes questions on appropriate behavior of motorized vehicles towards bicyclists and pedestrians.

- 3.2. Work with public school districts to educate students about improving bicycle skills, increasing the observance of traffic laws and enhancing safety. Specific techniques include bicycle safety rodeos and transportation safety assemblies designed to teach safe riding habits and rules of the road to young cyclists.
- 3.3. Establish and publicize a *Close Call* hot line to better identify high hazard locations and to pinpoint violations that lead to accidents.
- 3.4. Work with local higher education institutions (e.g., University of Oregon, Lane Community College) to provide materials and instruction on bicycle safety to incoming students.
- 3.5. Collaborate with LTD to develop a training session, including a video, for LTD drivers. The focus of the training would be on sharing the road with cyclists.
- 3.6. Produce a video to educate bicyclists that commit traffic violations. The focus of the video would be on cyclists' rights and responsibilities.
- 3.7. Advise local school districts on ways to include bicycle education and awareness in driver education classes and testing and advise private driver training businesses on ways to include bicycle education and awareness in courses.
- 3.8. Adopt maintenance procedures for the bikeway system to ensure good pavement condition; visible striping and signage marking the route; and safe lanes unobstructed by leaves, gravel, and debris.

4. Bicycle Planning

- 4.1. Develop a process for assessing all planned and proposed bicycle projects to better determine their scope, feasibility, and cost.
- 4.2. Develop a bicycle transportation forecasting model.
- 4.3. Establish a comprehensive data collection system to: develop and regularly update a database of bicycle safety and use data; monitor bicycle and pedestrian accidents and injuries with local jurisdictions and health care facilities; conduct annual or seasonal bicycle counts along selected bikeways; and monitor pavement condition of bike lanes and paths.
- 4.4. Conduct a bicycle parking study that inventories existing structures and identifies the types and desired locations of additional structures.

TSI Pedestrian

This section provides Planning and Program Actions related to the pedestrian system and support facilities. The pedestrian actions will be implemented in large part through *TransPlan* land use actions and local jurisdiction design standards that support pedestrian-oriented design.

Pedestrian actions will also be implemented through construction and reconstruction of roadways and small improvement projects.

1. Pedestrian System Improvements

- 1.1. Establish priorities for expenditure on routine, ongoing repair, and reconstruction of existing sidewalks and construction of new sidewalks. (Based on *TransPlan* 1986 Policy I5.)
- 1.2. Develop a plan for prioritized construction of sidewalk segments to fill gaps in the existing system of urban area roadways. (Based on *TransPlan* 1986 Policy I5.) Develop a plan for prioritized retrofitting of all corner sidewalks with curb ramps. (Based on *TransPlan* 1986 Policy AM4.)
- 1.3. Install audio/tactile pedestrian signal systems in areas with large elderly and disabled populations. Provide pedestrian push buttons (with visual wait signal) at intersections. (Based on *TransPlan* 1986 Policy AM4.)
- 1.4. Evaluate the need for new or improved treatments of pedestrian street crossings, such as small curb radii, taking into account the type of pedestrian facility, pedestrian volume, vehicle traffic, crossing distance, sight distance, accident data, and related factors.
- 1.5. Identify pedestrian *use paths*, determine which ones provide needed connectivity, and ensure their continued viability (e.g., north end of Friendly Street through the Lane County Fairgrounds to 13th Avenue and Monroe).
- 1.6. Require that on-site pedestrian systems connect with adjoining properties and the external pedestrian system. (TPR 660-12-045(4)(b)(B))
- 1.7. Require developers to provide adequate internal pedestrian circulation facilities within new subdivisions, multi-family developments, planned developments, shopping centers, and commercial districts. This can be accomplished through clustering buildings, constructing paved accessways and walkways and other techniques. (Reference TPR 660-12-045 (3)(b,e))
- 1.8. Provide paved pedestrian walkways between new commercial and residential developments and neighborhood activity centers (e.g., schools, parks, shopping areas, transit stops, and employment centers) and adjacent residential areas and transit stops and neighborhood activity centers within one-half mile of the development. Specific measures include constructing walkways between cul-de-sacs and adjacent roads, providing walkways between buildings, and providing direct access between adjacent uses. (Based on *TransPlan* 1986 Policy LU6; TPR 660-12-045 (3)(b,c,d,e))
- 1.9. Provide convenient pedestrian access to transit at new retail, office, and institutional buildings at or near major transit stops. This shall be accomplished by providing walkways between building entrances and streets adjoining the site

and providing pedestrian connections from the on-site circulation system to adjoining properties. (TPR 660-12-045(4)(b))

- 1.10. Retrofit existing streets to be safer and friendlier for pedestrians (e.g., curb extensions, center refuge medians).

2. Pedestrian System Support Facilities

- 2.1. Require landscaped areas (planting strips) along sidewalks.
- 2.2. Require street furniture, such as benches.
- 2.3. Require lighting.

TSI Goods Movement

This section provides Planning and Program Actions related to goods movement. The Goods Movement and Intermodal Facilities Map in Appendix A shows the locations of bus and passenger rail service terminals, public use airports, mainline and branchline railroads and railroad facilities, and major regional pipelines and terminals. There are no port facilities in the Eugene-Springfield metropolitan area.

ODOT has the responsibility for developing the intermodal management system in the Eugene-Springfield area as part of the ISTEA planning guidelines. ODOT is focusing its efforts on the links between various modes of freight transportation. Examples of intermodal links are roadways between freight intermodal facilities and the National Highway System facilities. The metropolitan planning process should continue to support ODOT's planning and implementation actions.

1. Goods Movement Planning

- 1.1. Establish a freight task force (or freight planning committee) with members drawn from the freight-transport industry, local businesses, and other interested parties. Members should include senior public and private sector officials with decision-making authority.
- 1.2. Conduct a regional freight study to develop a thorough understanding of regional goods movement issues, needed data, travel patterns, and existing and future needs. The logistics requirements of major regional companies should be analyzed to identify the types of transportation on which they are most dependent, and to assess both deficiencies and opportunities. Freight mobility performance measures that are attentive to daily system reliability and the logistics needs of manufacturers and businesses should be developed.
- 1.3. Develop a database on freight movement and enhance the region's freight-travel modeling capability.
- 1.4. Study the feasibility of establishing a port authority to coordinate rail/truck intermodal goods movement.
- 1.5. Support actions that encourage goods movement by rail.
- 1.6. Encourage public and private partnerships to improve freight mobility.

2. Goods Movement System Improvements

- 2.1. Correct existing safety deficiencies on the freight network related to: roadway geometry and traffic controls; at-grade railroad crossings; truck traffic in neighborhoods; congestion on interchanges and hill climbs; and hazardous materials movement.
- 2.2. Identify priority freight projects. Review CIPs, including TIP, to ensure that the priority projects are included. Coordinate the scheduling of projects in the TIP and various capital budgets with related private projects.

TSI Other Modes

This section provides Planning and Program Actions related to other modes, including air, rail, and inter-city bus service.

1. Airport

- 1.1. Develop plans to ensure that future air transportation capacity needs are met.

2. Rail System Improvements

- 2.1. Purchase the Amtrak station site in downtown Eugene to preserve as the future high speed rail terminal.
- 2.2. Plan for future high-speed rail train servicing facilities.

3. Inter-City Bus Service

- 3.1. Support private sector efforts to improve inter-city bus terminals and service.

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						
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.

Planning and Program Actions

TransPlan policy supports increased use of motor vehicle parking management strategies in selected areas throughout the Eugene-Springfield metropolitan area.

TDM Policy #2: Parking Management

Increase the use of motor vehicle parking management strategies in selected areas throughout the Eugene-Springfield metropolitan area.

The City of Eugene established policy that made specific recommendations regarding parking reduction with the Eugene city limits through the adoption of the CATS and the Transportation rule Implementation Project (TRIP). CATS recommended a range of parking policies and TRIP refined and implemented several of these strategies.

1. Supply Strategies

- 1.1. Establish maximum allotments for parking. (TPR 660-12-045(5)(c))
- 1.2. Increase the use of Park-and-Ride lots to reduce parking demand in the city centers and other intensely developed areas.
- 1.3. Allow parking exemptions.
- 1.4. Lower or eliminate minimum parking requirements. (*TransPlan* 1986 Policy PK3; TPR 660-12-045(5)(c))
- 1.5. Encourage construction of parking structures rather than surface parking.
- 1.6. Expand the number of carpool/vanpool parking spaces in City-owned lots and provide financial incentives to use those spaces.

2. Demand Strategies

- 2.1. Provide incentives, such as employer payroll tax reductions and automobile parking requirement reductions, to employers who implement preferential parking for carpools and vanpools in new developments with designated employee parking areas.
- 2.2. Shift free parking areas to paid parking where appropriate.
- 2.3. Encourage employers to charge fair market prices for employee parking. (*TransPlan* 1986 Policy PK6.)
- 2.4. Provide preferential parking for carpools and vanpools in new developments with designated employee parking areas. (TPR 660-12-045(4)(d))
- 2.5. Manage overflow parking impacts in residential areas through residential parking permit programs. (Based on *TransPlan* 1986 Policy PK7.)
- 2.6. Encourage adherence to parking regulations by expanding enforcement programs and increasing parking fines. (*TransPlan* 1986 Policy PK9.)
- 2.7. Establish shorter time limits on parking in high demand areas, such as on-street parking near employment centers. (*TransPlan* 1986 Policy PK8.)